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The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

Title 5—Administrative Personnel

CHAPTER I—CIVIL SERVICE COMMISSION

PART 213—EXCEPTED SERVICE

Department of Transportation; Correction

The revision of Part 213 which appeared in the FEDERAL REGISTER of Thursday, December 13, 1973 (FR Doc. 26413) is corrected by making the following change.

§ 213.3394 Department of Transportation.

* * * * *

(h) *Federal Aviation Administration.* * * *

(2) One Special Assistant to the Administrator.

* * * * *

((5 U.S.C. secs. 3301, 3302); E.O. 10577, 3 CFR 1954–58 Comp. p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[FR Doc.74–2019 Filed 1–23–74;8:45 am]

Title 12—Banks and Banking

CHAPTER II—FEDERAL RESERVE SYSTEM

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. Z]

PART 226—TRUTH IN LENDING

Miscellaneous Amendments

When Regulation Z was promulgated, several provisions were included to assist creditors in making the transition to compliance with the rules. For example, one provision allowed creditors who had not received printed disclosure forms which were ordered before the effective date to alter existing forms until the new forms were received. Since these provisions are no longer necessary, they are being revoked.

In order to accomplish this, Regulation Z is being amended in the following respects:

1. Section 226.6(j) and (k), 226.7(f), 226.602 and 226.605 are deleted.

2. As an incident to these amendments, § 226.6(l) is redesignated § 226.6(j).

This action is taken pursuant to and in accordance with section 1604 of Title 15 of the United States Code.

The amendments are effective March 1, 1974.

The provisions of 5 U.S.C. 553 with respect to notice and public participation were not followed in connection with these rule changes because the rules involved were transitional and were inapplicable to any actions taken after December 31, 1969. The Board has found that more than a reasonable period (four years) has passed for all transitional measures to have been accomplished and, therefore, that notice and public participation are unnecessary.

By order of the Board of Governors, January 15, 1974.

[SEAL] CHESTER B. FELDBERG,
Secretary of the Board.

[FR Doc.74–1999 Filed 1–23–74;8:45 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Airspace Docket No. 73–EA–110]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE AND REPORTING POINTS

Alteration of Control Zone and Transition Area

Correction

In FR Doc. 74–1364 appearing on page 2080 in the issue for Thursday, January 17, 1974, the effective date now reading "January 17, 1973", in the second column, fourth paragraph, third line under Airspace Docket No. 73–EA–110, should read "January 17, 1974".

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 13500; Amdt. 95–242]

PART 95—IFR ALTITUDES

Miscellaneous Changes

The purpose of this amendment to Part 95 of the Federal Aviation regulations is to make changes in the IFR altitudes at which all aircraft shall be flown over a specified route or portion thereof. These altitudes, when used in conjunction with the current changeover points for the routes or portions thereof, also assure navigational coverage that is adequate and free of frequency interference for that route or portion thereof.

As a situation exists which demands immediate action in the interest of safety, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for making this amendment effective within less than 30 days from publication.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (24 FR 5662), Part 95 of the Federal Aviation regulations is amended, effective February 28, 1974 as follows:

1. By amending Subpart C as follows:

Section 95.115 *Amber Federal Airway 15.*

From; to; and MEA

Guard Island INT, Alaska; Petersburg, Alaska, LF/RBN; 5,700.
Petersburg, Alaska LF/RBN; Thane INT, Alaska; *7,000. *6,900—MOCA.

Section 95.638 Blue Federal Airway 38.

Guard Island INT, Alaska; Petersburg, Alaska, LF/RBN; 5,700.
Petersburg, Alaska, LFR; Sisters Island, Alaska, LF/RBN; 6,900.

Section 95.1001 *Direct Routes—U.S.*

Eglin AFB, Fla., VOR; Baker INT, Fla.; *2,000. *1,400—MOCA.
Saufley, Fla., VOR; Spencer INT, Fla.; *2,000. *1,400—MOCA.
Spencer INT, Fla.; Monroeville, Ala., VOR; *2,000. *1,600—MOCA.
Spencer INT, Fla.; Montgomery, Ala., VOR; *8,500. *2,500—MOCA.
Spencer INT, Fla.; Crestview, Fla., VOR; *2,000. *1,600—MOCA.
Harold INT, Fla.; Eglin AFB, Fla., VOR; *2,000. *1,400—MOCA.
Greenhead INT, Fla.; Chipley INT, Fla.; *1,900. *1,600—MOCA.

Section 95.5500 *High Altitude RNAV Routes.*

From/to; distance total; geographic location, distance from; track angle; MEA; and MAA

J965R is amended to read in part:

Palis, Calif., W/P; 112; 18,000; 45,000.
Leafs, Calif., W/P; 259/079 to Leafs.

J966R is amended to read in part:

Leafs, Calif., W/P; 112; 18,000; 45,000.
Palis, Calif., W/P; 079/259 to Palis.

Section 95.6015 *VOR Federal Airway 15.*

From; to; MEA

Scholes, Tex., VOR; Hobby, Tex., VOR; 2,200.
Hobby, Tex., VOR; Humble, Tex., VOR; 2,000.
Sealy INT, Tex., via W. alter.; Prairie INT, Tex., via W. alter.; *3,500. *1,700—MOCA.
Prairie INT, Tex., via W. alter.; Courtney INT, Tex., via. W. alter.; *2,000. *1,700—MOCA.

Section 95.6020 *VOR Federal Airway 20.*

Arcola INT, Tex.; Hobby, Tex., VOR; *1,800. *1,600—MOCA.
Hobby, Tex., VOR; Fry INT, Tex.; 1,600.

Section 95.6035 *VOR Federal Airway 35.*

Cross City, Fla., VOR, via W. alter.; Tallahassee, Fla., VOR, via W. alter.; *2,000. *1,600—MOCA.
Tallahassee, Fla., VOR, via W. alter.; Albany, Ga., VOR, via W. alter.; *2,000. *1,600—MOCA.
Albany, Ga., VOR, via W. alter.; Ideal INT, Ga., via W. alter.; *2,000. *1,800—MOCA.
Ideal INT, Ga., via W. alter.; Byron INT, Ga., via W. alter.; *3,000. *2,000—MOCA.

Byron INT, Ga., via W. alter.; Macon, Ga., VOR, via W. alter.; *2,000. *1,600—MOCA.

Section 95.6076 *VOR Federal Airway 76.*

Andrau INT, Tex.; Hobby, Tex., VOR; *2,000. *1,800—MOCA.
Sinclair INT, Tex., via S. alter.; Hobby, Tex., VOR, via S. alter.; 2,100.

Section 95.6132 *VOR Federal Airway 132.*

Chanute, Kans., VOR; Walnut INT, Kans.; *2,800. *2,400—MOCA.

Section 95.6133 *VOR Federal Airway 133.*

Saginaw, Mich., VOR; Wheeler INT, Mich.; *2,200. *1,900—MOCA.

Section 95.6198 *VOR Federal Airway 198.*

Sinclair INT, Tex.; Hobby, Tex., VOR; 2,100.
Hobby, Tex., VOR; LaPorte INT, Tex.; 1,500.

Section 95.6295 *VOR Federal Airway 295.*

Cross City, Fla., VOR; Tallahassee, Fla., VOR; *2,000. *1,600—MOCA.

Section 95.7037 *Jet Route No. 37.*

From; to; MEA and MAA

Hobby, Tex., VORTAC; New Orleans, La., VORTAC; 26,000; 45,000.

Section 95.7138 *Jet Route No. 138.*

San Antonio, Tex., VORTAC; Hobby, Tex., VORTAC; 18,000; 45,000.
Hobby, Tex., VORTAC; Lake Charles, La., VORTAC; 18,000; 45,000.

Section 95.7177 *Jet Route No. 177.*

Humble, Tex., VORTAC; Hobby, Tex., VOR TAC; 18,000; 45,000.
Hobby, Tex., VORTAC; U.S.-Mexican Border; †37,000; 45,000.

†MEA is established with a gap in navigation signal coverage.

(Secs. 307 and 1110 of the Federal Aviation Act of 1958 (49 U.S.C. 1348, 1510))

Issued in Washington, D.C., on January 16, 1974.

JAMES M. VINES,
Chief,
Aircraft Programs Division.

[FR Doc.74-1810 Filed 1-23-74;8:45 am]

[Docket No. 13492, Amdt. 900]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

This amendment to Part 97 of the Federal Aviation Regulations incorporates by reference therein changes and additions to the Standard Instrument Approach Procedures (SIAPs) that were recently adopted by the Administrator to promote safety at the airports concerned.

The complete SIAPs for the changes and additions covered by this amendment are described in FAA Forms 3139, 8260-3, 8260-4, or 8260-5 and made a part of the public rulemaking dockets of the FAA in accordance with the procedures set forth in Amendment No. 97-696 (35 FR 5609).

SIAPs are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591. Copies of SIAPs adopted in a particular region are also available for examination at the headquarters of that region. Individual copies of SIAPs may be purchased from the FAA Public Document Inspection Facility, HQ-405, 800 Independence Avenue SW., Washington, D.C. 20591 or from the applicable FAA regional office in accordance with the fee schedule prescribed in 49 CFR 7.85. This fee is payable in advance and may be paid by check, draft or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of $150.00 per annum from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Additional copies mailed to the same address may be ordered for $30.00 each.

Since a situation exists that requires immediate adoption of this amendment, I find that further notice and public procedure hereon is impracticable and good cause exists for making it effective in less than 30 days.

In consideration of the foregoing, Part 97 of the Federal Aviation Regulations is amended as follows, effective on the dates specified:

1. Section 97.23 is amended by originating, amending, or canceling the following VOR-VOR/DME SIAPs, effective March 7, 1974.

Manchester, N.H.—Grenier Field-Manchester Municipal Arpt., VOR/DME Rwy 17, Amdt. 6.
Manchester, N.H.—Grenier Field-Manchester Municipal Arpt., VOR Rwy 35, Amdt. 8.
New Iberia, La.—Acadiana Regional Arpt., VORTAC Rwy 34, Orig.
Red Bluff, Calif.—Red Bluff Municipal Arpt., VOR/DME Rwy 15, Orig.
Spokane, Wash.—Felts Field, VOR Rwy 3, Orig., Canceled.
Spokane, Wash.—Felts Field, VOR Rwy 3L, Orig.

* * * effective February 14, 1974:

Fargo, N.D.—Hector Field, VOR Rwy 35, Amdt. 6.

* * * effective January 10, 1974:

Knoxville, Tenn.—McGhee Tyson Arpt., VOR Rwy 22R, Amdt. 16.

2. Section 97.25 is amended by originating, amending, or canceling the following SDF-LOC-LDA SIAPs, effective February 14, 1974.

Fargo, N.D.—Hector Field, LOC (BC) Rwy 17, Amdt. 5.

* * * effective January 10, 1974.

Waukegan, Ill.—Waukegan Memorial Arpt., LOC (BC) Rwy 5, Orig., Canceled.

3. Section 97.27 is amended by originating, amending or canceling the following NDB/ADF SIAPs, effective March 7, 1974:

Manchester, N.H.—Grenier Field-Manchester Municipal Arpt., NDB Rwy 35, Amdt. 7.
Orlando, Fla.—Herndon Arpt., NDB Rwy 31, Orig., Canceled.
Orlando, Fla.—McCoy AFB, NDB Rwy 18L & 18R, Amdt. 1, Canceled.

Effective February 14, 1974.

Fargo, N.D.—Hector Field, NDB Rwy 17, Amdt. 6.
Fargo, N.D.—Hector Field, NDB Rwy 35, Amdt. 22.

4. Section 97.29 is amended by originating, amending, or canceling the following ILS SIAPs, effective March 7, 1974:

Manchester, N.H.—Grenier Field-Manchester Municipal Arpt., ILS Rwy 35, Amdt. 6.

* * * effective February 14, 1974:

Fargo, N.D.—Hector Field, ILS Rwy 35, Amdt. 23.

5. Section 97.31 is amended by originating, amending, or canceling the following RADAR SIAPs, effective March 7, 1974:

Albany, Ga.—Albany-Dougherty County Arpt., RADAR-1, Amdt. 3, Canceled.

* * * effective February 14, 1974:

Fargo, N.D.—Hector Field, RADAR-1, Orig.

6. Section 97.33 is amended by originating, amending, or canceling the following RNAV SIAPs, effective March 7, 1974:

Farmingdale, N.Y.—Republic Field, RNAV Rwy 19, Orig.
Manchester, N.H.—Grenier Field-Manchester Municipal Arpt., RNAV Rwy 6, Orig.
Portsmouth, Ohio—Greater Portsmouth Regional Arpt., RNAV Rwy 18, Orig.

(Secs. 307, 313, 601, 1110, Federal Aviation Act of 1948 (49 U.S.C. 1438, 1354, 1421, 1510); sec. 6(c), Department of Transportation Act, (49 U.S.C. 1655(c) and 5 U.S.C. 552(a)(1)))

Issued in Washington, D.C., on January 17, 1974.

JAMES M. VINES,
Chief,
Aircraft Programs Division.

NOTE: Incorporation by reference provisions in §§ 97.10 and 97.20 (35 FR 5610) approved by the Director of the Federal Register on May 12, 1969.

[FR Doc.74-2032 Filed 1-23-74;8:45 am]

Title 20—Employees' Benefits

CHAPTER III—SOCIAL SECURITY ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

[Regs. No. 5 further amended]

PART 405—FEDERAL HEALTH INSURANCE FOR THE AGED AND DISABLED (1965)

Subpart B—Supplementary Medical Insurance Benefits; Enrollment, Coverage, Exclusions and Payment

SUPPLEMENTARY MEDICAL INSURANCE ENROLLMENT

On September 18, 1973, there was published in the FEDERAL REGISTER (38 FR 26132) a notice of proposed rulemaking with proposed amendments to Subpart B of Regulations No. 5 of the Social Security Administration. The proposed amendments reflect section 260 of the Social Security Amendments of 1972

(Pub. L. 92–603) which eliminates the restrictions preventing enrollment in the supplementary medical insurance program more than 3 years after an individual's initial enrollment period, and preventing reenrollment more than 3 years after termination of a prior period of coverage. They also reflect section 259, which authorizes the Secretary to provide equitable relief where an individual's enrollment or nonenrollment was unintentional, inadvertent, or erroneous and was caused by administrative misrepresentation, inaction, or error.

Interested persons were given the opportunity to submit within 30 days data, views, or arguments with regard to the proposed amendments. No comments have been received and the proposed amendments are adopted without change.

(Secs. 1102, 1837, 1871, 49 Stat. 647, as amended, 79 Stat. 331, as amended; (42 U.S.C. 1302, 1395p, 1395hh))

Effective date. The amendments shall be effective on January 24, 1974.

(Catalog of Federal Domestic Assistance Program No. 13.801, Health Insurance for the Aged—Supplementary Medical Insurance.)

Dated: December 20, 1973.

J. B. CARDWELL,
Commissioner of Social Security.

Approved: January 18, 1974.

CASPAR W. WEINBERGER,
Secretary of Health, Education, and Welfare.

Part 405 of Chapter III of Title 20 of the Code of Federal Regulations is amended as follows:

§ 405.214 Individual enrollment; limitation on enrollment and reenrollment.

(a) *Delayed enrollment, or reenrollment, prior to October 30, 1972.* An individual who failed to enroll in the supplementary medical insurance plan during his initial enrollment period (see § 405.212) could enroll thereafter prior to October 30, 1972, only during a general enrollment period (see § 405.213) which began no later than 3 years after the close of his initial enrollment period. An individual whose enrollment had terminated (see § 405.223) could, subject to the provisions of paragraph (c) of this section, reenroll prior to October 30, 1972, only during a general enrollment period which began no later than 3 years after the last day of his prior period of coverage. An individual who did not enroll or reenroll during this 3-year period was precluded from enrollment.

Example 1. An individual first meets the eligibility requirements for entitlement in October 1968 but fails to enroll during his initial enrollment period—July 1968 through January 1969. Under the law applicable before October 30, 1972, he could later enroll only during the remaining 2 months of the general enrollment period then in progress, i.e., February and March 1969, or during one of the three general enrollment periods which began no later than 3 years after the close of his initial enrollment period, i.e., January through March of the calender years 1970, 1971, or 1972. He could not enroll after March 31, 1972, the close of the last general enrollment period which began no later than 3 years after the close of his initial enrollment period.

Example 2. An individual notified the Administration in writing during May 1969 that he no longer wished to participate in the supplementary medical insurance plan and, accordingly, his enrollment terminated on September 30, 1969. He could reenroll under the law applicable before October 30, 1972, only within the periods January through March of the calendar years 1970, 1971, or 1972, the three general enrollment periods which began no later than 3 years after the termination date of his prior enrollment.

(b) *Delayed enrollment or reenrollment after October 29, 1972.* Effective October 30, 1972, an individual who did not enroll during his initial enrollment period or whose enrollment has terminated may enroll or reenroll, thereafter, subject to the provisions of paragraph (c) of this section only during a general enrollment period (whether or not such general enrollment period begins within 3 years after the last day of his initial enrollment perior or of his prior period of coverage).

* * * * *

2. The following new section is added:

§ 405.226 Equitable relief for individual whose enrollment rights have been prejudiced by government misrepresentation, inaction or error.

Notwithstanding any other provision of this subpart or Subpart I of this Part, in any case where it is established that an individual's enrollment or nonenrollment in the supplementary medical insurance plan or in the hospital insurance plan pursuant to section 1818 of the Social Security Act, is unintentional, inadvertent, or erroneous and is the result of the error, misrepresentation or inaction of an officer, employee, or agent of the Federal Government or its instrumentalities, the Social Security Administration may provide equitable relief to correct or eliminate the effects of such prejudicial misrepresentation, inaction, or error. Such equitable relief may include, but is not limited to, designation of a special initial or subsequent enrollment period or coverage period, or adjustment in premiums, or any combination of these measures.

[FR Doc.74–2018 Filed 1–23–74;8:45 am]

Title 24—Housing and Urban Development

CHAPTER II—OFFICE OF ASSISTANT SECRETARY FOR HOUSING PRODUCTION AND MORTGAGE CREDIT—FEDERAL HOUSING COMMISSIONER (FEDERAL HOUSING ADMINISTRATION), DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SUBCHAPTER B—MORTGAGE AND LOAN INSURANCE PROGRAMS UNDER NATIONAL HOUSING ACT

[Docket No. R–74–240]

Waiver of Eligibility Requirements for Mortgage Insurance

On September 18, 1973, a notice of proposed rulemaking was published in the FEDERAL REGISTER (38 FR 26132) stating that the Department of Housing and Urban Development was considering amendments to Parts 205, 242 and 244 of Title 24, to eliminate certain eligibility requirements, particularly fees, relating to processing for mortgage insurance when the Secretary needs the added flexibility to dispose of property interests he holds.

Interested persons were given 30 days in which to submit written comments or suggestions. No comments or suggestions have been received and the proposed amendments are hereby adopted without change.

PART 205—MORTGAGE INSURANCE FOR LAND DEVELOPMENT (TITLE X)

In Part 205 a new § 205.138 (and proper sequential listing in the list of sections for the part) is added in proper sequential order as follows:

§ 205.138 Waiver of eligibility requirements for mortgage insurance.

The Secretary may insure under this part, without regard to any limitation upon eligibility contained in this subpart, any mortgage assigned to him in connection with payment under a contract of mortgage insurance, or executed in connection with a sale by him of any property acquired under any section or title of the Act.

PART 242—MORTGAGE INSURANCE FOR HOSPITALS

In Part 242 a new § 242.88 (and proper sequential listing in the list of sections for the part) is added in proper sequential order as follows:

§ 242.88 Waiver of eligibility requirements for mortgage insurance.

The Secretary may insure under this part, without regard to any limitation upon eligibility contained in this subpart, any mortgage assigned to him in connection with payment under a contract of mortgage insurance, or executed in connection with a sale by him of any property acquired under any section or title of the Act.

PART 244—MORTGAGE INSURANCE FOR GROUP PRACTICE FACILITIES (TITLE XI)

In Part 244 a new § 244.168 (and proper sequential listing in the list of sections for the part) is added in proper sequential order as follows:

§ 244.168 Waiver of eligibility requirements for mortgage insurance.

The Secretary may insure under this part, without regard to any limitation upon eligibility contained in this subpart, any mortgage assigned to him in connection with payment under a contract of mortgage insurance, or executed in connection with a sale by him of any property acquired under any section or title of the Act.

(Sec. 7(d) of the Department of HUD Act, (42 U.S.C. 3535(d)))

Effective date. These amendments are effective as of February 24, 1974.

SHELDON B. LUBAR,
Assistant Secretary for Housing Production and Mortgage Credit.

[FR Doc.74-2012 Filed 1-23-74;8:45 am]

CHAPTER X—FEDERAL INSURANCE ADMINISTRATION, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SUBCHAPTER B—NATIONAL FLOOD INSURANCE PROGRAM

[Docket No. FI-279]

PART 1915—IDENTIFICATION OF SPECIAL HAZARD AREAS

List of Communities With Special Hazard Areas

Correction

In FR Doc. 74-1064, appearing at page 1984 in the issue of Wednesday, January 16, 1974, the last column heading on pages 1984 through 1989 should read "Effective date of identification of areas which have special flood hazards."

Title 26—Internal Revenue

CHAPTER I—INTERNAL REVENUE SERVICE, DEPARTMENT OF THE TREASURY

[T.D. 7301]

SUBCHAPTER A—INCOME TAX

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

SUBCHAPTER F—PROCEDURE AND ADMINISTRATION

PART 301—PROCEDURE AND ADMINISTRATION

Capital Losses

Correction

In FR Doc. 74-286 appearing at page 962 in the issue of Friday, January 4, 1974, make the following changes:

1. In § 1.1211-1(b)(8), example 2, on page 966, 12th line from the bottom, the word "of" should read "to".

2. In § 1.1212-1(b)(5), the last line of example 4 on page 970, the indistinct figure in the right hand column should read "200".

3. In § 1.1212-1(b)(5) example 7, 2d paragraph, 29th line, on page 971, the reference "See § 1.1221-(b)(3)(ii)" should read "See § 1.1221-1(b)(3)(ii)".

4. In § 301.6511(d)-7(a)(1), 5th line, the word "able" should read "credit".

Title 40—Protection of Environment

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER E—PESTICIDE PROGRAMS

PART 180—TOLERANCES AND EXEMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODITIES

Subpart D—Exemptions From Tolerances

CERTAIN INERT INGREDIENTS IN PESTICIDE FORMULATIONS

Two comments were received in response to the notice published in the FEDERAL REGISTER of September 11, 1973 (38 FR 24918), proposing establishment of exemptions from tolerances for 29 inert (or occasionally active) ingredients in pesticide formulations under the provisions of section 408 of the Federal Food, Drug, and Cosmetic Act; no requests for referral to an advisory committee were received.

An objection to the inclusion of xylene sulfonic acid in the list of ingredients was submitted by the law firm of Wilkinson, Cragun & Barker, Washington, D.C., on behalf of the confederated Salich and Kootenai tribes of the Flathead reservation, Montana, who wish to stop the introduction of all chemicals into the waters of their reservation.

GAF Corp., New York, N.Y., requested that the trisodium salt of nitrilotriacetic acid (NTA) be included in the list of ingredients exempted from a tolerance. (A comment from the GAF Corp. questioning the way the items were listed was caused by a misreading of the paragraphing between tables.)

Having considered the comments received and other relevant information, it is concluded that xylene sulfonic acid should remain in the list of exempted ingredients because it is to be applied only to animals, not bodies of water, and that the trisodium salt of NTA be considered for inclusion in a future proposal regarding exemption from tolerance for inert (or occasionally active) ingredients.

Therefore, pursuant to provisions of the act (sec. 408(c), (e), 68 Stat. 512, 514; (21 U.S.C. 346a(c), (e))), the authority transferred to the Administrator of the Environmental Protection Agency (35 FR 15623), and the authority delegated by the Administrator to the Deputy Assistant Administrator for Pesticide Programs (36 FR 9038), § 180.1001 is amended by alphabetically inserting new items in the tables in paragraphs (c), (d) and (e) and by revising the item "Alkyl (C_7–C_{18}) sulfate sodium salt * * *" in paragraph (e), as follows:

§ 180.1001 Exemptions from the requirement of a tolerance.

* * * * *

(c) * * *

Inert ingredients	Limits	Uses
* * * * * * *		
3,5-Dimethyl-4-octyn-3,6-diol.	Not more than 2.5% of pesticide formulation.	Surfactants, related adjuvants of surfactants.
* * * * * * *		
2-Ethyl-1-hexanol.	Not more than 2.5% of pesticide formulation.	Solvent, adjuvant of surfactants.
* * * * * * *		
2,4,7,9-Tetramethyl-5-decyn-4,7-diol.	Not more than 2.5% of pesticide formulation.	Surfactants, related adjuvants of surfactants.
* * * * * * *		
(d) * * *		
* * * * * * *		
Acrylic acid, polymerized, and its ethyl and methyl esters.	----------	Surfactants, related adjuvants of surfactants.
* * * * * * *		
α-[*p*-(1,1,3,3,-Tetramethylbutyl) phenyl]poly(oxypropylene) block polymer with poly (oxyethylene); the poly (oxypropylene) content averages 25 moles, the poly(oxyethylene) content averages 40 moles, the molecular weight averages 3,400.	----------	Surfactants, related adjuvants of surfactants.
* * * * * * *		
α-Alkyl(C_{12}—C_{18})-*omega*-hydroxypoly(oxyethylene); the poly(oxyethylene) content averages 3-20 moles.	----------	Surfactants, related adjuvants of surfactants.
α-Alkyl(C_{12}—C_{18})-*omega*-hydroxypoly(oxyethylene) sulfate and its ammonium, calcium, magnesium, potassium, sodium, and zinc salts; the poly (oxyethylene) content averages 3 moles.	----------	Surfactants, related adjuvants of surfactants.
α-(*p*-Alkylphenyl)-*omega*-hydroxypoly(oxyethylene) produced by the condensation of 1 mole of alkylphenol (alkyl is a mixture of propylene tetramer and pentamer isomers and averages C_{12}) with 6 moles of ethylene oxide.	----------	Surfactants, related adjuvants of surfactants.
Alkyl(C_8—C_{18})sulfate and its ammonium, calcium, magnesium, potassium, sodium, and zinc salts.	----------	Surfactants, related adjuvants of surfactants.
Amine salts of alkyl(C_8—C_{24}) benzenesulfonic acid (butylamine; dimethylamine-propylamine; mono- and diisopropylamine; and mono-, di, and triethanolamine).	----------	Surfactants, related adjuvants of surfactants.
* * * * * * *		
Benzoic acid.	----------	Preservative for formulations.

Inert ingredients	Limits	Uses
* * * * * * *		
Ethylene dichloride (1,2-dichloroethane).		Solvent, cosolvent.
FD & C Blue No. 1		Dye.
Glycerol monooleate		Surfactants, related adjuvants of surfactants.
* * * * * * *		
α-Lauryl-*omega*-hydroxypoly (oxyethylene) sulfate, sodium salt; the poly (oxyethylene) content is 3–4 moles.		Surfactants, related adjuvants of surfactants.
* * * * * * *		
α-(*p*-Nonylphenyl)-*omega*-hydroxypoly(oxyethylene) sulfate, and its ammonium, calcium, magnesium, potassium, sodium, and zinc salts; the nonyl group is a propylene trimer isomer and the poly (oxyethylene) content averages 4 moles.		Surfactants, related adjuvants of surfactants.
α-*cis*-9-Octadecenyl-*omega*-hydroxypoly(oxyethylene); the octadecenyl group is derived from oleyl alcohol and the poly(oxyethylene) content averages 20 moles.		Surfactants, related adjuvants of surfactants.
Polyglyceryl phthalate esters of coconut oil fatty acids.		Surfactants, related adjuvants of surfactants.
* * * * * * *		
Polyoxyethylated sorbitol fatty acid esters; the polyoxyethylated sorbitol solution containing 15% water is reacted with fatty acids limited to C_{12}, C_{14}, C_{16}, and C_{18} containing minor amounts of associated fatty acids; the poly (oxyethylene) content averages 30 moles.		Surfactants, related adjuvants of surfactants.
* * * * * * *		
Sodium dioctylsulfosuccinate		Surfactants, related adjuvants of surfactants.
Sodium hydroxide		Neutralizer.
* * * * * * *		
Sorbitan fatty acid esters (fatty acids limited to C_{12}, C_{14}, C_{16}, and C_{18} containing minor amounts of associated fatty acids) and poly(oxyethylene) derivatives of sorbitan fatty acid esters; the poly(oxyethylene) content averages 16–20 moles.		Surfactants, related adjuvants of surfactants.
Sorbitol		Antidusting agent.
α-Stearoyl-*omega*-hydroxypoly(oxyethylene); the poly(oxyethylene) content averages 8 moles or 40 moles; if a blend of products is used, the average number of moles of ethylene oxide reacted to produce any product that is a component of the blend shall be 8 or 40 moles.		Surfactants, related adjuvants of surfactants.
Tall oil; fatty acids not less than 58%, rosin acids not more than 44%, unsaponifiables not more than 8%.		Surfactants, related adjuvants of surfactants.
α-[*p*-(1,1,3,3-Tetramethylbutyl) phenyl]-*omega*-hydroxypolyl (oxyethylene) produced by the condensation of 1 mole of *p*-(1,1,3,3-tetramethylbutyl) phenol with an average of 4–14 or 30–70 moles of ethylene oxide; if a blend of products is used, the average number of moles of ethylene oxide reacted to produce any product that is a component of the blend shall be in the range of 4–14 or 30–70.		Surfactants, related adjuvants of surfactants.
Toluene sulfonic acid and its ammonium, calcium, magnesium, potassium, sodium, and zinc salts.		Surfactants, related adjuvants of surfactants.
* * * * * * *		
Wood rosin acid, potassium salts, conforming to Title 21, §121.2592.		Surfactants, related adjuvants of surfactants.
* * * * * * *		
Xylene sulfonic acid and its ammonium, calcium, magnesium, potassium, sodium, and zinc salts.		Surfactants, related adjuvants of surfactants.

Any person who will be adversely affected by the foregoing order may at any time, on or before February 25, 1974, file with the Hearing Clerk, Environmental Protection Agency, Room 1019E, 4th & M Streets, SW., Waterside Mall, Washington, D.C. 20460, written objections thereto in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on January 24, 1974.

(Sec. 408(c), (e), 68 Stat. 512, 514; (21 U.S.C. 346a(c), (e)))

Dated: January 18, 1974.

HENRY J. KORP,
Deputy Assistant Administrator for Pesticide Programs.

[FR Doc.74-1933 Filed 1-23-74;8:45 am]

Title 46—Shipping

CHAPTER II—MARITIME ADMINISTRATION, DEPARTMENT OF COMMERCE

SUBCHAPTER H—TRAINING

[General Order 97, Rev., Amdt. 4]

PART 310—MERCHANT MARINE TRAINING

Subpart C—Admission and Training of Midshipmen at the United States Merchant Marine Academy

Pursuant to the authority vested in the Secretary of Commerce by section

216 of the Merchant Marine Act, 1936 (the Act) as amended, 52 Stat. 965, 46 U.S.C. 1126, and delegated to the Assistant Secretary for Maritime Affairs by Department of Commerce Order 10–8 (38 FR 19707, July 23, 1973) the Merchant Marine Training regulations (46 CFR, Part 310) are hereby amended.

Section 216(b) of the Act authorizes the Secretary of Commerce to maintain a Merchant Marine Academy at Kings Point, New York, for the instruction and preparation for service in the merchant marine of selected persons as officers, and provides for the nomination and appointment of qualified candidates to fill vacancies at the Academy. Such vacancies are allocated among the fifty States and Puerto Rico in proportion to their representation in Congress, and to Guam, American Samoa, the Virgin Islands, the Canal Zone and the District of Columbia by special provision of section 216(b).

The purpose of this amendment is to provide that officials authorized by section 216(b)(1) of the Act to nominate candidates to the Merchant Marine Academy, except the Governor of the Canal Zone, may nominate both men and women. Section 216(b)(1) generally provides for the nomination of candidates to the Academy, without distinction as to sex, but limits the Governor of the Canal Zone to the nomination of sons of residents of the Canal Zone and sons of personnel of the U.S. Government and the Panama Canal Company residing in the Republic of Panama.

An amendment to section 216(b)(1) of the Act to remove this limitation with respect to the Canal Zone will be proposed by the Maritime Administration during the current session of Congress.

The term "Midshipman" as used throughout Part 310 shall henceforth apply equally to men and women. The Department of Navy uses this title with equal applicability to men and women in its NROTC programs. Similarly, the words "he"; "his" and "him" as used throughout Part 310 shall henceforth apply equally to men and women.

This amendment to 46 CFR 310 is adopted without notice of proposed rulemaking as it relieves a restriction heretofore in force as to the nomination of women to the Merchant Marine Academy (5 USC 553(d)(3)).

Part 310 of Title 46 of the Code of Federal Regulations is amended as follows:

(1) Revise paragraph (c) of § 310.52 to read as follows:

§ 310.52 Nominations and vacancies.

* * * * *

(c) *Request for nomination.* A young person interested in admission to the U.S. Merchant Marine Academy who feels that he meets the requirements outlined in the regulations in this subpart for appointment as a midshipman to the U.S. Merchant Marine Academy should request his Senator or Representative, or other appropriate official listed in paragraph (a) of this section, to nominate him.

* * * * *

(2) Revise the first sentence of paragraph (a) of § 310.53 to read as follows:

§ 310.53 General requirements for eligibility.

(a) *Citizenship.* All candidates nominated are required to be citizens of the United States except: (1) Certain nominees from American republics other than the United States and from the Trust Territories of the Pacific, specifically provided for in § 310.64; and (2) such nominees of the Governor of American Samoa who may be American nationals but not citizens. * * *

(3) Revise paragraph (c)(1) of § 310.64 to read as follows:

§ 310.64 Foreign students.

* * * * *

(c) *Regulations.* * * *

(1) Be a bona fide citizen of the country transmitting the request and meet the other requirements as to age and character as set forth in § 310.53, for U.S. citizens.

* * * * *

AUTHORITY: Section 204, 49 Stat. 1987, as amended (46 U.S.C. 1114, sec. 216) 53 Stat. 1182, as amended (46 U.S.C. 1126).

(Catalog of Federal Domestic Assistance Program No. 11-507 U.S. Merchant Marine Academy (Kings Points))

Effective date: January 24, 1974.

Dated: January 18, 1974.

By Order of the Assistant Secretary of Commerce for Maritime Affairs.

JAMES S. DAWSON, Jr.,
Secretary.

[FR Doc.74-2041 Filed 1-23-74;8:45 am]

Title 47—Telecommunication

CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

[FCC 74-34—Docket No. 19493]

COMMON CARRIER RADIO STATIONS IN THE MULTIPOINT DISTRIBUTION SERVICE

In the matter of amendment of Parts 1, 2, 21 and 43 of the Commission's rules and regulations to provide for licensing and regulation of common carrier radio stations in the Multipoint Distribution Service.

1. On April 26, 1972, we issued in this proceeding a notice of proposed rule making (34 FCC 2d 719) for the purpose of promulgating new rules for the licensing and regulation of common carrier radio stations in the Multipoint Distribution Service (MDS). Heretofore, the microwave radio frequencies (2150–2160 MHz) used for common carrier omnidirectional transmission have been included in the rules of the Point-to-Point Microwave Radio Service.[1] Because of recent widespread interest in this band, however, we decided that new rules were necessary to better meet the requirements of this service.

2. Comments were filed by 27 parties: 17 MDS applicants[2]; 3 telephone/specialized common carriers—American Telephone and Telegraph Company (AT&T), Hawaiian Telephone Company and Microwave Communication, Inc. (MCI); 2 equipment manufacturers—Aventek, Inc. and Varian/Micro-Link (Varian); and 5 other interested parties—The Communications Corporation TVC of California, Inc., Multipoint Microwave Common Carrier Association (MDS Association), Black Efforts for Soul in Television (BEST) and Nugent S. Sharp. Reply comments were filed by: AT&T, BEST, Jacksonville Radio Dispatch, Microband, MDS Association, Microwave Transmission Corp., Pennsylvania Radio Telephone Corp., Taft Broadcasting, TelePrompTer Corporation, Two-Way Radio of Carolina, Inc., Services Unlimited, Inc., Varian, Nugent S. Sharp and Zig Grobowski.[3]

3. Among other things, we requested comments on the applicability of the "antisiphoning" rules to MDS. However, subsequent to the notice of proposed rulemaking, we decided that this issue should be considered from a broader perspective. Consequently, comments pertaining to "antisiphoning" will be considered in connection with the proceeding in Docket No. 19671.[4]

4. With respect to other matters, the majority of the comments favored loose regulation, believing that industry experimentation and operational experience are necessary prerequisites to more comprehensive rules. In general, the comments supported the proposed rules, but some questions were raised concerning: The limitations on production facilities, encroachment on the 2160–2180 MHz band, allocation of a second channel, low transmitter power, transmission standards, antenna height restrictions, receiving antenna standards, carrier ownership of receiving facilities, and reporting requirements. These matters, and others believed to be of greater significance, are discussed below. We have considered also numerous other suggestions and proposals involving matters of less substantial nature, but rather than

[1] See, Memorandum Opinion and Order re § 21.703(g), 35 FR 12462, 19 RR 2d 1847 (1970), and Report and Order in Docket No. 14712, 39 FCC 834 (1962).

[2] Athena Communications Corporation; Buckeye Cablevision, Inc.; Chicago Communication Service, Inc.; Colony Communication, Inc.; Dayton Communications Corporation; Eastern Microwave, Inc.; International Television Corporation; Michigan Tele-Communications Services, Inc.; Micro TV, Inc.; Microband Corporation of America (Microband); Microwave Transmission Corp.; Midwest Corporation; Multi-Communication Service, Inc.; Radio Call, Inc.; Paul E. Taft d/b/a Taft Broadcasting Company (Taft Broadcasting); Western Tele-Communications, Inc.; and WHP, Inc.

[3] Jacksonville Radio Dispatch, Pennsylvania Radio Telephone Corp., Services Unlimited, Inc. and Two-Way Radio Carolina, Inc. claim that prior state certification of MDS facilities should be a prerequisite to Commission authorization. This matter was considered in Midwest Corp., et al., 38 FCC 2d 987 (1973).

[4] Notice of inquiry and notice of proposed rulemaking, Docket No. 19671, 39 FCC 2d 527 (1973).

specifically discussing them here, we have modified the rules as considered appropriate.

DESCRIPTION OF MDS

5. Before proceeding to discuss the various matters, a brief description of MDS might provide a helpful background. A MDS system may be described as consisting basically of a fixed station transmitting more or less omnidirectionally to numerous fixed receivers with directive antennas. The intelligence which is transmitted is supplied by the subscriber and may consist of private television, high speed computer data, facsimile, control information, or other communications capable of radio transmission. The transmission is one-way in that the audience can not use the system to respond to the communication, although return voice communications may be obtained by simultaneous use of telephone lines. The range of the transmission (usually up to about 25 miles) depends upon the power of the transmitter, the size and characteristics of the receiving antenna and the existence of a line of sight path between transmitter and receiver. The transmitted signal is: (1) Intercepted by a directive parabolic or horn type antenna erected at each customer selected receiving location; (2) converted from the microwave frequency to selected lower frequency by a down converter; (3) passed through a decoder which senses an address code and activates the receiver if the address code corresponds to that of the receiving site; and (4) displayed upon an unused channel of a standard television receiver (or fed to a data terminal, facsimile device, etc. in the case of a nontelevision signal). If greater security is desired for the signal than provided by the address code and decoder, the signal may be scrambled by means of such techniques as signal frequency inversion, band shift, band split, time division scramble, or masking the signal in noise. A device to unscramble the signal would be employed after the decoder.

ELIGIBILITY AND SERVICE

6. The rules as proposed prohibit carriers from being involved "to any substantial degree" in the organization or production of program material, and from providing more than fifty percent of their service to affiliated subscribers. The comments generally agreed with these proposals, recognizing that a common carrier offers a transmission service for hire and can not control program material or serve primarily its other business interests. However, some comments, such as those of Michigan Tele-Communication Services, suggested that our proposal should be clarified to allow studio facilities to be made available for the use of subscribers. We have made some revisions to the rules in this regard, but it is to be noted that it is difficult, if not impossible, to draft concise language to cover all situations that may occur. However, the discussion set forth below should prove helpful in clarifying our intent.

7. In essence, a carrier's primary responsibility is to provide services necessary to, and ancillary to, the provision of the communication service offered, without affecting or influencing the content of the information communicated. Put more simply, a carrier's responsibility is to provide a "pipeline" pursuant to his tariff for the transmission of customer provided information between two or more points as specified by the customer. In the context of MDS, we see no harm in a practice whereby a carrier provides video tape equipment and a studio with television cameras and other equipment since such facilities are a necessary part of the communications link. The carrier may provide technical assistance and advice in the use of such facilities, including the operation of the equipment. However, such assistance must not in any significant way affect the content of the information to be transmitted. If a customer lacks the expertise or sophistication to produce the desired programming, the carrier should refer him to a competent producer that is unrelated to the carrier.

8. At this point, two other comments may be appropriate. First, in order that there may be no doubt regarding the meaning of "affiliated" or "related" as used in § 21.900 et seq. we will construe these terms as we do in § 21.700 to mean any financial or business relationship whatsoever by contract or otherwise, directly or indirectly, between the carrier and the subscriber, excepting only the carrier-user relationship.[5] Section 21.903 (b) prohibits the rendering of service to any affiliated entity whenever the total hours of service rendered to related customers exceeds the total hours of service rendered to unrelated customers during any calendar month.

Section 43.72 will require annual reports of service to affiliated or related subscribers, and we will consider these reports in conjunction with the renewal of licenses for this service. Secondly, we are somewhat concerned that a MDS station may become largely dedicated to the use of a specific subscriber or type of service by block sales of transmission time. Since the amount of frequency spectrum allocated for this service is severely limited, a requirement to restrict the amount of service that can be made available to a large subscriber may be desirable if there develops a significant unfilled demand for service by other potential customers. At the present time, however, such a rule seems premature because of the newness of the industry and authorization of a second MDS channel. We trust that the carriers will recognize their standing obligation to provide reasonable and nondiscriminatory access and that they will imaginatively exploit the technical possibilities of MDS to meet fully diverse requirements for service.[6]

THE SECOND CHANNEL

9. A large majority of the comments supported the desirability of a second channel with little discussion as to its technical feasibility. Among the reasons given for a second channel were the large number of MDS applicants, the unmet need for local distribution of interstate specialized communications, diversification of ownership and the present relatively light use of the 2 GHz band for point-to-point purposes. On the other hand, noting that the public demand for this service is somewhat speculative, some questioned the need for additional spectrum and the technical feasibility of adjacent MDS channels. AT&T, Avantek, Hawaiian Telephone, MCI and Microwave Transmission Corp. argued that the 2160–2162 MHz portion of the 2160–2180 MHz band should remain allocated only for point-to-point uses in order to meet the new spectrum demands caused by the authorization of specialized common carriers and recently developed single sideband AM microwave equipment (which may double the voice channel capacity in the 2 GHz band). Moreover, Nugent S. Sharp and Varian question whether an adjacent second channel is technically feasible. Sharp cites cases of adjacent channel interference between Instructional Television Fixed Service (ITFS) stations, and Varian doubts whether the selectivity of the receiver's down converter could be improved to prevent reception of a discernible signal from an adjacent channel.

10. Considering all of the comments in this regard, we have decided that the public interest would be better served by providing for a second MDS channel as proposed. In view of the varied communication needs which may be met by this of type of facility, the rather minimal impact on the 2GHz point-to-point band, and considering that 2160–2162 MHz is usually paired with the 2110–2112 MHz band (which may be unavailable because of other shared uses[7]), we think that the proposed usage is a reasonable compromise between competing interests for the use of this part of the spectrum. Consequently, § 21.901 will

[5] See, Community Antenna Television Systems (Docket 15586), 1 FCC 2d 897, 903 (1965).

[6] MDS is not limited to television transmission and should be capable of many diverse forms of transmission such as the omnidirectional distribution of high speed computer data, audio, control signal, facsimile, etc. However, the transmitters that have been proposed to date for use in MDS are type accepted only for television (video and associated audio) and employ vestigal sideband, amplitude modulation (emission A5C) for the visual signal and frequency modulation (emission F3) for the accompanying aural signal. Transmitters will have to be type accepted before they can be used for the transmission of other types of signals.

[7] *See* the Table of Frequency Allocations in Part 2 of our Rules and the further notice of proposed rulemaking in Docket No. 19494, 34 FCC 2d 696 (1972).

allow allocation of two MDS channels,[8] the second to be located either within the band 2156–2160 MHz (designated as channel 2A), or within the band 2156–2162 MHz (designated as channel 2) depending on whether the station is located within one of the cities listed in § 21.901 (c). While we originally proposed a second 6 MHz channel for the top 50 standard metropolitan statistical areas, subsequent study revealed that some of these metropolitan areas are too close to accommodate stations in both cities.[9] Accordingly, we have revised the proposed rules to specify by name the largest 50 metropolitan areas which are believed to be geographically capable of a second allocation. Where two or more statistical metropolitan areas have been consolidated (e.g., New York City-Newark-Patterson), we have listed the largest city for purposes of identifying the area. However, this does not mean that a second channel station for the consolidated metropolitan area necessarily has to be located in such city.

11. With respect to the technical feasibility, our investigation indicates that two separate stations should be able to operate on adjacent channels in the same city without destructive interference, provided that the facilities are carefully engineered. Considering the case of a television signal, we believe that the average VHF–UHF television receiver offers satisfactory adjacent channel performance if the adjacent channel signals are of approximately equal strength at the antenna input terminals of the set. For example, this requirement can be realized usually if the transmitting antennas for adjacent channels have the same effective radiated power, are cross polarized, and are located at the same elevation and geographical coordinates. Adjacent channel operation may still be possible even where the signals are not of the same approximate strength if the receiving equipment is engineered to be more selective. However, if the transmitted signals are not substantially identical in strength, both carriers would need to employ more sophisticated receiving equipment. Since such equipment would involve substantially higher costs, the interests of the carriers and the public would encourage co-location of transmitting facilities wherever possible.

12. Another problem which a second channel would pose concerns the security of the transmitted program material. It is likely that the average MDS down converter at the receive location would not be selective enough to supply the television receiver with a signal which would effectively exclude the undesired adjacent channel. While the television receiver should have enough tuning selectivity to preclude interference by the undesired adjacent channel, it is likely to have the fine tuning capability of receiving a somewhat degraded adjacent channel even if the system is designed so that the adjacent channel is down converted to a VHF frequency for which the television receiver is not detent tuned.[10] Therefore, it would be possible for a subscriber to tune his receiver from the assigned channel to view the programming on the adjacent channel. This is not considered to be a likely occurrence since it would be feasible only when the receiving facilities are activated for the intended signal.[11] Absolute program security can be obtained (at additional cost) by the use of scrambling-unscrambling devices. For the majority of potential subscribers, we do not believe that transmission security is critical enough to warrant mandatory scrambling devices. However, we do believe that potential customers should be advised of the degree of security offered by a carrier at his standard tariff rates. If such security is not adequate for the customer's needs, the carrier should offer the necessary scrambling or other security measures.

13. In order to effectuate authorization of a second adjacent channel we have decided upon the following policies. First, we have decided to require the licensee, permittee, or applicant for the first channel, and the applicant for the second channel to cooperate fully and in good faith to resolve potential interference and program security problems. Because an adjacent second channel requires careful engineering, we recognize the superior strategic position that the licensee, permittee, or applicant for the first channel may be in. As noted above, the second channel applicant will probably have to design his system around the technical characteristics and location of the first channel's transmitting antenna. This first carrier then could be in a position to make it difficult for a second channel applicant to locate his transmitting antenna at the same location or nearby. Therefore, the language proposed § 21.902 has been clarified by new paragraphs (a), (b) and (c) to make clear that the applicants, permittees and licensees for the first channel sought must engineer their stations to anticipate, and to allow for, the successful operation of an adjacent channel. Of course, the applicant for the second channel sought will be expected to demonstrate that his system is designed so that significant interference will not occur with respect to the first MDS channel and to point-to-point facilities in the 2160–2162 MHz band. However, whenever the adjacent channel is requested, the licensee, permittee or applicant for the first channel and the applicant (or applicants) for the second channel will be required to cooperate fully and in good faith to resolve potential interference and program security problems. Furthermore, we have included in the rules a prohibition against any lease, contract or other arrangement which would prevent locating a competing carrier's facilities at any given site so to preclude successful second channel operation. We also wish to make clear that we will closely scrutinize for anticompetitive motives any activity of an MDS carrier or applicant to use unreasonably the Commission's processes either to delay or oppose action on an application for competing facilities, or to refuse reasonable cooperation to remove technical conflicts. We anticipate that carriers will cooperate fully and in good faith to allow successful adjacent channel operation. However, if this should prove not to be the case, we will not hesitate to suggest reasonable engineering compromises or to prescribe reasonable requirements for the receiving equipment of both carriers in order to allow successful adjacent channel operation (see § 21.902(b))

14. Secondly, we have decided upon a policy in support of competitive entry and fair competition. In the Notice of Proposed Rule Making, we indicated that we would not initially authorize any one user more than one 6 MHz channel in a given area. There was little negative comment on this policy. Most comments, such as those of Microband, recognized "that competition is the spur to creativity and better service." BEST urged the encouragement of diversification of ownership by adoption of our specialized common carrier policy of maximizing carrier competition.[12] Microwave Transmission Corporation, on the other hand, opposed second channel grants simply for purposes of diversification of ownership or where the economic success of the first carrier is not assured. Upon evaluation of the comments, we believe a policy in support of competitive entry and fair competition in this service is particularly applicable. There appears to be little economic benefits to be gained by giving one entity a two channel monopoly in any community. A second channel will require duplicate transmitting, receiving, and to some degree, studio facilities. Of course, there may be some economies of scale in marketing, management and transmitter site costs. However, we are of the opinion that the public interest will be better served by the spur of competition which will encourage service improvements and operational innovations.

[8] While MDS is not limited to television, the channel terminology is a convenient method of referring to the frequency allocation.

[9] Under normal application processing policies, and absent other positive information to the contrary, it is presumed that a proposed station within 25 miles of another station would create harmful interference but that two stations located 50 miles or more apart would not.

[10] That is, at the band edges adjacent to channels 2, 4, 5, 6, 7 and 13.

[11] In normal operation we will expect the carrier to employ a decoder to prevent activation of the down converter except when that location is scheduled to receive a transmission.

[12] BEST also urged that we examine problems of duopoly, cross ownership and concentration of control. We think that such a study is premature at this time because of the lack of industry development and the regulated nature of MDS.

15. Therefore, we have decided to expand the proposed policy somewhat and include it in the rules as § 21.901(d). This rule will prohibit a permittee or licensee from filing an application for an additional channel in the same city unless he has operated an existing facility for a minimum of one year from the date of initial public service, and he can demonstrate that there exists a public demand for additional service which is not likely to be satisfied by a competing MDS carrier. The purpose of this rule is to encourage competition and to prevent an existing carrier from delaying the entry of a competitor by filing a mutually exclusive application. From time to time there may arise exceptional circumstances where the public interest would be better served by a waiver of this one year rule. However, it would be up to the applicant to fully support and justify such a waiver. Furthermore, an application requiring a waiver would not be accepted for filing until the waiver has been granted by the Commission.

TRANSMITTER POWER

16. In our notice we tentatively decided to control potential interference problems by limiting the transmitting power, in terms of effective radiated power (ERP), to one hundred (100) watts. The MDS Association stated that it would accept this limitation, but it hoped that we would allow waivers under specifically described circumstances. The majority of the comments, however, favored higher transmitter power, arguing that increased power would render the signal less vulnerable to atmospheric and topographic disturbances, would allow cheaper and less obstrusive receiving antennas, and would not increase the threat of harmful interference. On the other hand, AT&T claims that, while increased power may not cause greater interference between MDS stations, higher power would increase interference potential with point-to-point stations operating in the 2160–2162 MHz band.

17. After considering all of the general comments on this matter, we have decided to retain the same approximate power limitation expressed in terms of transmitter output power (i.e. 10 watts), but to allow increased output power up to 100 watts where an applicant can demonstrate a clear need for increased power and the lack of harmful impact on other facilities.[13] As we stated in the notice of proposed rulemaking, omnidirectional assignments must be made with exceptional care in order to obtain maximum utilization of the limited spectrum available. Consequently, as a general rule, the transmitter power of a station should be limited to the minimum power necessary to adequately serve the area of intended operation. This is considered necessary because higher power tends to increase the possibility of interference with point to point stations sharing this band, complicates the allocation of an adjacent second channel, and may interfere with the authorization or development of nearby MDS stations. Under § 21.904(b) we will examine two areas in evaluating requests for higher power.[14] The first will be potential interference. The most serious concern about higher power is potential harmful interference with (or blockage of development of) other MDS stations, point-to-point stations,[15] or Canadian stations. Consequently, an applicant requesting higher power must demonstrate that he considered all potential adverse interference problems with other stations. Secondly, an applicant must demonstrate the reasons why higher power will directly benefit the public interest.

TELEVISION TRANSMISSION STANDARDS

18. In our notice we proposed to apply to MDS television transmission many of the technical requirements of broadcast television. Several of the comments cautioned that the broadcast technical standards may not be flexible enough to allow experimentation, scrambling, or custom service. These comments appear to have some merit. Accordingly, we have revised § 21.907 to provide for somewhat greater flexibility. While some transmission standards are necessary to insure service quality, it appears that MDS will serve primarily sophisticated commercial and institutional customers who should be free to contract for service meeting their specific transmission and security requirements. Such requests should be knowledgeable, however, based upon the description of the service contained in the carrier's tariff. Therefore, our approach will be to require carriers (that use a full 6 MHz channel) to be able to provide one type of monochrome and/or color television transmission which meets the broadcast standards. This will remain our standard for the type acceptance of equipment intended for television transmission. In addition, the carrier may provide other types of television transmission (e.g., high resolution pictures, slow scan, various color standards, containment of other information in discrete portions of the television signal, etc.), if the technical specifications and parameters of such service (including comparison to the standard service) are fully described in the tariff.

ANTENNAS

19. The notice proposed that transmitting antennas be primarily omnidirectional and elevated no higher than necessary. We also indicated that elevated receiving antennas were preferable to elevated transmitting antennas. The comments, however, generally suggested allowance of directional transmissions and favored higher transmitter antennas for cost, coverage and environmental reasons. These suggestions seem reasonable in view of the fact that a carrier cannot predict the precise receiving points in designing his system and must demonstrate the nonexistence of harmful interference. Accordingly, we have revised § 21.906 to allow transmission coverage more consistent with the distribution of receiving points and to delete the preference for elevated receiving antennas. In addition, we have clarified this section to remind applicants that receiving antennas are subject to the requirements of Part 17.

RECEIVING EQUIPMENT

20. To avoid interference some comments urged that we adopt minimum standards for the directivity of receiving antennas. AT&T and Microwave Transmission Corp., for example, propose minimum side lobe suppression standards to prevent interference with point-to-point stations sharing the 2160–2162 MHz band. However, since this band is shared in only the top 50 cities and new point-to-point stations are prohibited from using this bend within 50 miles of those cities, we do not foresee substantial interference problems requiring adoption of this proposal. Furthermore, such standards would probably preclude the use of smaller receiving antennas, adding to the cost of the service. However, while we believe that minimum receiving antenna standards are not necessary for all carriers, this does not mean that some carriers may not have to utilize higher performance antennas in order to avoid receiving interference from other stations. In essence, we believe this problem can be resolved on a case by case basis rather than by adoption of minimum standards across the board.

21. To further aid in consideration of possible frequency conflicts, Eastern proposed that carriers notify us of the location and name of all subscribers. The MDS Association disagreed, claiming that MDS is akin to one way signaling devices and should not have to specify its receiving locations. Since a carrier must design his facilities to provide reasonable service to all potential subscribers in a given area, the resolution of potential frequency conflicts cannot be predicated on service only to specified locations. A carrier should be free and able to promptly serve all persons seeking service in his service area. Therefore, Eastern's suggestion would not be helpful. For much the same reasons, we think that licensing specific receiving

[13] While our notice spoke of transmitting power in terms of effective radiated power, upon further reflection we have decided that it is more practical to reference transmitter output power. However, if an applicant proposes a high gain transmitting antenna or directional transmission pattern to minimize interference potential, some ERP limitation may be required.

[14] Request for higher power also requires considerably more processing time. Consequently, we have added to § 1.1113 a grant fee of $50.00 to help defray the additional expenses involved.

[15] Technically, only a 6 MHz second channel station could affect point to point facilities in the 2160–2162 MHz band. However, since the second channel would usually have to operate at the same power as the first, applicants for higher power for the first channel in the top 50 cities should consider the possible indirect affect on point to point stations.

sites is unnecessary, and we are removing all restrictions in this regard.[16]

22. The comments unanimously supported our proposal that the carrier control the receiver, but they differed as to whether control necessitated ownership. The majority thought that subscribers should be able to own their receivers in order to avoid receiver rent and reinstallation costs. The MDS Association, for example, believed that adequate carrier control can be assured by tariff and contract provisions. On the other hand, some comments, such as those of Microband, thought that transmission quality and security could be preserved as a practical matter only if the carrier owned all the receiving equipment. It is our view that all of the receiving equipment, with the exception of the television receiver (which we do not consider to be part of the MDS receiving equipment), require professional installation and maintenance in order to insure satisfactory quality of service and reasonable privacy of the transmission. Therefore, we conclude that they should be under the control of the carrier when he is rendering service. However, this does not mean that a customer should be precluded from owning this equipment. Therefore, we have revised the rules to require tariff provisions allowing for customer ownership of receiving equipment (except for the decoder), subject to the customer providing the type of equipment specified by the carrier and the requirement that the carrier control the installation, operation and maintenance of such equipment.

Temporary Fixed Stations

23. The notice proposed to authorize temporary fixed stations only where substantial public benefit could be shown. The majority of the comments concurred, believing that temporary fixed operations will be rare and severely limited. However, having given this matter more thorough consideration, we are of the opinion that the authorization of such facilities would create substantial problems, especially in view of the extensive demand for frequencies in this band. Potential interference is the primary problem since a temporary fixed station would make the location of other stations in the same area difficult, if not impossible, and would almost certainly preclude allocation of an adjacent channel in the same city. Moreover, we are not convinced that the need for such facilities could not be better met by other methods. Therefore, we will decline to authorize temporary fixed facilities in this service and §§ 21.909 and 21.910 of the proposed rules have been deleted.

Stations Near the Canadian Border

24. Subsequent to the issuance of the notice of proposed rule making, it has come to our attention that proposed MDS stations located near the U.S./Canadian border may encounter international interference problems. In Canada, the band 1900–2290 MHz is allocated for wide band, point-to-point communications. Pursuant to the U.S./Canadian frequency coordination agreement, proposed assignments in many frequency bands, including the band 2150–2162 MHz, within 35 miles of the border will be formally coordinated between the two Governments.[17] As a general policy, we expect that radiation in the direction of Canada be minimized, insofar as practical, through the use of various engineering techniques such as use of directional antennas, beam tilt, careful selection of antenna sites, etc. In some instances, it may be feasible to locate the transmitter at one side of the community to be served so as to minimize the possibility of interference to and from existing Canadian assignments, utilizing available directional characteristics of transmitting and receiving antennas in the system. Further, it would be advisable for applicants considering the design of facilities to be located within the 35 mile coordination zone to determine the particulars of existing Canadian stations in the area and to coordinate informally with appropriate Canadian licensees for the purpose of avoiding harmful interference in either direction. While such prior coordination would not eliminate the need for formal coordination with the Canadian Department of Communications, it may expedite the processing of the applications and eliminate the need for major amendments at a later date.

Reporting Requirements

25. Only Microband, Micro TV and the MDS Association commented on our proposed reporting requirements. In general, these comments opposed revealing the names of specific subscribers and providing the number of separate occasions on which each subscriber was served. The MDS Association suggests that our report require information on the identity, affiliation and service provided to broad classes of subscribers. These suggestions seem reasonable and we have revised § 43.72 to require instead: (a) The total number of subscribers served, (b) the total hours of transmission service and (c) the total hours of service rendered for purposes of entertainment (e.g., sports, movies, etc.), public safety (e.g., police and fire department uses), education, business training, business communication, business promotion, data transmission, and any other identified use which constituted five percent or more of the total annual use. However, specific information will be required for all affiliated subscribers.

Processing of Applications

26. In our notice we stated that we would not process applications which are mutually exclusive or inconsistent with the proposed rules until finalization of this proceeding.[18] Accordingly, we will allow applicants with currently pending applications 60 days from the release date of these rules to amend their applications to reflect consistency with these final rules. In the interest of fairness, amendments necessary to bring applications into compliance with these final rules will not be considered major amendments for purposes of the cut-off rule, § 21.30(b), provided they are filed within the 60 day period.[19] Applications not amended within the 60 day period and not consistent with these final rules will be subject to dismissal. Applications will be processed and considered in order of original filing date as they are amended (if necessary) for consistency with the rules.[20] Applications for a second 6 MHz channel will be acceptable for filing on or after the effective date of these rules.

27. *Accordingly it is hereby ordered,* That, pursuant to the authority contained in sections 1, 2, 3, 4(i) and (j), 301, 303, 307–309 and 403 of the Communications Act of 1934, as amended, Parts 1, 2, 21 and 43 of the Commission's rules and regulations are amended, as set forth in the attached appendix, effective February 25, 1974.

28. *It is further ordered,* That, all pending applications not made consistent with the rules promulgated herein within sixty (60) days of the release date of this report and order shall be subject to dismissal.

29. *It is further ordered,* That, § 21.30 (b) of the rules is waived with respect to a major amendment of any currently pending application in this service only to the extent necessary to make such application consistent with the rules herein: *Provided, however,* That such amendment must be filed within the time period specified in paragraph 26 above and that it shall not change the community to be served or create new technical conflicts with facilities proposed in nearby communities.

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[16] Heretofore, we have specified on the face of the authorization a specific number of temporary fixed receiving facilities. This practice will be eliminated so that the carrier can respond promptly to new demands for service without further Commission authority. However, in an initial application for construction permit, the estimated cost for a number of receivers adequate to provide reasonable service to the city involved should be included.

[17] Also, there may be instances where proposed U.S. assignments beyond the 35 mile zone may be coordinated with Canada. Such coordination may be initiated if engineering studies indicate that the antenna height and effective radiated power may be capable of causing harmful interference to existing Canadian operations.

[18] Despite the negative comments of Avantek, BEST and TelePromTer, we considered settled the interim processing of applications consistent with our proposed rules. See, Memorandum Opinion and Order released October 3, 1972, 37 FCC 2d 444.

[19] This exception to the "cut-off rule" is strictly limited and does not include desirable changes, e.g., increased power, better transmitter sites, etc.

[20] It would be helpful for applicants with applications not requiring amendments to so notify the Commission.

30. *It is further ordered,* That, the facilities authorized under these Rules shall be subject to any requirements that may be promulgated in the proceedings in Docket No. 19671.

31. *It is further ordered,* That, the proceedings in Docket No. 19493 are terminated.

(Secs. 1, 2, 3, 4, 301, 303, 307, 308, 309, 48 Stat., as amended, 1064, 1065, 1066, 1081, 1082, 1083, 1084, 1085; (47 U.S.C. 151, 152, 153, 154, 301, 303, 307, 308, 309))

Adopted: January 9, 1974.

Released: January 18, 1974.

FEDERAL COMMUNICATIONS COMMISSION,[21]

[SEAL] VINCENT J. MULLINS, *Secretary.*

APPENDIX

Parts 1, 2, 21 and 43 of Chapter I of Title 47 of the Code of Federal Regulations are amended as follows:

PART 1—PRACTICE AND PROCEDURE

1. In § 1.1113, the following fee schedule is added to follow the schedule for the Local Television Transmission Service, and footnote 11 is added at the end of the schedule to read as follows:

§ 1.1113 Schedule of fees for Common Carrier Services.

* * * * *

	Filing fee	Grant fee
Multipoint distribution service:		
Application for initial construction permit, or for modification involving relocation of station, or addition or change of frequencies, or increase in power..	$100	[11] $150
Application for other modification of construction permit or license	25	25
Application for renewal of license.	25	100

[11] An additional grant fee of $50 is applied to any application proposing transmitter output power in excess of 10 watts.

* * * * *

[21] Concurring statements of Commissioners Burch, Chairman, and Hooks will be released at a later date; Commissioners Reid and Wiley concurring.

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

2. In § 2.1, a new definition is added in alphabetical order as follows:

§ 2.1 Definitions.

* * * * *

Multipoint distribution service. A one-way domestic public radio service rendered on microwave frequencies from a fixed station transmitting (usually in an omnidirectional pattern) to multiple receiving facilities located at fixed points determined by the subscribers.

* * * * *

3. In § 2.106, the bands 2150–2160 MHz and 2160–2180 MHz in columns 7 through 11 are amended and footnotes NG 23 and NG 45 are revised as follows:

§ 2.106 Table of Frequency Allocations.

* * * * *

Band (MHz)	Service	Class of station	Frequency (MHz)	Nature of services of stations
7	8	9	10	11
*	*	*	*	*
2150–2160 (NG 23) (NG 45)	FIXED.	Fixed.		MULTIPOINT DISTRIBUTION. Operational fixed.
2160–2180 (NG 10) (NG 23)	FIXED.	Fixed.		MULTIPOINT DISTRIBUTION DOMESTIC FIXED PUBLIC.

* * * * *

NG 23 Frequencies in the band 2100–2200 MHz may also be assigned to stations in the international fixed public radio service located south of 25°30′ north latitude in the State of Florida and in U.S. Possessions in the Caribbean area, provided, however, no new assignments in the band 2150–2162 MHz will be made to such stations after February 25, 1974.

* * * * *

NG 45 In the 2150–2160 MHz band, operational fixed stations are limited to omnidirectional operations only.

* * * * *

PART 21—DOMESTIC PUBLIC RADIO SERVICES (OTHER THAN MARITIME MOBILE)

4. In § 21.1, a definition for Multipoint Distribution Service is added in appropriate alphabetical sequence to read as follows:

§ 21.1 Definitions.

* * * * *

Multipoint distribution service. A one-way domestic public radio service rendered on microwave frequencies from a fixed station transmitting (usually in an omnidirectional pattern) to multiple receiving facilities located at fixed points determined by the subscribers.

* * * * *

5. In § 21.35, paragraph (a) is amended to read as follows:

§ 21.35 License period.

(a) Licenses for stations in the Domestic Public Land Mobile Radio, Rural Radio, Point-to-Point Microwave Radio, Local Television Transmission and Multipoint Distribution Services will be issued for a period not to exceed 5 years; in the case of common carrier Television STL and Television Pickup stations to which are assigned frequencies allocated to the broadcast services, the authorization to use such frequencies shall, in any event, terminate simultaneously with the expiration of the authorization for the broadcast station to which such service is rendered except that licenses for developmental stations will be issued for a period not to exceed one year. Unless otherwise specified by the Commission, the expiration of regular licenses shall be on the following date in the year of expiration:

Domestic Public Land Mobile Radio Service (miscellaneous carriers).	April 1.
Domestic Public Land Mobile Radio Service (telephone carriers).	July 1.
Domestic Public Land Mobile Radio Service (all authorization pursuant to § 21.-521—air/ground).	Sept. 1.
Rural Radio Service	Nov. 1.
Point-to-Point Microwave Radio Service.	Feb. 1.
Local Television Transmission Service.	Feb. 1.
Multipoint Distribution Service.	May 1.

The expiration date of developmental licenses shall be one year from the date of grant thereof. When a license is granted subsequent to the last renewal date of the class of license involved, the license shall be issued only for the unexpired period of the current license term of such class: *Provided, however,* That the license for land and airborne mobile units issued in the Domestic Public Land Mobile Radio Service in the name of a person who is not the licensee of the base station with which the mobile unit will be associated shall be issued for a full five-year term from the date of grant thereof.

* * * * *

6. In § 21.107(b) footnote 2 is amended to add the following sentence at the end of the present text:

§ 21.107 Transmitter power.

* * * * *

7. In § 21.108, the first sentence of paragraph (b) is amended to read as follows:

§ 21.108 Directional antennas.

* * * * *

(b) Stations operating below 2500 MHz (other than base mobile and auxiliary test stations in the Domestic Public Land Mobile Radio Service and stations in the Multipoint Distribution Service) which are required to use directional antennas shall employ antennas meeting the standards indicated below. * * *

* * * * *

8. In § 21.501 paragraph (e) is amended to read as follows:

§ 21.501 Frequencies.

* * * * *

(e) On a shared basis with fixed stations in the Point-to-Point Microwave Radio Service, frequencies in the bands 2110–2130 MHz and 2160–2180 MHz may be authorized for use by control and repeater stations functioning in conjunction with the Domestic Public Land Mo-

[2] * * * Also, for exceptions in the Multipoint Distribution Service see § 21.904.

bile Radio Service on the condition that the emission bandwidth is limited to the minimum necessary to serve the purpose required: *Provided, however,* No new assignments will be made in the band 2160–2162 MHz for stations located within 50 miles of the coordinates of the cities listed in § 21.901(c), except upon a showing that no alternative frequencies are available. Channel bandwidths in excess of 800 kHz will not be authorized. In each of these bands, the highest frequency which will not cause harmful interference to any other station shall be assigned.

* * * * *

§ 21.701 [Amended]

9. In § 21.701(a), the band 2150–2160 MHz is deleted from the table; footnote 2 is referenced to the frequency bands 2110–2130 MHz and 2160–2180 MHz in the table; and footnotes 1 and 2 are rerevised to read as follows:

* * * * *

10. § 21.703 [Amended]

In § 21.703(g), the Table of Frequency bands and Authorized bandwidths is revised to delete reference to the 2150–2160 MHz band and its 10.0 MHz authorized bandwidth.

11. New Subpart K (§§ 21.900–21.908) is added to read as follows:

Subpart K—Multipoint Distribution Service

Sec.

21.900 Eligibility.
21.901 Frequencies.
21.902 Frequency interference.
21.903 Purpose and permissible service.
21.904 Transmitter power.
21.905 Emissions and bandwidth.
21.906 Antennas.
21.907 Transmission standards.
21.908 Television transmitting equipment.

§ 21.900 Eligibility.

Authorizations for stations in this service will be granted to existing and proposed communications common carriers. Applications will be granted only in cases where it can be shown that: (a) The applicant is legally, financially, technically, and otherwise qualified to render the proposed service; (b) there are frequencies available to enable the applicant to render a satisfactory service; and (c) the public interest, convenience and necessity would be served by a grant thereof. In addition, the applicant shall submit a statement indicating whether there is any affiliation or relationship to any intended or likely subscriber or program originator. An applicant will not be eligible for authorization in this service unless it can be shown with reasonable certainty that at least fifty percent of the service rendered will be to subscribers who are not affiliated or related to the applicant.

§ 21.901 Frequencies.

(a) Frequencies in the band 2150–2162 MHz are available for assignment to fixed stations in this service. Frequencies in the band 2150–2160 MHz are shared with non-broadcast omni-directional radio systems licensed under other parts of the Commission's Rules, and frequencies in the band 2160–2162 MHz are shared with directional radio systems authorized in other common carrier services.

(b) Applicants may be assigned a channel according to one of the following frequency plans:

(1) At 2150–2156 MHz (designated as channel 1),

(2) At 2156–2162 MHz (designated as channel 2), or

(3) At 2156–2160 MHz (designated as channel 2A).

(c) Channels 2 and 2A will be assigned only where there is evidence that no harmful interference will occur either to Channel 1 operation in the same area, or (in the case of Channel 2) to any point-to-point facility in the 2160–2162 MHz band. Also, Channel 2 may be assigned only if the transmitting antenna of the station is to be located within ten (10) miles of the coordinates of the following metropolitan areas:

Principal city and coordinates

Akron, Ohio:
Lat. 41°05'06" N., long. 81°31'06" W.
Albany-Schenectady-Troy, N.Y.:
Lat. 42°39'00" N., long. 73°45'24" W.
Anaheim-Santa Anna-Garden Grove, Calif:
Lat. 33°46'30" N., long. 117°54'48" W.
Atlanta, Ga.:
Lat. 33°45'00" N., long. 84°23'12" W.
Baltimore, Md.:
Lat. 39°17'18" N., long. 76°37'00" W.
Birmingham, Ala.:
Lat. 33°30'42" N., long. 86°48'24" W.
Boston, Mass.:
Lat. 42°21'42" N., long. 71°03'30" W.
Buffalo, N.Y.:
Lat. 42°53'12" N., long. 78°52'30" W.
Chicago, Ill.:
Lat. 41°53'00" N., long. 87°37'30" W.
Cincinnati, Ohio:
Lat. 39°06'00" N., long. 84°30'48" W.
Cleveland, Ohio:
Lat. 41°29'48" N., long. 81°42'00" W.
Columbus, Ohio:
Lat. 39°57'42" N., long. 83°00'06" W.
Dallas, Tex.:
Lat. 32°46'36" N., long. 96°48'42" W.
Dayton, Ohio:
Lat. 39°45'24" N., long. 84°11'42" W.
Denver, Colo.:
Lat. 39°44'24" N., long. 104°59'18" W.
Detroit, Mich.:
Lat. 42°20'00" N., long. 83°03'00" W.
Fort Worth, Tex.:
Lat. 32°45'00" N., long. 97°17'42" W.
Gary, Ind.:
Lat. 41°36'00" N., long. 87°20'00" W.

Principal city and coordinates

Hartford, Conn.:
Lat. 41°46'00" N., long. 72°40'30" W.
Houston, Tex.:
Lat. 29°45'48" N., long. 95°21'42" W.
Indianapolis, Ind.:
Lat. 39°46'12" N., long. 86°09'18" W.
Kansas City, Mo.:
Lat. 39°06'00" N., long. 94°34'42" W.
Los Angeles-Long Beach, Calif.:
Lat. 34°03'18" N., long. 118°15'00" W.
Louisville, Ky.:
Lat. 38°14'48" N., long. 85°45'42" W.
Memphis, Tenn.:
Lat. 35°07'30" N., long. 90°03'24" W.
Miami, Fla.:
Lat. 25°46'30" N., long. 80°11'24" W.
Milwaukee, Wis.:
Lat. 43°02'18" N., long. 87°54'48" W.
Minneapolis-St. Paul, Minn.:
Lat. 44°59'00" N., long. 93°15'48" W.
New Orleans, La.:
Lat. 29°57'48" N., long. 90°03'48" W.
New York City, N.Y.-Newark-Jersey City-Paterson, N.J.:
Lat. 40°42'30" N., long. 74°00'00" W.
Norfolk, Va.:
Lat. 36°50'42" N., long. 76°17'12" W.
Oklahoma City, Okla.:
Lat. 35°29'30" N., long. 97°30'12" W.
Philadelphia, Pa.:
Lat. 39°57'00" N., long. 75°09'48" W.
Phoenix, Ariz.:
Lat. 33°27'18" N., long. 112°04'24" W.
Pittsburgh, Pa.:
Lat. 40°26'12" N., long. 80°00'30" W.
Portland, Oreg.:
Lat. 45°32'06" N., long. 122°37'12" W.
Providence, R.I.:
Lat. 41°49'00" N., long. 71°24'24" W.
Rochester, N.Y.:
Lat. 43°09'30" N., long. 77°36'30" W.
Sacramento, Calif.:
Lat. 38°35'06" N., long. 121°29'24" W.
San Bernardino-Riverside, Calif.:
Lat. 34°06'30" N., long. 117°18'36" W.
San Diego, Calif.:
Lat. 32°42'48" N., long. 117°09'12" W.
San Francisco-Oakland, Calif.:
Lat. 37°46'30" N., long. 122°25'00" W.
San Jose-Palo Alto-Sunnyvale, Calif.:
Lat. 37°22'36" N., long. 122°02'00" W.
Seattle-Everett, Wash.:
Lat. 47°35'48" N., long. 122°19'48" W.
St. Louis, Mo.:
Lat. 38°37'00" N., long. 90°11'36" W.
Syracuse, N.Y.:
Lat. 43°03'06" N., long. 76°09'00" W.
Tampa-St. Petersburg, Fla.:
Lat. 27°57'06" N., long. 82°27'00" W.
Toledo, Ohio:
Lat. 41°38'48" N., long. 83°32'30" W.
Washington, D.C.:
Lat. 38°53'30" N., long. 77°02'00" W.

(d) An application for a second channel will not be accepted from a licensee or permittee of, or applicant for, another channel in this service (or any entity related thereto) in the same metropolitan area unless the applicant:

(1) Has operated the original channel for a minimum of one year; and

(2) Can demonstrate that there exists a public demand for additional service which is not likely to be satisfied by a competing carrier.

§ 21.902 Frequency interference.

(a) All applicants, permittees, and licensees shall make exceptional efforts to avoid harmful interference to other users and to avoid blocking potential adjacent channel use in the same city

[1] Frequencies in this band are shared with control and repeater stations in the Domestic Public Land Mobile Radio Service and with stations in the International Fixed Public Radio Communication Services located south of 25°30' north latitude in the State of Florida and U.S. possessions in the Caribbean area. Additionally, the band 2160–2162 MHz is shared with stations in the Multipoint Distribution Service.

[2] Except upon a showing that no alternative frequencies are available, no new assignments will be made in the band 2160–2162 MHz for stations located within fifty (50) miles of the coordinates of the cities listed in § 21.901(c) of this chapter.

and co-channel use in nearby cities. In areas where major cities are in close proximity, careful consideration should be given to minimum power requirements and to the location, height, and radiation pattern of the transmitting antenna. Licensees, permittees and applicants are expected to cooperate fully in attempting to resolve problems of potential interference before bringing the matter to the attention of the Commission.

(b) As a condition for use of frequencies in this service, each carrier is required to:

(1) Engineer the system to be reasonably compatible with adjacent channel operation in the same city;

(2) Not enter into any lease or contract or otherwise take any action which would unreasonably prohibit location of a competing carrier's transmitting antenna at any given site; and

(3) Cooperate fully and in good faith to resolve whatever potential interference and transmission security problems may be present in adjacent channel operation.

(c) The following interference studies, as appropriate, shall be included with each application:

(1) An analysis of the potential for harmful interference with other stations, if the coordinates of the proposed transmitting antenna are located within fifty (50) miles of the coordinates of any authorized, or previously proposed station(s) which utilizes, or would utilize, the same frequency (see §§ 21.701(a) and 21.901(a)) or an adjacent potentially interfering frequency (see § 21.901(b)); and

(2) In the case of a proposal for use of Channel 2, an analysis of the potential for harmful interference with any authorized point-to-point stations located within fifty (50) miles which utilize the 2160–2162 MHz band;

(3) An analysis concerning possible adverse impact upon Canadian communications if the station's transmitting antenna is to be located within thirty-five (35) miles of the Canadian border.

§ 21.903 Purpose and permissible service.

(a) Multipoint Distribution Service stations are intended to provide one-way radio transmission (usually in an omnidirectional pattern) of subscriber supplied information from a stationary transmitter to multiple receiving facilities located at fixed points designated by the subscriber.

(b) Unless otherwise directed or conditioned in the applicable instrument of authorization, Multipoint Distribution Service stations may render any kind of communications service consistent with the Commission's rules and the legally applicable tariff of the carrier, provided that:

(1) The carrier is not substantially involved in the production of, the writing of, or the influencing of the content of any information to be transmitted over the facilities;

(2) The carrier does not render service to any entity who is affiliated with or related to the carrier whenever the total hours of service rendered to related subscribers exceeds the total hours of service rendered to unrelated subscribers within any calendar month;

(3) The carrier controls the operation of all receiving facilities (including any equipment necessary to convert the signal to a standard television channel but excluding the television receiver); and

(4) The carrier's tariff allows the subscriber the option of owning the receiving equipment (except for the decoder) so long as: (i) The customer provides the type of equipment as specified in the tariff; (ii) such equipment is in suitable condition for the rendition of satisfactory service; and (iii) such equipment is installed, maintained, and operated pursuant to the carrier's instructions and control.

(c) The carrier's tariff shall fully describe the parameters of the service to be provided, including the degree of privacy of communications a subscriber can expect in ordinary service. If the ordinary service does not provide for complete security of transmission, the tariff shall make provision for service with such added protection upon request.

§ 21.904 Transmitter power.

(a) The output power of the transmitter shall not exceed ten (10) watts, except as provided in paragraph (b) of this section.

(b) As an exception to paragraph (a) of this section, additional transmitter output power may be authorized up to one hundred (100) watts if such higher power is justified by a special showing which contains:

(1) A demonstration that the power requested is the minimum needed to provide adequate, reliable service to a reasonable service area with receiving sites utilizing parabolic antennas having a minimum diameter of two feet;

(2) A thorough and positive demonstration that the requested power will not cause harmful interference with any authorized or previously proposed station operating on co-channel or adjacent channel frequencies;

(3) A demonstration of the reasons why the applicant believes that an authorization of increased power is in, and will directly benefit, the public interest.

(c) The transmitter output power specified in this section is the peak envelope power of the visual signal for television transmitters. For other than television transmitters, the transmitter output power is the peak envelope power of the entire emission.

(d) For television transmission where the authorized bandwidth is 4.0 MHz or more for the visual and accompanying aural signal, the peak power of the accompanying aural signal shall not be more than twenty (20) percent nor less than ten (10) percent of the peak power of the visual signal.

(e) Operating power shall not exceed the authorized power by more than ten (10) percent at any time.

§ 21.905 Emissions and bandwidth.

(a) A station transmitting a television signal shall not exceed a bandwidth of 6 MHz (for both visual signal and accompanying aural signal), and will normally employ vestigial sideband, amplitude modulation (A5C) for the visual signal, and frequency modulation (F3) for the accompanying aural signal.

(b) For purposes other than standard television transmission, different types of emissions may be authorized if the applicant describes fully the modulation and bandwidth desired, and demonstrates that the bandwidth desired is no wider than needed to provide the intended service. However, in no event shall the necessary or occupied bandwidth, whichever is greater, exceed 6 MHz.

§ 21.906 Antennas.

(a) Transmitting antennas shall be omnidirectional, except that a directive antenna with a main beam sufficiently broad to provide adequate service may be used either to avoid possible interference with other users in the frequency band, or to provide coverage more consistent with distribution of potential receiving points.

(b) The use of horizontal or vertical plane wave polarization, or right hand or left hand rotating elliptical polarization may be used to minimize the hazard of harmful interference between systems.

(c) Transmitting antennas located within thirty-five (35) miles of the Canadian border should be directed so as to minimize, to the extent that is practical, emissions towards the border.

(d) Directive receiving antennas shall be used at all points and shall be elevated no higher than necessary to assure adequate service. Receiving antenna height shall not exceed the height criteria of Part 17 of this chapter, unless authorization for use of a specific maximum antenna height (above ground and above mean sea level) for each location has been obtained from the Commission prior to the erection of the antenna. Requests for such authorization shall show the inclusive dates of the proposed operation. (See Part 17 of this chapter concerning the construction, marking and lighting of antenna structures.)

§ 21.907 Transmission standards.

(a) A carrier assigned a 6 MHz channel must be able to provide one type of monochrome and color television service which complies with the VHF transmission standards set forth in § 73.682(a) of this chapter, except that the provision of § 21.906(b) shall replace the requirements of § 73.682(a)(14) of this chapter.

(b) A carrier assigned a 4 MHz channel must be able to provide one type of monochrome and/or color television service which complies with VHF transmission standards set forth in § 73.682(a) of this chapter, except that:

(1) The provision of § 21.906(b) shall replace the requirements of § 73.682(a)(14) of this chapter and

(2) The requirements of § 73.682(a) (1), (a)(2), (a)(3), (a)(4), (a)(5), (a)(9), (a)(19), and (a)(20) of this chapter shall not apply.

(c) In addition to the standard television transmission service specified in paragraphs (a) and (b), the carrier may offer a television service not meeting such standards if the tariff clearly describes the type and quality of the service and distinguishes it from the standard service, and if the transmitter is type accepted for such use.

(d) For services other than television, a carrier may provide transmissions as described in the tariff if the authorized bandwidth is not exceeded and the transmitter is type accepted for such use.

(e) In order to insure that transmitting information is not likely to be received in intelligible form by unauthorized subscribers or licensees, a carrier may vary the transmission standards specified in paragraphs (a), (b), and (c) of this section, provided that the encoded information is recoverable without perceptible degradation as compared to the same information transmitted in accordance with paragraphs (a), (b) and (c) of this section.

§ 21.908 Television transmitting equipment.

(a) Except as otherwise provided in this section, the requirements of paragraphs (a), (b), (c), (d), and (e) of § 73.687 of this chapter shall apply to stations in this service transmitting standard television signals.

(b) The average power of radio frequency harmonics of the visual and aural carriers, measured at the output terminals of the transmitter, shall be attenuated no less than sixty (60) decibels below the peak visual output power within the assigned channel. All other emissions appearing on frequencies more than fifty (50) percent of the authorized bandwidth above or below the upper and lower edges, respectively, of the assigned channel shall be attenuated no less than: (i) thirty (30) decibels for transmitters rated at less than ten (10) watts visual peak power output; or (ii) forty (40) decibels for transmitters rated at ten (10) watts or more visual peak power output. However, should interference occur as the result of emissions outside the assigned channel, greater attenuation may be required.

(c) The provisions of § 21.101 shall apply with respect to the frequency tolerance for the visual carrier in lieu of § 73.687(c)(1) except for the frequency of the aural carrier which shall be maintained in accordance with § 73.687(c)(1) of this chapter.

(d) The requirements of § 73.687(c)(2) will be considered to be satisfied insofar as measurements of operating power are concerned if the transmitter is equipped with instruments for determining the combined visual and aural operating power. However, licensees are expected to maintain the operating powers within the limits specified in § 21.904. Measurements of the separate visual and aural operating powers should be made at sufficiently frequent intervals to insure compliance with the rules and in no event less than once a month.

(e) Television transmitting equipment designed for stations whose authorized bandwidth is 4 MHz or less for the visual and accompanying aural signal is subject to the provisions of § 21.101 with respect to the frequency tolerance of the visual and aural carriers in lieu of paragraph (c) of this section. Such equipment is also subject to paragraphs (a) and (b) of this section, except that the provisions of § 73.687 (a), (b), and (c)(1) of this chapter shall not apply.

(f) As a further exception to the other requirements of this section, transmitting equipment characteristics may vary from these requirements to the extent necessary to insure that transmitted information is not likely to be received in intelligible form by unauthorized subscribers or licensees, provided such variations permit recovery of the transmitted information without perceptible degradation as compared to the same information transmitted without such variations.

PART 43—REPORTS OF COMMUNICATION COMMON CARRIERS AND CERTAIN AFFILIATES

12. New § 43.72 is added to read as follows:

§ 43.72 Reports of operators in the Multipoint Distribution Service.

(a) No later than March 1 of each year for the preceding calendar year, every common carrier in the Multipoint Distribution Service shall file with the Commission two copies of a report which shall include the following:

(1) Name and address of carrier;

(2) Station(s) call letters and primary geographic service area(s);

(3) Condensed balance sheet as of the end of the calendar year, including as separate items thereon the investment in and book depreciation reserve related to the Multipoint Distribution Service plant and equipment;

(4) Condensed income statement for the calendar year showing as separate items revenues and expenses related to Multipoint Distribution Service;

(5) The following statistical information (preferably in tabular form) for the station (and each channel thereof) the carrier operates:

(i) The total number of separate subscribers served during the calendar year;

(ii) The total hours of transmission service rendered during calendar year to all subscribers;

(iii) The total hours of transmission service rendered during the calendar year in the following use categories: entertainment, public safety, education, business training, business communication, business promotion, data transmission, and any other identified use which constituted five (5) percent or more of the total annual service offered;

(6) And, if any subscriber is affiliated with or related to the carrier in any way, the name of such subscriber, the nature of the subscriber's relationship with the carrier, and the annual hours of service provided to each subscriber.

(b) This report shall be certified as to the accuracy of the information contained therein by an appropriate corporate officer, controlling partner, or individual proprietor.

(c) A copy of each year's report shall be retained in the principal office of the carrier in the city served and shall be readily available for reference and inspection.

[FR Doc.74-1870 Filed 1-23-74;8:45 am]

[Docket No. 19727 RM-1981]

PART 73—RADIO BROADCAST SERVICES

FM Broadcast Stations; New Bern, Morehead City-Beaufort, N.C.

Correction

In FR Doc. 74-40, appearing at page 802 in the issue of Thursday, January 3, 1974, the first channel number in the table (§ 73.202(b)), page 804, column 1, reading "204A" should read "240A".

Title 49—Transportation

CHAPTER I—DEPARTMENT OF TRANSPORTATION

SUBCHAPTER A—HAZARDOUS MATERIALS REGULATIONS BOARD

[Docket No. HM-102; Amdt. Nos. 172-23, 173-78, 174-19, 177-29]

FLAMMABLE, COMBUSTIBLE, AND PYROPHORIC LIQUIDS, DEFINITIONS

The purpose of this amendment to the Department's Hazardous Materials Regulations is to:

1. Specify a new definition for the class of materials identified as "Flammable liquid";

2. Create and define a new class of materials identified as "Combustible liquid";

3. Modify the definition for Pyrophoric liquids within the flammable liquid class; and

4. Set forth the requirements for the materials that are covered by the new definitions.

On June 15, 1972, the Board published a notice of proposed rule making, Docket No. HM-102 (37 FR 11898), proposing the new definitions. Consolidated within the notice were matters previously covered by Docket Nos. HM-3 (33 FR 3382), HM-42 (35 FR 3298), and HM-67 (35 FR 18534). Interested persons were invited to participate in this rule making proceeding and all comments received have been given full consideration by the Board before it decided on the amendments made herein.

A large number of comments were received by the Board. Many commenters, principally from fire service organizations, requested that the Board take no action that would have an adverse effect on the standards set forth in National Fire Protection Association (NFPA) Standard No. 30. The NFPA's definition for flammable liquids included those liq-

uids having flash points below 140°F. (closed cup) for several years. The Board assumes that the commenters were not aware that, to the present time, the Department's regulations in 49 CFR 170–189 do not cover liquids having flash points higher than 80° F. (open cup), and that the proposal in Notice 72–7 was to raise the definition from 80° F. (open cup) to 100° F. (closed cup). Also the Board has been advised that the NFPA has modified its definition of flammable liquids to be consistent with the proposals made by the Department of Transportation and the Department of Labor.

Other commenters presented diverse viewpoints ranging from full support of the proposal to total objection. The Board agrees that several of the objections made are valid and adjustments have been made accordingly. Particular areas which the Board believes should be discussed in detail are covered in the following paragraphs:

1. A commenter recommended that the new definition for flammable liquid specify that materials defined as compressed gases are not included. This has been done, and an appropriate change has been made to recognize the division between the definition in § 173.115 and the definition specified in § 173.300.

2. Several commenters expressed their views that the Board should give special consideration to materials completely miscible with water. Particular concern was addressed to the effect the new definition would have on materials such as distilled spirits and a number of household products. The Board believes it is making proper provision for these materials within the partial exemption provisions, including marking, labeling, and specification packaging, when their flash points are 73°F. (closed cup) or higher.

3. When the conversion to 73°F. closed cup was selected, the Board believed that there were very few materials having open-cup flash points higher than 80°F. that have closed-cup flash points lower than 73°F. The closed cup flash point of 140 proof spirits, which involves several millions of gallons stored and transported in barrels, is close to 73°F.; therefore, the Board believes it should specify the flash point demarcation for these materials due to the confusion that could exist because of very slight deviations in test results from laboratory to laboratory.

4. A number of commenters expressed concern over the testing requirements specified for materials having a viscosity of 45 S.U.S. or more at 100° F. They pointed out that, in some instances, use of the Pensky-Martens Closed Tester would not be appropriate. The Board agrees that there are some materials for which the Pensky-Martens Tester would be inappropriate and believes that some flexibility should be provided in this area to allow alternate test methods. Therefore, the requirement has been modified to permit use of other test methods as authorized in Note 1 of ASTM Standard D93–71. Further, the Board has been advised that a number of testing procedures are presently under review by experts involved in ASTM standardization procedures. The Board will give full consideration to any petition for a change in its reference to ASTM D93 if it is modified in the future.

5. Several commenters questioned the double testing of mixtures having different volatility and flash points. It was pointed out that a second test should be unnecessary when the first test discloses a material has a flash point in the lowest regulated range. Since the lowest regulated range is applied to materials having flash points of 20° F. or lower, the requirement has been changed to make it clear that once a material has been tested and found to have a flash point of 20° F. or lower, a second test is not required. It was also pointed out that there is no need to specify the temperature at which a material is evaporated and all that is necessary is to specify that a certain portion of a material shall be evaporated. The Board agrees and a change has been made accordingly.

As stated earlier in this preamble, this rule making proceeding incorporates matters covered by three other rule making proceedings. With the proposals made in Docket Nos. HM–67 and HM–102 pertaining to modifications of § 173.119(b) and (L) and the proposals made in Notice 70–3 (HM–42), the application of the new requirements for flammable and combustible liquids have been proposed and are being adopted by the Board in this amendment with certain exceptions. The application of these regulations based on the size of packaging and flash point is as follows:

1. A provision is added to § 173.118 to provide partial exemption for materials having flash points between 73° and 100° F. when in packagings having a rated capacity of 1 gallon or less.

2. Specification packaging is not being required for a flammable liquid having a flash point of 73° F. or higher closed cup when in a packaging having a capacity of 110 gallons or less.

3. For transportation by highway and rail, a combustible liquid will not be subject to the regulations when in a packaging having a rated capacity of 110 gallons or less.

Interested persons should note that there is another rulemaking action, Docket No. HM–112, in progress which relates to this amendment. (See page ___ of this issue of the FEDERAL REGISTER.) That notice refers to the application of the regulations pertaining to flammable and combustible liquids aboard aircraft and vessels. These regulations will not apply to water transportation because the Coast Guard has determined that its statutory authority does not allow this change in flash point. The Coast Guard is considering an amendment to 46 U.S.C. 170 to remove the restrictions which prevent the Coast Guard from adjusting the flash point.

On April 24, 1973, the Board published a notice entitled "Request for Information for Environmental Impact Statement" (38 FR 10118) in response to a request from the Association of American Railroads (AAR) that the Board issue an environmental impact statement. Besides comments from the AAR, four other comments were received, one supporting the comments of the AAR and three presenting opposing views. After carefully considering the issue and after reviewing the comments received, the Board believes that no statement is necessary because the adoption of this amendment will not have a significant impact upon the environment. The AAR argued (1) that the adoption of this amendment would "drastically" increase the number of commodities subject to regulation; (2) that the amendment would expose these newly regulated commodities to "more restrictive railroad operating rules * * *," (3) that restrictive railroad operating procedures would cause a shift of the usual means of transportation of these newly regulated materials from rail to highway; and (4) that this shift would cause an increase in pollution and fuel use. The AAR also argued that this amendment would cause an increase in the number of required rail cars, increased fuel consumption and potential for accidents, and longer trains.

The Board believes the AAR's comments were addressed primarily to the proposed combustible liquids class. The Board shares the AAR's concern for the environment and appreciates the extensive efforts that went into the AAR presentation; however, the Board does not agree that regulations on combustible liquids it is adopting for rail freight will have a significant impact on the environment. The requirements proposed for rail and highway were essentially the same, i.e., marking, placarding, shipping papers, and accident reporting, and it is difficult to see how such requirements would cause a shift of traffic from rail to highway thereby causing an increase in pollution.

It is also difficult to see how the amendment as it was proposed would bring the United States to the "brink * * * of bankruptcy" with respect to its international trade as the second commenter favoring the AAR position claimed. As to the regulations being adopted in this rule making, the Board simply wishes to state that regulation of combustible liquids and certain additional flammable liquids will primarily involve requirements for the identification of the potential hazards of flammable liquids and combustible liquids. Also, flammable liquids with flash points of 73° F. or higher in packages of less than 110 gallons and combustible liquids are exempt from specification packaging.

As stated in the preamble of the Notice of Proposed Rule Making for this Docket, the Board is providing approximately one year to accomplish compliance with the requirements of this amendment with a provision that immediate compliance is authorized except as they pertain to placarding of tank cars.

In consideration of the foregoing, Parts 172, 173, 174, and 177 of this title are amended as follows:

PART 172—LIST OF HAZARDOUS MATERIALS CONTAINING THE SHIPPING NAME OR DESCRIPTION OF ALL MATERIALS SUBJECT TO PARTS 170–189 OF THIS SUBCHAPTER

(A) In § 172.4, paragraph (a) is amended by adding the following abbreviation as the seventh line:

§ 172.4 Explanation of signs and abbreviations.

(a) * * *

Combustible liquid..... Comb. L..... 3

* * * * *

(B) In § 172.5 paragraph (a), the List of Hazardous Materials is amended as follows:

§ 172.5 List of hazardous materials.

(a) * * *

Article	Classed as—	Exemption and packing (see sec.)	Label required if not exempt	Maximum quantity in 1 outside container by rail express
Combustible liquid, n.o.s.....	Comb. L.....	173.118, 173.119	.....	.....

* * * * * * * * *

PART 173—SHIPPERS

(A) In Part 173 Table of Contents, §§ 173.115 and 173.118 are amended to read as follows:

Sec.
173.115 Flammable and combustible liquids; definition.
173.118 Exemptions for flammable and combustible liquids.

(B) In § 173.115, the heading, paragraphs (a) and (c) are amended; Note 1 following paragraph (c) is deleted as follows:

§ 173.115 Flammable and combustible liquids; definition.

(a) For the purposes of Part 170–189 of this subchapter:

(1) "Flammable liquid" means any liquid having a flash point below 100° F. (37.8° C.) that does not meet one of the definitions specified in § 173.300.

NOTE 1: For the purpose of the regulations in this subchapter any mixture having one component or more with a flash point of 100° F. (37.8° C.) or higher, that makes up at least 99 percent of the total volume of the mixture is not considered to be a flammable liquid.

NOTE 2: For the purposes of the regulations in this subchapter, distilled spirits of 140 proof or lower are considered to have a flash point no lower than 73° F.

(2) "Combustible liquid" means any liquid having a flash point at or above 100° F. (37.8° C.), and below 200° F. (93.3° C.)

NOTE 1: For the purposes of the regulations in this subchapter any mixture having one component or more with a flash point at 200° F. (93.3° C.) or higher, that makes up at least 99 percent of the total volume of the mixture is not considered to be a combustible liquid.

NOTE 2: The limit of 200° F. is a limitation of the application of the regulations in Parts 170–189 of this subchapter and should not be construed as indicating that liquids with higher flash points are not flammable (when transported at elevated temperatures) or combustible. Markings such as "Nonflammable" or "Noncombustible" should not be used on a vehicle containing a material that has a flash point of 200° F. or higher.

(3) "Flash point" means the minimum temperature at which a liquid gives off vapor within a test vessel in sufficient concentration to form an ignitable mixture with air near the surface of the liquid and shall be determined as follows:

(i) For a liquid that has a viscosity of less than 45 S.U.S. at 100° F. (37.8° C.), or that does not contain suspended solids, and does not have a tendency to form a surface film while under test, the procedure specified in the Standard Method of Test for Flash Point by Tag Closed Tester (ASTM D56–70) shall be used.

(ii) For a liquid that has a viscosity of 45 S.U.S. or more at 100° F. (37.8° C.), or that contains suspended solids, or that has a tendency to form a surface film while under test, the procedures specified, or alternate tests authorized, in the Standard Method of Test for Flash Point by Pensky-Martens Closed Tester (ASTM D93–71) shall be used.

(iii) For a liquid that is a mixture of compounds that have different volatility and flash points, its flash point shall be determined as specified in paragraph (a)(3)(i) or (ii) of this section on the material in the form it is to be shipped. If it is determined by this test that the flash point is higher than 20° F. (−6.67° C.), a sample of the liquid, evaporated to 90 percent of its original volume, shall be tested. The lower value of the two tests shall be the flash point of the material.

(4) "S.U.S." means Saybolt Universal Seconds as determined by the Standard Method of Test for Saybolt Viscosity (ASTM D88–56) and may be determined by use of the S.U.S. conversion tables specified in ASTM Method D2161–66 following determination of viscosity in accordance with the procedures specified in the Standard Method of Test for Viscosity of Transparent and Opaque Liquids (ASTM D445–65).

(5) "Pyrophoric liquid" means any liquid that ignites spontaneously in dry or moist air at or below 130° F. (54.5° C.).

NOTE 1: The Bureau of Explosives is equipped to test samples of flammable liquids to determine whether or not they are pyroforic.

* * * * *

(c) If experience or other data indicate that the hazard of a material is greater or less than indicated by the results of the tests specified in paragraph (a) of this section, the Department may revise its classification or make the material subject to the requirements of Parts 170–189 of this subchapter.

NOTE 1 [Deleted]

(C) In § 173.118, the heading is amended; paragraphs (a)(3), (b), (c), and (d) are added to read as follows:

§ 173.118 Exemptions for flammable and combustible liquids.

(a) * * *

(3) In inside packaging having a rated capacity of one gallon or less when packed in strong outside packaging. The provisions of this partial exemption apply only to a material having a flash point of 73° F. or higher if its flash point is marked on the outside of the package.

(b) A flammable liquid having a flash point of 73° F. or higher is not subject to the specificaiton packaging requirements of this Part when in a packaging having a capacity of 110 gallons or less. The provisions of this paragraph apply only if the flash point of the material is marked on the outside of the package.

(c) Combustible liquids in portable tanks, cargo tanks, or tank cars are exempt from the requirements of this subchapter except those that pertain to:

(1) Shipping papers, waybills, switching orders or other billing,

(2) Marking of portable tanks,

(3) Marking or placarding rail cars and motor vehicles, and

(4) Reporting incidents as prescribed in §§ 171.15 and 171.16 of this subchapter.

(d) The requirements of this subchapter do not apply to combustible liquids in packagings having capacities of 110 gallons or less.

(D) In § 173.119, the introductory text of paragraphs (b) and (l) is amended to read as follows:

§ 173.119 Flammable liquids not specifically provided for.

* * * * *

(b) *Flammable liquids with flash points above 20° F. to 73° F.* Flammable liquids with flash points above 20° F. to 73° F. and having vapor pressure (Reid [1] test) not over 16 pounds per square inch, absolute, at 100° F. other than those for which special requirements are prescribed in this Part, must be packaged in packagings of a design and constructed of materials that will not react dangerously with or be decomposed by the chemical packed therein, as follows (see paragraphs (c) through (i) of this section for high-pressure liquids and paragraph (m) of this section for flammable liquids which are also oxidizing materials or corrosive liquids):

* * * * *

(1) *Viscous flammable liquids with flash point above 20° F. to 73° F. and having a vapor pressure which does not exceed 18 pounds per square inch, absolute,*

[1] ASTM Test D323.

at 100° F. Viscous flammable liquids with flash point above 20° F. to 73° F. and having a vapor pressure which does not exceed 18 pounds per square inch, absolute, at 100° F. must be packaged as follows:

* * * * *

(E) In § 173.401, paragraph (a)(2) is added to read as follows:

§ 173.401 Hazardous materials.

(a) * * *

(2) Each portable tank, having a rated capacity of more than 110 gallons, used for the transportation of combustible liquids must be marked "COMBUSTIBLE LIQUID" in letters at least 2 inches high.

* * * * *

PART 174—CARRIERS BY RAIL FREIGHT

(A) In § 174.541, paragraphs (a)(2), and (3) are amended to read as follows:

§ 174.541 "Dangerous" placards, "Dangerous—Radioactive material" placards; or "Caution—Residual phosphorus" placards.

(a) * * *

(2) Cars containing flammable solids, oxidizing materials, or poisonous solids (Class B), in bulk; or combustible liquids in packagings exceeding 110 gallons rated capacity.

(3) Tank cars containing flammable liquids, combustible liquids, flammable solids, oxidizing materials, corrosive liquids, poisonous liquids or solids, Class B, flammable compressed gases, or nonflammable compressed gases.

* * * * *

(B) § 174.584 paragraph (a), the Table is amended as follows:

§ 174.584 Waybills, switching orders, or other billing.

(a) * * *

	Label notation to follow entry of the article on the billing	Placard notation to follow entry of the article on the billing	Placard endorsement must be ⅝" high and appear on the billing near the space provided for the car number
* * * * * * *			
For combustible liquid	None	"Dangerous Placard".	"Dangerous".
* * * * * * *			

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

In § 177.823 paragraph (a)(1), the table is amended by adding as the fifth entry the following:

§ 177.823 Required marking on motor vehicles and combinations.

(a) * * *

(1) * * *

Commodity	*Type of marking or placard*
* * *	* *
Combustible liquid—in packagings exceeding 110 gallons rated capacity.	COMBUSTIBLE or FLAMMABLE (red letters on white background).
* * *	* *

This amendment is effective January 1, 1975. However, immediate compliance with the regulations, as amended herein, is authorized except as they pertain to the placarding of tank cars containing combustible liquids.

(Secs. 831 to 835, 18 U.S.C.; sec. 9, Department of Transportation Act (49 U.S.C. 1657); Title VI, sec. 902(h), Federal Aviation Act of 1958, U.S.C. 1421–1430, 1472(H), 1655(c))

Issued in Washington, D.C. on December 21, 1973.

C. R. MELUGIN, JR.,
Acting Board Member for the Federal Aviation Administration.

ROBERT A. KAYE,
Board Member for the Federal Highway Administration.

MAC E. ROGERS,
Board Member for the Federal Railroad Administration.

[FR Doc.74–1915 Filed 1–23–74;8:45 am]

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

[Docket No. 73–16; Notice 4]

PART 571—MOTOR VEHICLE SAFETY STANDARDS

Reduction in Lap Belt Retractor Force

This notice amends Standard No. 209, *Seat belt assemblies*, 49 CFR 571.209, to reduce the minimum retraction force required of emergency-locking retractors attached to lap belts from 1.5 pounds to 0.6 pounds. This amendment to S4.3(j)(4) responds to a rulemaking petition submitted by Toyo Kogyo.

A notice of proposed rulemaking published October 2, 1973 (38 FR 27303), proposed the modification because the 1.5-pound force could prove excessive for occupant comfort, and experience with the 0.6-pound level in automatic-locking retractors has been satisfactory. Their performance at 0.6 pounds does not support an assertion in one comment to the docket that degradation of the retractor elements over time would result in almost total loss of retractive force. All other comments to the docket were favorable.

In consideration of the foregoing, S4.3(j)(4) of Motor Vehicle Safety Standard No. 209, *Seat belt assemblies*, 49 CFR 571.209, is amended to read as follows.

§ 4.3 Requirements for hardware.

* * * * *

(j) * * *

(4) Shall exert a retractive force of at least 0.6 pound under zero acceleration when attached only to the pelvic restraint.

Effective date: January 24, 1974. Because the amendment relaxes a requirement and creates no additional burden, it is found for good cause shown that an effective date earlier than one hundred eighty days after issuance is in the public interest.

(Secs. 103, 119, Pub. L. 89–563, 80 Stat. 718, (15 U.S.C. 1392, 1407); delegation of authority at 49 CFR 1.51.)

Issued on January 18, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc.74–2003 Filed 1–23–74;8:45 am]

CHAPTER X—INTERSTATE COMMERCE COMMISSION

SUBCHAPTER B—PRACTICE AND PROCEDURE

[Ex Parte No. MC–67; Sub-No. 2]

PART 1341—TEMPORARY AUTHORITY APPLICATIONS UNDER SECTION 210a(a) OF THE INTERSTATE COMMERCE ACT

State Registration of Emergency Temporary and Temporary Authority

At a general session of the Interstate Commerce Commission, held at its office in Washington, D.C., on the 17th day of December 1973.

It appearing, that this Commission on its own motion issued a notice of proposed rulemaking and order, dated August 30, 1973 [published in the FEDERAL REGISTER on September 5, 1973 (38 FR 23979)], which invited comments and representations from any interested persons;

It further appearing, that investigation of the matters and things involved in this proceeding having been made, and the Commission, on the date hereof, having made and filed a report herein containing its findings of fact and conclusions thereon, which report is hereby made a part hereof;

It is ordered, that Part 1131 of Chapter X of Title 49 of the Code of Federal Regulations be, and it is hereby, amended by adding § 1131.7 to the said report. (49 Stat. 560, 561, 52 Stat. 1237, 1238, 80 Stat. 378 (49 U.S.C. 304 and 310a; and 5 U.S.C. 553, 558).)

It is further ordered, that this order shall become effective on March 1, 1974, and shall remain in effect until modified or revoked in whole or in part by further order of this Commission.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy with the Director, Office of the Federal Register.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

Part 1131 is amended by adding a new section as set forth below:

§ 1131.7 State registration of temporary authorities.

Notwithstanding the provisions of 49 CFR 1023.11, a motor carrier shall not be required to file with a State commission

an emergency or temporary operating authority having a duration of 90 consecutive days or less if such carrier has: (a) registered its other authority granted by the Interstate Commerce Commission authorizing operation in or through the involved State (a carrier possessing no other such authority may qualify for this exception upon compliance only with condition (b) below) and identified its vehicles or driveaway operation under the provisions of those standards set forth at 40 CFR 1023.31–1023.42, both inclusive; and (b) furnished to the State commission a telegram or other written communication from the motor carrier describing such emergency or temporary operating authority and stating that operation thereunder shall be in full accord with the requirements of those standards set forth at 49 CFR 1023.1 et seq.

[FR Doc.74–2039 Filed 1–23–74;8:45 am]

Title 50—Wildlife and Fisheries

CHAPTER I—BUREAU OF SPORT FISHERIES AND WILDLIFE, FISH AND WILDLIFE SERVICE, DEPARTMENT OF THE INTERIOR

PART 28—PUBLIC ACCESS, USE AND RECREATION

Wichita Mountains Wildlife Refuge, Okla.

The following special regulation is issued and is effective on January 24, 1974.

§ 28.28 Special regulations; public access, use and recreation, for individual wildlife refuge areas.

OKLAHOMA

WICHITA MOUNTAINS WILDLIFE REFUGE

Those portions of the refuge designated for public use are open for certain recreational uses January 1, 1974, through December 31, 1974. The public use area totals approximately 22,400 acres and is delineated on maps available from the Refuge Manager, Box 448, Cache, Oklahoma, 73527; and from the Regional Director, Bureau of Sport Fisheries and Wildlife, P.O. Box 1306, Albuquerque, New Mexico, 87103. Public access, use and recreational activity shall be in accordance with all Federal and state laws and regulations and all official signs posted in the area subject to the following special conditions:

1. Sightseeing, nature observation, photography and hiking are permitted.

2. Camping and picnicking are permitted in recreation areas containing facilities for these purposes unless prohibited by sign. Exceeding the posted unit capacity of these areas is prohibited. A written permit is required for stays exceeding seven (7) days.

3. Fires are permitted only in camping and picnicking areas. Dead, fallen timber may be used in refuge firegrates only.

4. Boating is permitted only on Elmer Thomas Lake. All other floating devices are prohibited on all refuge waters unless permitted by other Federal regulations. Boating is prohibited in marked scuba diving and swimming areas.

5. Swimming, wading, snorkeling, and skin diving are permitted only at designated swimming beaches; and, only when these beaches are supervised by refuge lifeguards. Lifejackets and buoyant vests may be worn while swimming. Food, beverages, and pets are prohibited on swimming beaches.

6. Scuba diving is permited only on Elmer Thomas Lake. Diving areas must be marked with appropriate warning flags when outside of the marked swimming areas. Flags must be removed before leaving the area. Inflatable vests may be worn while diving.

7. Leashed pets are permitted except on designated swimming beaches.

8. Possession or use of any alcoholic beverage by persons under twenty-one (21) years of age is prohibited.

The provisions of this special regulation supplement the regulations which govern access, use, and recreation on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 28, and are effective through December 31, 1974.

JOHN L. VENEGONI,
Acting Refuge Manager, Wichita Mountains Wildlife Refuge, Cache, Okla.

JANUARY 15, 1974.

[FR Doc.74–1991 Filed 1–23–74;8:45 am]

PART 33—SPORT FISHING

Big Lake National Wildlife Refuge, Arkansas

The following special regulations are issued and are effective on January 20, 1974.

§ 33.5 Special regulations; sport fishing; for individual wildlife refuge areas.

ARKANSAS

BIG LAKE NATIONAL WILDLIFE REFUGE

Sport fishing on the Big Lake National Wildlife Refuge, Manila, Arkansas, is permitted on all water areas. These areas, comprising 4,000 acres, are delineated on a map available at the refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 17 Executive Park Drive, NE., Atlanta, Georgia 30329. Sport fishing shall be in accordance with all applicable State regulations except for the following special conditions:

(1) The sport fishing season on the refuge extends year-round except for closure during duck hunting season.

(2) Limb lines may not be used.

(3) Trotline fishing permitted at night.

The provisions of these special regulations supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through December 31, 1974.

Dated: January 17, 1974.

PHILLIP S. MORGAN,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

[FR Doc.74–1938 Filed 1–23–74;8:45 am]

PART 33—SPORT FISHING

The following special regulation is issued and is effective on January 24, 1974.

§ 33.5 Special regulations; sport fishing; for individual wildlife refuge areas.

MICHIGAN

SENEY NATIONAL WILDLIFE REFUGE

Sport fishing on the Seney National Wildlife Refuge, Seney, Michigan is permitted on areas as described under special conditions below, and as delineated on maps available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, Federal Building, Fort Snelling, Twin Cities, Minnesota 55111. Sport fishing shall be in accordance with all applicable State regulations subject to the following special conditions:

(1) Stream and ditches, open only during the regular State trout fishing season, are:

(a) Driggs River from Highway M–28 south to the Diversion Ditch.

(b) Walsh Creek and Ditch from Highway M–28 south to C–3 Pool.

(c) Creighton River—entire length through refuge.

(2) Manistique River, entire length through refuge, open from January 1, 1974 through December 31, 1974.

(3) Pools are open to fishing, daylight hours only, as follows:

(a) All Pools—January 1, 1974 through February 28, 1974.

(b) Show Pools (located west of Highway M–77 one-half mile north of the Headquarters entrance road) from Memorial Day (May 27, 1974) through Labor Day (September 2, 1974).

(c) C–3 Pool—July 1, 1974 through Labor Day (Sept. 2, 1974).

(4) Night fishing, boats and the use of minnows for bait are prohibited except on the Creighton and Manistique Rivers.

(5) Snowmobiles, All-Terrain Vehicles or motorized bikes are not allowed on the refuge.

The provisions of this special regulation supplement the regulations which govern fishing on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 33, and are effective through December 31, 1974.

Dated: January 17, 1974.

EDWARD C. MURCZEK,
Acting Refuge Manager, Seney National Wildlife Refuge, Seney, Mich.

[FR Doc.74–1941 Filed 1–23–74;8:45 am]

Proposed Rules

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rulemaking prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Forest Service

[36 CFR Parts 251, 252 and 293]

MINERAL RESOURCE USE ON NATIONAL FORESTS UNDER U.S. MINING LAWS

Extension of Comment Period

This notice extends the period for comment on the proposed regulations. cember 19, 1973 (38 FR 243), proposing new and revised regulations applicable to prospecting, discovery, exploration, development, mining and processing operations in National Forests under the United States mining laws of May 10, 1872.

Requests for an extension of time were submitted by the American Mining Congress, the Colorado Mining Association, American Metal Climax, Inc., NL Industries, Inc., Mr. David L. Nelson and Mr. Harrison S. Cobb. The requests were that the comment period be extended by 30 to 90 days to allow adequate time for thorough analysis of the proposed regulations and subsequent preparation of meaningful comments.

The Department of Agriculture (USDA) has not granted the requests for a 30-day extension. The public interest does require that sufficient time be provided for all interested persons to comment on the proposed regulations. The USDA recognizes that notice of the proposed regulations was published just prior to the Christmas-New Year holiday period, when business affairs are customarily somewhat disrupted. Consequently, there is reason for granting an extension. USDA believes, however, that a 30-day extension of the comment closing date beyond the existing date (February 15, 1974) would be excessive.

In March 1971, a closely similar proposal for regulations was widely publicized and circulated informally to national and state mining associations, conservation groups and Federal and State agencies of government. More than 140 comments, many of a comprehensive nature, were received. Inasmuch as the proposed regulations are not significantly different from those publicized almost 3 years ago, there seems little reason to agree to more than a modest extension of the comment period. Moreover, a 30-day extension would delay the effective date of the regulations (now planned for June 15, 1974). Such a delay would not be in the public interest. USDA believes regulations should be effective on or about the time when weather conditions permit resumption of field operations after winter shutdown. Field operations normally become feasible in early June in most of the western States where regulations would have greatest application. USDA anticipates that a 2-week extension will not necessitate a change in the existing timetable for implementing its regulations.

The time period for submission of comments on the proposed regulations is hereby extended by 2 weeks to give the public additional opportunity for review. Interested parties may submit written data, views, or objections pertaining to the proposed regulations to the U.S. Department of Agriculture, Forest Service, Division of Watershed Management, Rosslyn Plaza E, Room 810, 1621 North Kent Street, Arlington, Va. 22209, at any time prior to the close of regular business on March 1, 1974.

Dated: January 18, 1974.

ROBERT W. LONG,
Assistant Secretary for Conservation, Research and Education.

[FR Doc.74-1958 Filed 1-23-74;8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 74-SO-1]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Atlanta, Ga., transition area.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Region, Air Traffic Division, P.O. Box 20636, Atlanta, Ga. 30320. All communications received on or before February 25, 1974, will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace and Procedures Branch. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 645, 3400 Whipple Street, East Point, Ga.

The Atlanta transition area described in § 71.181 (39 FR 440) would be amended as follows:

"* * * longitude 84°34'07" W.) * * *" would be deleted and "* * * longitude 84°34'07" W.); within a 6.5-mile radius of Griffin-Spaulding County Airport, Griffin, Ga. (latitude 34°13'30" N., longitude 84°16'30" W.) * * *" would be substituted therefor.

The proposed alteration is required to provide controlled airspace protection for IFR operations at Griffin-Spaulding County Airport. A prescribed instrument approach procedure to this airport, utilizing the Atlanta VORTAC, is proposed in conjunction with the alteration of this transition area.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on January 11, 1974.

DUANE W. FREER,
Acting Director, Southern Region.

[FR Doc.74-2033 Filed 1-23-74;8:45 am]

FEDERAL RESERVE SYSTEM

[12 CFR Part 208]

[Reg. H]

MEMBERSHIP OF STATE BANKING INSTITUTIONS

Standby Letters of Credit and Ineligible Acceptances

The Board has under current consideration regulatory action with respect to certain practices which have developed in the issuance of some standby letters of credit and ineligible acceptances by State member banks.

For the purposes of this proposal, standby letters of credit include every letter of credit (or similar arrangement, however named or described), other than a letter of credit issued to facilitate the sale of goods and under which sight drafts or bankers' acceptances of the kind eligible or which would become eligible for discount by a Federal Reserve Bank under Regulation A, could be drawn. Standby letters of credit would include, but not be limited to, letters of credit attached to promissory notes (so-called documented discount notes). An ineligible acceptance is a time draft, accepted by a bank, which does not meet

the requirements for rediscount with a Federal Reserve Bank.

A standby letter of credit, unlike an ordinary loan, does not usually involve an immediate outlay of funds by the issuing bank. The standby letter of credit creates an obligation of the bank that may mature into a current liability, however, and, in this regard, the standby letter of credit and the loan involve a similar degree of credit risk. The risk exposure of an issuing bank under a letter of credit obligation is demonstrated by the following examples:

If a standby letter of credit is issued with a provision that the beneficiary of the letter may collect from the bank upon default of the account party under a construction contract, and if for any reason at any time performance of the contract is not accepted, the bank could be required to pay.

In the case of the issuance of a documented discount note, the duty of the issuing bank is to pay the beneficiary in the event the account party does not pay. While the bank might have legal recourse to the account party for payment of the obligation, often such party may be found insolvent.

In both of the above examples, the issuing bank may be called upon at any time to disburse funds and, should the account party become insolvent, the issuing bank is situated as if a borrower under an ordinary loan agreement had become insolvent. In view of the foregoing, safe and sound banking practices would require that the credit of the account party under a standby letter of credit be examined with the same care as the credit of a potential borrower in an ordinary loan situation.

With respect to credit risk, the timing, amount, and degree of exposure to risk, standby letters of credit and ineligible acceptances are virtually identical.

In view of these and other considerations that are involved in the use of standby letters of credit and ineligible acceptances, the Board proposes to amend Federal Reserve Regulation H (12 CFR Part 208), Membership of State Banking Institutions in the Federal Reserve System. The proposed amendment would aggregate in each bank the amounts of standby letters of credit and ineligible acceptances with other loans in determining whether each bank would exceed Federal and State loan limitations. Moreover, a bank would be required to subject the account party to credit analysis equivalent to that applicable to a potential borrower in an ordinary loan situation. The proposed amendment also requires that the total amount of standby letters of credit and ineligible acceptances be adequately disclosed on published financial statements. If the proposed amendments are adopted, the Board will use its cease and desist powers (12 U.S.C. 1818(b)) with respect to any violation of the regulation.

The Board will not regard the issuance of standby letters of credit and ineligible acceptances within the proposed guidelines as an unsound practice. The Board believes these instruments, if issued prudently, can provide flexibility in financial transactions and be useful in current commercial practices.

This notice is published for comment pursuant to section 553(b) of Title 5, United States Code and § 262.2(a) of the Rules of Procedure of the Board of Governors, and pursuant to the Board's supervisory authority over State member banks contained in section 9 (12 U.S.C. 321) and section 11 (12 U.S.C. 248(a) and (o)) of the Federal Reserve Act, and the Financial Institutions Supervisory Act of 1966 (12 U.S.C. 1818(b)), and related provisions of the law.

Any comments should be submitted in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than March 15, 1974. Such material will be made available for inspection and copying on request, except as provided in § 261.6(a) of the Board's rules regarding availability of information.

To implement its proposal, the Board is considering amending Regulation H (12 CFR Part 208) by adding a new § 208.8, Banking Practices, and renumbering the succeeding sections as set forth below.

1. The Table of Contents of Part 208 would be changed to read as follows:

Sec.
208.1 Definitions.
208.2 Eligibility requirements.
208.3 Insurance of deposits.
208.4 Application for membership.
208.5 Approval of application.
208.6 Privileges and requirements of membership.
208.7 Conditions of membership.
208.8 Banking practices.
208.9 Establishment or maintenance of branches.
208.10 Publication of reports of member banks and their affiliates.
208.11 Voluntary withdrawal from Federal Reserve System.
208.12 Board forms.

2. As an incident to these amendments, §§ 208.8, 208.9, 208.10, and 208.11 would be redesignated 208.9, 208.10, 208.11, and 208.12, respectively.

A new § 208.8 would be added, as follows:

§ 208.8 Banking practices.

(a) *Scope.* No State member bank shall engage in practices which are unsafe or unsound or which result in a violation of law, rule, or regulation, or which violate any condition imposed by or agreements entered into with the Board. This section outlines certain of the practices in which State member banks should not engage.

(b) *Waiver.* A State member bank has the right to petition the Board to waive the conditions of § 208.8. A waiver may be granted upon a showing of good cause. The Board in its discretion may choose to limit, among other items, the scope, duration, and timing of the waiver.

(c) *Effect on other banking practices.* Nothing in this section shall be construed as restricting in any manner the Board's authority to deal with any banking practice which is deemed to be unsafe or unsound or otherwise not in accordance with law, rule, or regulation or which violates any condition imposed in writing by the Board in connection with the granting of any application or other request by a State member bank, or any written agreement entered into by such bank with the Board. Compliance with the provisions of this section shall neither relieve a State member bank of its duty to conduct all operations in a safe and sound manner nor prevent the Board from taking whatever action it deems necessary and desirable to deal with general or specific acts or practices which, although perhaps not violating the provisions of this section, are considered nevertheless to be an unsafe or unsound banking practice.

(d) *Letters of credit and ineligible acceptances.*—(1) *Restriction.* A State member bank shall aggregate the amounts of any and all outstanding standby letters of credit (or other similar arrangements, however named or described), ineligible acceptances, and loans in determining whether the bank would be in excess of State legal limitations on loans of the bank (including limitations on loans to any one borrower or on aggregate loans) or on legal limits pertaining to loans to affiliates under Federal law (12 U.S.C. 371c). In addition, the credit standing of the account party under any letter of credit and/or the credit standing of the customer under the ineligible acceptance must be the subject of credit analysis equivalent to that applicable to a potential borrower in an ordinary loan situation.

(2) *Definitions.* For the purposes of this paragraph, standby letters of credit include every letter of credit (or similar arrangement, however named or described), other than a letter of credit issued to facilitate the sale of goods and under which sight drafts or bankers' acceptances of the kind eligible or which would become eligible for discount by a Federal Reserve Bank under Regulation A, could be drawn. Standby letters of credit would include, but not be limited to, letters of credit attached to promissory notes (so-called documented discount notes). An ineligible acceptance is a time draft, accepted by a bank, which does not meet the requirements for rediscount with a Federal Reserve Bank.

(3) *Disclosure.* The amount and general term of outstanding standby letters of credit and ineligible acceptances shall be adequately disclosed in the bank's published financial statements.

* * * * *

By order of the Board of Governors, January 17, 1974.

[SEAL] CHESTER B. FELDBERG,
Secretary of the Board.

[FR Doc.74-1943 Filed 1-23-74;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 240]

[Release No. 34-10602; File No. 57-505]

AMERICAN STOCK EXCHANGE OPTION PLAN

Notice of Proposed Rulemaking

The Commission announced today that the American Stock Exchange

(Amex) has submitted to the Commission, pursuant to Rule 9b–1 under the Securities Exchange Act of 1934 (17 CFR 240.9b–1), its proposed plan for the listing and trading of options on the Exchange.[1] The materials submitted for filing include:

1. Proposed revisions of the Exchange's Constitution related to the plan;

2. Proposed rules of the Exchange principally applicable to the trading of options;

3. Proposed certificate of incorporation of the Options Clearing Corporation of New York, a wholly owned subsidiary of the Exchange;

4. Proposed by-laws of the options clearing corporation;

5. Proposed rules of the options clearing corporation.

Under the terms of the plan which calls for the initiation of a pilot project, Amex intends initially to limit its operations to call options in respect of ten stocks, all of which would be listed on the New York Stock Exchange (NYSE) and after experience is gained and the system capacity increases, other listed stocks would be added.

In general, Amex intends to apply trading and clearing principles and contract standardization methods substantially similar to those used by the Chicago Board Options Exchange, Inc. (CBOE). Amex has not yet determined whether it will have options on the same underlying securities as CBOE. However, as in the case of CBOE, Amex options would be made fungible by limiting the contract variables. Amex options would expire (expiration date) either on the last business day of January, April, July or October.[2] The striking prices (the price per share at which the underlying stock may be purchased upon exercise of the option) of the options would be fixed at 5-point intervals for stocks trading below $50, 10-point intervals for stocks trading between $50 and $100, and 20-point intervals for stocks trading above $100. If the price of the underlying security fluctuates substantially on the NYSE, new options may be written with the same expiration dates but with different striking prices, but the number of different striking prices of options on that stock would be limited. The only remaining variable for the options would be the premium, the price paid for the option itself, which is to be determined by the secondary market.

The Options Clearing Corporation of New York, a new Amex subsidiary, would be (as is CBOE's clearing corporation for CBOE options) the issuer and primary obligor on all of the options to be traded on Amex.[3]

With a view towards the establishment of a central market for options, and an eventual interface between the respective clearing systems, Amex's proposed program is designed to be compatible with the CBOE's pilot project.[4]

A major difference between Amex's program and CBOE's is that Amex intends to utilize its present specialist system instead of segregating the agent and dealer functions between board brokers and competing market makers. Another difference between these programs relates to their fixed minimum commission rate schedules. For example, Amex intends to apply to options its present commission rate schedule for stocks, including the 10–15 percent rate increases implemented last fall, and a $300,000 breakpoint for negotiation of commissions on the exercise of option contracts. CBOE, on the other hand, did not adopt those increases and maintains a $30,000 breakpoint for negotiated rates.

The Commission notes that while the specific provisions of the Amex plan are not a subject of the hearing in connection with the Commission Study of Multiple Exchange Option Trading and Option Trading in General, announced in Securities Exchange Act Release No. 10490, November 14, 1973, resolution of a number of the policy issues to be considered at that hearing will be necessary before the Commission will be able to determine whether the Exchange's plan should be made effective under Rule 9b–1. Among such issues are whether exchange option trading should be limited to the CBOE pilot project until sufficient information about option trading, including its economic functions, can be developed and evaluated and, if multiple pilots are permitted, on what conditions. Therefore, persons commenting on Release No. 10490 need not again comment on these issues in responding to the present release.

All interested persons are invited to submit written comments on the Exchange's proposed options trading plan. A description of the Exchange's pilot program for trading options may be obtained without charge by request made to Mr. Robert Eckenrode, Vice President, American Stock Exchange, Inc., 86 Trinity Place, New York, New York 10006. A copy of the documents listed in items 1–5 above (there are approximately 220 pages in total) may be obtained by request made either to Mr. Eckenrode, (the Amex' charge is seven cents per page) or to the Public Reference Room, Securities and Exchange Commission, 1100 L Street, NW., Washington, D.C. 20005 (at the usual reproduction rates for Commission documents). All the documents comprising the plan are available for public inspection at the Commission's Public Reference Room in Washington, D.C. Comments on the plan should be received by March 8, 1974, and should be addressed to Mr. George A. Fitzsimmons, Secretary, Securities and Exchange Commission, 500 North Capitol Street, Washington, D.C. 20549. Please make reference to File No. S7–505.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

JANUARY 15, 1974.

[FR Doc.74–1983 Filed 1–23–74;8:45 am]

[1] Rule 9b–1, effective January 17, 1974 (Securities Exchange Act Release No. 10552 of December 13, 1973), provides, among other things, that it is unlawful for an exchange or exchange member to effect any transactions in options, or to permit option transactions to be effected by use of the exchange's facilities except in accordance with a plan formulated by the exchange for regulating option trading and declared effective by the Commission after consideration of the plan in light of the statutory standards.

[2] Amex does not intend that its options will have the same four standardized expiration dates as CBOE options, even though its options may expire in the same months.

[3] The Options Clearing Corporation of New York is preparing for filing a registration statement pursuant to the Securities Act of 1933, covering the options, and Amex would also register such options pursuant to Section 12(b) of the Securities Exchange Act.

[4] In the Matter of the Chicago Board Options Exchange, Inc. for Registration as a National Securities Exchange, Securities Exchange Act Release No. 9985 (February 1, 1973).

VETERANS ADMINISTRATION

[38 CFR Part 3]

DEATH GRATUITY

Notice of Proposed Regulatory Development

The Administrator of Veterans' Affairs proposes to cancel obsolete regulatory provisions relating to the death gratuity under Pub. L. 89–214 (79 Stat. 880) and 89–730 (80 Stat. 1157).

Pub. L. 89–214 enacted September 29, 1965 established the Servicemen's Group Life Insurance program for persons on active duty. Section 3 of the law provided a death gratuity payable in certain cases where the veteran died in service on or after January 1, 1957, when the Servicemen's Indemnity Act of 1951 was repealed, and prior to September 29, 1965, the date the new insurance coverage became effective. The maximum amount payable in any case was $5,000. The gratuity was not payable for any deaths on or after September 29, 1965. Also, claims for the gratuity had to be filed with the Veterans Administration on or before September 28, 1966.

Pub. L. 89–730, enacted November 2, 1966 liberalized some provisions of Pub. L. 89–214 and extended the time limit for filing claim to November 1, 1967. The death gratuity program has not been reopened or extended by any subsequent legislation.

For the reasons indicated above the provisions relating to death gratuity under Pub. L. 89–214 and 89–730 are obsolete. To effect these revocations it is proposed to amend Part 3, Title 38, Code of Federal Regulations as set forth below.

Interested persons are invited to submit written comments, suggestions, or objections regarding the proposal to the Administrator of Veterans' Affairs (27H), Veterans Administration, Central Office, 810 Vermont Avenue, NW., Washington, DC 20420. All relevant material received before February 25, 1974, will be con-

sidered. All written comments received will be available for public inspection at the above address only between the hours of 8 a.m. and 4:30 p.m. Monday through Friday (except holidays), during the mentioned 30-day period and for 10 days thereafter. Any person visiting Central Office for the purpose of inspecting any such comments will be received by the Central Office Veterans Assistance Unit in room 132. Such visitors to any VA field station will be informed that the records are available for inspection only in Central Office and will be furnished the address and the above room number.

Notice is given that the proposed revocations would be effective the date of final approval.

§§ 3.850, 3.851, 3.852 and 3.853 [Revoked]

The centerhead "Death Gratuity" and §§ 3.850, 3.851, 3.852 and 3.853 are revoked.

Approved: January 17, 1974.

By direction of the Administrator.

[SEAL] RUFUS H. WILSON,
Associate Deputy Administrator.

[FR Doc.74-2017 Filed 1-23-74;8:45 am]

Notices

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[Order No. 144]

DISTRICT DIRECTOR, ET AL.

Authority To Issue Transfer Certificates in Certain Estate Tax Cases

1. The authority granted to the Commissioner of Internal Revenue by 26 CFR 301.7701–9 and 26 CFR 20.6325–1(c) to issue transfer certificates in certain estate tax cases is hereby delegated to District Directors, the Director of International Operations and the Director, Philadelphia Service Center.

2. The authority delegated herein may be redelegated only by the officials specified in this Order and may not be further redelegated.

Date of issue and effective date: January 18, 1974.

[SEAL] DONALD C. ALEXANDER,
Commissioner.

[FR Doc.74–2024 Filed 1–23–74;8:45 am]

Office of the Secretary

[Treasury Dept. Order No. 191–3 (Rev.)]

DEPUTY ASSISTANT SECRETARY, ET AL.

Order of Succession of Officials Authorized To Act as Assistant Secretary of the Treasury

The following officials of the office of the Assistant Secretary (Enforcement, Tariff and Trade Affairs and Operations) in the order of succession enumerated herein are hereby authorized and directed to act as Assistant Secretary (Enforcement, Tariff and Trade Affairs and Operations) and to perform all of the functions of that office consistent with TDO 190 (Revised), during the absence or disability of the Assistant Secretary or when there is a vacancy in that office:

1. Deputy Assistant Secretary.

2. Deputy Assistant Secretary (Enforcement).

3. Deputy Assistant Secretary (Tariff and Trade Affairs).

Treasury Department Order 191–3 (Revised), dated April 26, 1973, designating officials to act in the absence of the Assistant Secretary (Enforcement, Tariff and Trade Affairs and Operations) is hereby revoked.

Dated: January 22, 1974.

[SEAL] GEORGE P. SHULTZ,
Secretary of the Treasury.

[FR Doc.74–2133 Filed 1–23–74;8:45 am]

DEPARTMENT OF DEFENSE

Office of the Secretary

WAGE COMMITTEE

Notice of Closed Meetings

Pursuant to the provisions of section 10 of Pub. L. 92–463, effective January 5, 1973, notice is hereby given that meetings of the Department of Defense Wage Committee will be held on:

Tuesday, February 5, 1974
Tuesday, February 12, 1974
Tuesday, February 19, 1974
Tuesday, February 26, 1974

These meetings will convene at 9:45 a.m. and will be held in Room 1E–801, The Pentagon, Washington, D.C.

The Committee's primary responsibility is to consider and make recommendations to the Assistant Secretary of Defense (Manpower and Reserve Affairs) on all matters involved in the development and authorization of wage schedules for Federal prevailing rate employees pursuant to Pub. L. 92–392.

At these scheduled meetings, the Committee will consider wage survey specifications, wage survey data, local reports and recommendations, statistical analyses and proposed pay schedules derived therefrom.

Under the provisions of section 10(d) of Pub. L. 92–463 and 5 U.S.C. 532(b) and (4), the Assistant Secretary of Defense (Manpower and Reserve Affairs) has determined that these meetings will be closed to the public.

However, members of the public who may wish to do so, are invited to submit material in writing to the Chairman concerning matters felt to be deserving of the Committee's attention. Additional information concerning these meetings may be obtained by contacting the Chairman, Department of Defense Wage Committee, Room 3D–281, The Pentagon, Washington, D.C.

MAURICE W. ROCHE,
Director, Correspondence and Directives, OASD(C).

JANUARY 21, 1974.

[FR Doc.74–2031 Filed 1–23–74;8:45 am]

DEPARTMENT OF THE INTERIOR

Bonneville Power Administration

[INT DES 74–5, DES 74—6]

GENERAL CONSTRUCTION AND MAINTENANCE PROGRAMS AND FISCAL YEAR 1975 PROPOSED PROGRAM

Public Comment Period on Draft Environmental Statement

As announced in the FEDERAL REGISTER on January 18, 1974 (39 FR 2280), the Bonneville Power Administration, pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, has prepared and circulated Draft Environmental Statements covering its General Construction and Maintenance Program and the Fiscal Year 1975 Proposed Program. Review copies have been provided Federal, State, and local agencies with environmental concerns. Members of the general public are also invited to submit written comments relative to environmental impacts associated with the proposed program to the Environmental Office, Bonneville Power Administration, P.O. Box 3621, Portland, Oregon 97208. All comments received will be given full consideration in the preparation of our Final Environmental Statement. It is necessary, however, that all such comments be received within 45 days or no later than March 11, 1974, so that we may proceed with completion of the Final Environmental Statement on a timely basis.

The public will also be given the opportunity of presenting their views at a series of informational meetings previously announced in the FEDERAL REGISTER on January 2, 1974 (39 FR 17), January 9, 1974 (39 FR 1472), and January 17, 1974 (39 FR 2113).

Copies of the Draft Environmental Statements are available for inspection in the library of the headquarters' office of BPA, 1002 NE. Holladay Street, Portland, Oregon 97232; the Washington, D.C. Office in the Interior Building, Room 5600; and in the following Area and District Offices: Idaho Falls, Idaho; Portland, Oregon; Seattle, Washington; Spokane, Washington; Walla Walla, Washington; Eugene, Oregon; Kalispell, Montana; and Wenatchee, Washington.

A limited number of single copies are available and may be obtained by writing to the Environmental Office, Bonneville Power Administration, P.O. Box 3621, Portland, Oregon 97208.

Dated: January 22, 1974.

WILLIAM H. CLAGETT,
Assistant Administrator.

[FR Doc.74–2049 Filed 1–23–74;8:45 am]

Bureau of Land Management

BURNS DISTRICT GRAZING ADVISORY BOARD

Notice of Meeting

The Burns District Grazing Advisory Board, Oregon 2, will meet at 9 a.m. on February 20, 1974, at the Bureau of Land

Management District Office, 74 South Alvord, Burns, Oregon. The purpose of the meeting is to hear protests on the district manager's decisions concerning the division of the Drewsey Community Allotment and the Crane Creek Allotment.

The meeting will be open to the public. Time will be available for a limited number of brief statements by members of the public. Those wishing to make an oral statement should inform the Advisory Board Chairman prior to the meeting of the Board. Any interested person may file a written statement with the Board for its consideration. The Advisory Board Chairman is Mr. James Sitz. Mr. Sitz may be contacted by writing a letter in care of the Bureau of Land Management, 74 South Alvord, Burns, Oregon 97720. Telephone number 503-573-2071.

Dated: January 16, 1974.

L. CHRISTIAN VOSLER,
District Manager.

[FR Doc.74-2014 Filed 1-23-74;8:45 am]

COLORADO

Redelegation of Authority to Area Managers

Under authority of Bureau Order 701, dated July 23, 1964, and as amended April 26, 1966, the Area Manager administering the Kremmling Resource Area of the Craig District, Colorado is authorized to act on the following matters:

Within his area of responsibility in accordance with existing policies and regulations of the Department, and under direct supervision of the Craig District Manager, he may exercise the functions of the Bureau Director on the matters specified below subject to the limitations of Bureau Order 701, Part III.

AUTHORITY IN SPECIFIC MATTERS

Sec. 3.3 Fiscal affairs, the Area Manager may take action on:

(d) Trespass: Determine liability and issue notice on grazing trespass; recommend as to acceptance of settlement offer made.

Sec. 3.7 Range management. The Area Manager may take all action on:

(a) (1) Within grazing districts, the issuance of licenses and permits to graze or trail livestock.

(2) Permits or cooperative agreements to construct and maintain range improvements and determine the value of such improvements.

(3) Expenditure of funds appropriated by Congress or contributed by individuals, associations, advisory boards, or others for the construction, purchase or maintenance of range improvements.

(b) Outside grazing districts, the issuance of grazing leases.

(d) Soil and moisture conservation; control of halogeton glomeratus.

Sec. 3.8 Forest Management. The Area Manager may take all action on:

(a) Disposition of forest products including sales of timber not exceeding $100.00 in value.

Sec. 3.9 Land use. The Area Manager may take all action on:

(g) Disposition of materials other than forest products, not exceeding $100.00 in value.

The District Manager may at any time temporarily reserve, restrict, or withhold any portion of the above delegated authority through use of Form 1213-1 District Office Authority and Responsibility Guide.

This order will become effective on January 28, 1974.

Dated: January 15, 1974.

MARVIN W. PEARSON,
District Manager.

Approved:

DALE ANDRUS,
State Director.

[FR Doc.74-1963 Filed 1-23-74;8:45 am]

STATE MULTIPLE USE ADVISORY BOARD, RENO, NEVADA

Notice of Annual Business Meeting

JANUARY 18, 1974.

Notice is hereby given that the Nevada State Multiple Use Advisory Board will hold its annual business meeting February 13-14, 1974, at the Pioneer Inn, 221 South Virginia Street, Reno, Nevada. The agenda for the meeting will include a program and legislative review, a status report on the range management program and the wild horse and burro program, a general overview and progress report on the energy program, a discussion on the geothermal outlook in Nevada, a status and outlook on the planning program, a report on the AEC pilot geothermal project and a report on the State Clearinghouse operation.

The meeting will be open to the public. Seating will be available for about 30 observers. Time will be available for a limited number of brief statements by members of the public. Those wishing to make an oral statement must inform the Chairman in writing prior to the meeting of the Board. Any interested person may file a written statement with the Board for its consideration. Written statements and requests to give an oral statement to the Board should be submitted to Leslie J. Stewart, Chairman, c/o State Director, Bureau of Land Management, Room 3008 Federal Building, 300 Booth Street, Reno, Nevada 89502.

E. I. ROWLAND,
State Director, Nevada.

[FR Doc.74-2013 Filed 1-23-74;8:45 am]

WYOMING STATE OFFICE

Redelegation of Authority by State Director

1. Pursuant to the authority contained in Part I section 1.1(a) of Bureau Order No. 701 of July 23, 1964, as amended, authority is hereby redelegated to the following employees to perform the functions listed below.

A. Chief, Division of Management Services, is authoried to take all actions under the following part:

Part I—Sec. 1.2(c) and 1.3(c).

B. Chief, Division of Technical Services, is authorized to take all actions under the following part:

Part I—Sec. 1.2(g), 1.3(b) and 1.4(a).

C. Within their respective areas of responsibility, the District Managers in the State of Wyoming are authorized to take all actions under the following parts:

Part I—Sec. 1.2(a), 1.2(d), 1.2(g), 1.2(h) and 1.5(a).

Part I—Sec. 1.9(g)—to make sales of material other than forest products not exceeding $5,000 in value and issue free use permits for materials other than forest products not exceeding $5,000 in value.

Part I—Sec. 1.2(j)—to take all actions for the protection from fire (prevention, presuppression and suppression) of the public lands under the jurisdiction of the Bureau of Land Management.

D. Within their respective areas of responsibility, District Office Chiefs, Division of Operations, are authorized to take all actions under the following part:

Part III—Sec. 3.2(b) and 3.3(a).

E. Within their respective areas of responsibility, District Office Chiefs, Division of Administration, are authorized to take all actions under the following part:

Part III—Sec. 3.2(c), 3.3(a), 3.3(b), 3.3(c) and 3.2(b).

F. Within their respective areas of responsibility, Area Managers are authorized to take all actions under the following parts:

Part III—Sec. 3.2(b), 3.3(b), 3.7(b), 3.7(c), 3.7(d), 3.7(e), 3.7(f), 3.9(o) and 3.9(z).

Part I—Sec. 1.9(g)—to make sales of material other than forest products not exceeding $1,000 in value and issue free use permits for materials other than forest products not exceeding $1,000 in value.

Part III—Sec. 3.7(a) 1, 2 and 3.

Part III—Sec. 3.8(a)—Disposition of forest products except sales of timber in excess of 1,000,000 feet board measure.

Part III—Sec. 3.3(d)—Determine liability for trespass on the public lands when actual damages do not exceed $1,000. Accept payment in full irrespective of amount. Dispose of resources recovered in trespass cases for not less than the appraised value thereof.

G. Within their respective areas of responsibility, Resource Area Headquarters Area Managers, in addition to the authority given in paragraph F, are authorized to take all actions under the following parts:

Part III—Sec. 3.2(c) and 3.3(a).

Part I—Sec. 1.2(j)—to take all actions for the protection from fire (prevention, presuppression and suppression) of the public lands under the jurisdiction of the Bureau of Land Management.

2. The District Manager may designate, by written order, any qualified employee of the various staff offices to perform the functions of the Chief of a Division or Area Manager in case of the absence of the Division Chief or Area Manager.

3. The following previously published orders of redelegation of authority in Wyoming are hereby cancelled and and superseded:

A. FR Doc. 64-9699; Filed, Sept. 23, 1964; 8:48 a.m.

B. FR Doc. 66-9536; Filed, Aug. 31, 1966; 8:47 a.m.
C. FR Doc. 66-9537; Filed, Aug. 31, 1966; 8:47 a.m.
D. FR Doc. 66-9538; Filed, Aug. 31, 1966; 8:47 a.m.
E. FR Doc. 66-9539; Filed, Aug. 31, 1966; 8:47 a.m.
F. FR Doc. 66-9540; Filed, Aug. 31, 1966; 8:48 a.m.
G. FR Doc. 66-9541; Filed, Aug. 31, 1966; 8:48 a.m.
H. FR Doc. 66-10743; Filed, Oct. 3, 1966; 8:46 a.m., as amended.
I. FR Doc. 70-14063; Filed, Oct. 19, 1970; 8:45 a.m.

4. *Effective date.* This redelegation will become effective on January 24, 1974.

DANIEL P. BAKER,
State Director.

Approved: January 17, 1974.

GEORGE L. TURCOTT,
Associate Director.

[FR Doc.74-1994 Filed 1-23-74;8:45 a.m.]

Bureau of Reclamation

USE OF CENTRAL VALLEY WATER THROUGH ENLARGED CROSS VALLEY CANAL

Notice of Public Hearing on Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Department of the Interior has prepared a draft environmental statement for a proposed water service contract to deliver water to 11 water and irrigation districts in the San Joaquin Valley, California. This statement (INT DES 73-114, dated December 26, 1973) was filed with the Council on Environmental Quality on December 26, 1973, and is available to the public.

The proposed action would involve delivery of about 133,000 acre-feet of Central Valley Project water to 11 water and irrigation districts in Kern, Kings, Tulare, and Fresno Counties, California. Of this amount, 3,000 acre-feet would be used for municipal purposes and the balance would supplement existing irrigation supplies. The proposed water service would make use of existing California State Water Project and Central Valley Project facilities and involve joint-use of the Kern County Water Agency's proposed Cross Valley Canal.

A public hearing will be held on February 26, 1974, in the Sarah McCardle Room of the Fresno County Library, 2420 Mariposa Street, Fresno, California, to receive comments on the draft environmental statement. The hearing will be divided into an afternoon session, beginning at 2 p.m., and an evening session, beginning at 7 p.m.

Oral statements at the hearing will be limited to a period of 10 minutes per speaker. Speakers may not trade their time to obtain a longer oral presentation; however, the person authorized to conduct the hearing may allow any speaker to provide additional oral comment after all other persons desiring to comment have been heard. When practicable, speakers will be scheduled according to the time preferences mentioned in their letter or telephone requests. Speakers scheduled, but not heard, during the afternoon session will be called at the opening of the evening session. Requests for scheduling of oral presentations will be accepted until 4 p.m., February 20, 1974. Any subsequent requests will be handled on a first-come-first-served basis following the scheduled presentations.

Organizations or individuals desiring to present oral statements at the hearing should contact Neil W. Schild, Regional Supervisor of Water and Land Operations, Bureau of Reclamation, 2800 Cottage Way, Sacramento, California 95825 [telephone (916) 484-4201] and announce their intention to participate. Written comments by persons unable to attend the public hearing, and by those who desire to supplement their oral presentations at the hearing, may be submitted to Mr. Schild until March 1, 1974, for inclusion in the hearing record.

Copies of the draft environmental statement are available from the Regional Director, Mid-Pacific Region, Bureau of Reclamation, 2800 Cottage Way, Sacramento, California 95825.

Dated: January 18, 1974.

E. F. SUILLIVAN,
Acting Commissioner of Reclamation.

[FR Doc.74-2036 Filed 1-23-74;8:45 am]

DEPARTMENT OF AGRICULTURE

Forest Service

BIG GAME HABITAT IMPROVEMENT BURNING OF SERAL BRUSHFIELDS IN CLEARWATER AND SPOKANE RIVER DRAINAGES OF IDAHO

Notice of Availability of Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Forest Service, Department of Agriculture, has prepared a draft environmental statement for Big Game Habitat Improvement, Burning of Seral Brushfields in the Clearwater and Spokane River Drainages of Idaho, Forest Service report number USDA-FS-DES (Adm) R1-74-1.

The environmental statement concerns proposed prescribed burning of brushfields in northern Idaho during fiscal years 1974 and 1975 for the purposes of maintaining the brushfield stage of plant succession to provide forage for Rocky Mountain elk, moose, mule deer, and whitetailed deer, and to sustain their respective populations within the productive capabilities of the land.

This draft environmental statement was filed with CEQ on January 17, 1974.

Copies are available for inspection during regular working hours at the following locations:

USDA, Forest Service
South Agriculture Bldg., Room 3231
12th St. & Independence Ave., SW.
Washington, D.C. 20250

USDA, Forest Service
Northern Region
Federal Building, Room 3077
Missoula, MT 59801

USDA, Forest Service
Clearwater National Forest
Route 3, Ahsahka Road
Orofino, ID 83544

USDA, Forest Service
Idaho Panhandle National Forests
(Coeur d'Alene, Kaniksu, and St. Joe)
218 N. 23rd Street
Coeur d'Alene, ID 83814

USDA, Forest Service
Nezperce National Forest
319 East Main
Grangeville, ID 83530

A limited number of single copies are available upon request to Regional Forester Steve Yurich, USDA, Forest Service, Region 1, Federal Building, Missoula, MT 59801.

Copies are also available from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22151. Please refer to the name and number of the environmental statement when ordering.

Copies of the environmental statement have been sent to various Federal, State, and local agencies as outlined in the CEQ guidelines.

Comments are invited from the public, and from State and local agencies which are authorized to develop and enforce environmental standards, and from Federal agencies having jurisdiction by law or special expertise with respect to any environmental impact involved for which comments have not been requested specifically.

Comments concerning the proposed action and requests for additional information should be addressed to Regional Forester Steve Yurich, USDA, Forest Service, Region 1, Federal Building, Missoula, MT 59801. Comments must be received by March 4, 1974, in order to be considered in the preparation of the final environmental statement.

KEITH M. THOMPSON,
Acting Regional Forester, Forest Service.

JANUARY 17, 1974.

[FR Doc.74-2015 Filed 1-23-74;8:45 am]

[Region 6]

DESCHUTES NATIONAL FOREST CATTLEMEN AND WOOLGROWERS ADVISORY BOARD

Notice of Meeting

The Deschutes National Forest Cattlemen and Woolgrowers Advisory Board will meet at 1:30 p.m., February 8, 1974, in the Supervisor's Office, 211 East Revere, Bend, Oregon.

The purpose of this meeting is to discuss the following topics:

1. Minutes of last meeting.
2. Discussion of range area guides, goals, financing prospects for F.Y. 75.
3. Range fees, F.Y. 74-75.
4. OSGC Report.
5. Fish and Wildlife Service Report.
6. General comments from Board or public.

The meeting will be open to the public. Persons who wish to attend should notify Milton J. Griffith, 382-6922, Ext. 262. Written statements may be filed with the committee before or after the meeting. The Chairman may request comments from any individual or group representative.

Dated: January 17, 1974.

EARL E. NICHOLS,
Forest Supervisor.

[FR Doc.74-1962 Filed 1-23-74;8:45 am]

Packers and Stockyards Administration

FORT PAYNE STOCKYARD, FORT PAYNE, ALABAMA, ET AL.

Proposed Posting of Stockyards

The Chief, Registrations, Bonds, and Reports Branch, Packers and Stockyards Administration, United States Department of Agriculture, has information that the livestock markets named below are stockyards as defined in section 302 of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 202), and should be made subject to the provisions of the Act.

AL-156—Fort Payne Stockyard, Fort Payne, Alabama.
AZ-107—Vande Voorde Livestock Auction, Show Low, Arizona.
AR-152—Salem Horse Auction, Salem, Arkansas.
MO-235—Interstate Producers Livestock Ass'n., Deepwater, Missouri.
TX-304—Hamilton Livestock Commission, Inc., Hamilton, Texas.
TX-305—Cox Commission Co., Inc., West, Texas.
WI-131—Wisconsin Feeder Pig Marketing Cooperative, Boltonville, Wisconsin.
WI-132—Midwest Livestock Producers Cooperative, Dale, Wisconsin.

Notice is hereby given, therefore, that the said Chief, pursuant to authority delegated under the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), proposes to issue a rule designating the stockyards named above as posted stockyards subject to the provisions of the Act as provided in section 302 thereof.

Any person who wishes to submit written data, views, or arguments concerning the proposed rule, may do so by filing them with the Chief, Registrations, Bonds, and Reports Branch, Packers and Stockyards Administration, United States Department of Agriculture, Washington, D.C. 20250, on or before February 8, 1974.

All written submissions made pursuant to this notice shall be made available for public inspection at such times and places in a manner convenient to the public business (7 U.S.C. 1.27(b)).

Done at Washington, D.C., this 18th day of January, 1974.

JOHN R. BRANNIGAN,
Acting Chief, Registrations, Bonds, and Reports Branch Livestock Marketing Division.

[FR Doc.74-1959 Filed 1-23-74;8:45 am]

DEPARTMENT OF COMMERCE

Domestic and International Business Administration

[Order 41-1]

ASSISTANT SECRETARY FOR DOMESTIC AND INTERNATIONAL BUSINESS

Organization, Function, and Delegation of Authority

This order effective December 19, 1973 supersedes the material appearing at 38 FR 9317 of April 13, 1973.

SECTION 1. *Purpose.* This order prescribes the scope of authority and functions of the organizations making up the Office of the Assistant Secretary for Domestic and International Business.

SEC. 2. *Organization.* The Office of the Assistant Secretary for Domestic and International Business will consist of the following:

The Deputy Assistant Secretary for Domestic and International Business
Office of Public Affairs
Office of Field Operations

SEC. 3. *The Deputy Assistant Secretary for Domestic and International Business* shall perform such duties as the Assistant Secretary shall assign and shall assume the duties of the Assistant Secretary in the latter's absence. In addition the Deputy Assistant Secretary shall carry out the provisions of the Defense Production Act of 1950, as amended (50 U.S.C. App. 2061, et seq.) conferred on the Secretary under Executive Order 10480, dated August 14, 1953, as amended, except authority with respect to transportation facilities and the creation of new agencies within the Department of Commerce. For purposes of administration of the Defense Production Act, the Deputy Assistant Secretary for Domestic Commerce shall report and be responsible to the Deputy Assistant Secretary for Domestic and International Business.

SEC. 4. *The Office of Public Affairs.* .01 The *Office of Public Affairs* shall be headed by a Director who shall report and be responsible to the Assistant Secretary, Domestic and International Business. The Director will be responsible for furnishing public affairs and information services to the Domestic and International Business Administration organization units and will head the following organizational components:

.02 The *Public Information Division* shall develop long-range plans, programs and goals; develop, prepare, clear and release press releases; develop graphic presentations, scripts and record material for distribution; draft speeches and public statements; develop speaking forums for DIBA officials designed to support Departmental and Administration objectives; perform editorial services including research and editorial assistance in the preparation and publication of technical articles; and maintain mailing lists, biographical data, business information and other reference material.

.03 The *Communication Services Division* shall assist in the development of Domestic and International Business Administration publications including gathering of material, writing, and preparation for printing; promote DIBA publications; prepare and arrange for placement of display and advertising for DIBA promotional events in the U.S. and abroad; maintain liaison with the Department's Office of Publications and the Government Printing Office and with other Government agencies concerned with DIBA reports and publications.

SEC. 5. *The Office of Field Operations.* .01 The *Office of Field Operations* shall be headed by a *Director,* who shall report and be responsible to the Assistant Secretary, Domestic and International Business. The Director shall plan and direct the execution of policies and programs of the Office, which shall serve as the principal medium of contact with the business community at local levels, through six Regional Offices with subordinate District Offices located in principal cities throughout the country. A Deputy Director shall assist in the direction of the Office and perform the functions of the Director in the latter's absence. The Office of the Director shall plan, direct, control and evaluate effectiveness of the field implementation of DIBA programs and the business-related programs of other Commerce organizations; and shall be responsible for assisting DIBA Bureaus and other Commerce organizations in the planning and design of business information. Field implementation includes the delivery of export information and related business aids; the conduct of domestic marketing and business reference services, including publication of the Commerce Business Daily and guidance and direction of Federal Preparedness Programs, Crisis Management and Emergency Operations. The Office of the Director also shall be responsible for issuing and maintaining the Field Operations Manual and for the necessary administrative liaison between the Directorate of Administrative Management for DIBA, and the field structure. The Director will head the following organizational components:

.02 *Regional Offices* covering the 50 States and the Commonwealth of Puerto Rico, divided into six geographic areas, shall be staffed with a Regional Director, a Regional Export Marketing Manager and such other support personnel as may be allocated and shall be responsible, within the guidelines and priorities established by the Director, Office of Field Operations, for management, direction and coordination of export expansion, domestic informational services and related activities carried out by the District Offices within its Region. Each Regional Office also shall be responsible for overall management and coordination of resources allocated to the District Offices within the Region, for preparation of consolidated reports, and for the coordination of such training and career development programs as may be directed by the Office of Field Operations. Each Regional Office shall also carry

out the functions of a District Office as listed in § 6.03.

.03 Each *District Office* under the direction of a District Office Director shall serve as the Department's principal medium of contact with the business community within its area. Under guidelines and priorities established by the Director, Office of Field Operations, and the Regional Directors, District Offices shall ascertain the needs and desires for information and assistance relevant to the private economy that fall within the scope of Commerce's responsibilities; deliver to business and industry export promotion and expansion programs, information, and services; maintain and operate domestic informational services and related activities; and effect support and multiplier activities with business and professional organizations, state and local government agencies, educational institutions, and other appropriate organizations. In addition, District Office Directors designated as Regional Emergency Coordinators shall, in coordination with the appropriate Commerce Regional Director (section .02 above), execute such Federal Preparedness Planning, Crisis Management and Emergency Operations as are outlined in D.O.O. 40–1, section 4.01g, and as may be directed by the Department. (See Appendix "A" for the locations of Regional and District Offices.)

SEC. 6. *Administrative Support Services.* The Directorate of Administrative Management, Domestic and International Business Administration shall provide management, budget, personnel, travel and administrative services to all elements of the Office of the Assistant Secretary for Domestic and International Business.

TILTON H. DOBBIN,
Assistant Secretary for Domestic and International Business.

APPENDIX "A"

OFFICE OF FIELD OPERATIONS

LOCATIONS OF REGIONAL AND DISTRICT OFFICES

Eastern Regional Office: New York City
District Offices:
Boston
Buffalo
Hartford
Newark
San Juan, P.R.
Mid-Atlantic Regional Office: Philadelphia
District Offices:
Baltimore
Charleston, W. Va.
Pittsburgh
Richmond
Southeastern Regional Office: Atlanta
District Offices:
Birmingham
Charleston, S.C.
Greensboro
Jacksonville
Memphis
Miami
Savannah
Northcentral Regional Office: Chicago
District Offices:
Cincinnati
Cleveland
Detroit
Milwaukee
Minneapolis
Central Regional Office: Dallas
District Offices:
Albuquerque
Cheyenne
Denver
Des Moines
Houston
Kansas City
New Orleans
St. Louis
Salt Lake City
Western Regional Office: San Francisco
District Offices:
Anchorage
Honolulu
Los Angeles
Phoenix
Portland
Reno
Seattle

[FR Doc.74–1939 Filed 1–23–74;8:45 am]

[Order 42–2]

DIRECTORATE OF ADMINISTRATIVE MANAGEMENT

Organization and Functions

This order effective January 2, 1974 supersedes the material appearing at 38 FR 15859 of June 18, 1973.

SECTION 1. *Purpose.* This order prescribes the organization and assignment of functions within the Directorate of Administrative Management.

SEC. 2. *Organization and structure.* The organization structure and line of authority of the Directorate of Administrative Management ("DAM") shall be as depicted in the attached organization chart. A copy of the chart is on file with the original of this document in the Office of the Federal Register.

SEC. 3. *Office of the Deputy Assistant Secretary.* .01 The "Deputy Assistant Secretary for Administrative Management" (the "Deputy Assistant Secretary") who shall also be the Director shall be responsible to the Assistant Secretary, DIB and shall determine the objectives of DAM, formulate the policies and programs from achieving those objectives and direct execution of the programs.

.02 The "Deputy Director" shall assist in the direction of DAM and perform the functions of the Deputy Assistant Secretary in the latter's absence.

.03 The "Travel Staff" shall provide comprehensive travel services for DIBA personnel which shall include itinerary plans, modes of travel, reservations for transportation, security clearances, tickets, passports and visas, hotel accommodations for international travel, and where possible, domestic hotel reservations. The Travel Staff shall serve as liaison with the Department's Travel unit, the Passport Office, the Central Accounting Division, and any other organizations necessary to making travel arrangements.

.04 The "Protocol Staff" shall provide all protocol-related services to the immediate office of the Secretary and to the Assistant Secretary, DIB and DIBA Deputy Assistant Secretaries. Services shall include arranging social functions and providing other information and assistance to Secretarial and DIBA officials in connection with visits of high-ranking foreign dignataries and preparation for official visits by Secretarial-level or DIBA Officials abroad. The Protocol Staff also serves as liaison with the Department of State Protocol Office.

.05 The Deputy Assistant Secretary shall supervise and direct the following organizational components:

a. Office of the Deputy Assistant Secretary
b. Office of Personnel
c. Office of Management and Systems
d. Office of Administrative Services
e. Office of Budget

SEC. 4. *Office of Personnel.* .01 The Office of Personnel shall be headed by a Director who shall plan, coordinate and conduct the Personnel Management Program for the Domestic and International Business Administration, advise on personnel policy and procedures, and employee development and utilization; interpret personnel policies and procedures established by higher authority, and act as liaison with the Department's office of Personnel. The Director will head the following operating units:

.02 The "Personnel Operations Division" shall plan, conduct and coordinate DIBA-wide programs in the technical areas of recruitment, placement and position classification, and related matters; maintain official personnel records for all DIBA employees; and monitor utilization of assigned ceiling of DIBA.

.03 The "Employee Relations Division" shall plan and coordinate DIBA-wide programs in the technical areas of employee performance evaluation, employee grievances and appeals, employee recognition and incentives, employee and supervisory counseling, equal employment opportunity counseling, employee welfare and benefits, personnel planning for emergency readiness, and labor-management relations.

.04 The "Employee Development Division" shall plan and coordinate DIBA-wide programs in the technical areas of career development and training, equal employment opportunity policy implementation, employee utilization, and related matters.

SEC. 5. *Office of Management and Systems.* .01 The Office of Management and Systems shall be headed by a Director who shall plan, coordinate and direct all management and systems programs for the Domestic and International Business Administration and act as liaison with the Department's Office of Organization and Management Systems. The Director will head the following operating units:

.02 The "Information Systems Division" shall develop, implement, and maintain program management information systems to provide manpower, cost, and accomplishment data for all DIBA programs and organizational components; meet internal DIBA management information needs through the preparation of regularly scheduled and demand reports on progress toward DIBA program objectives; perform pro-

gram analysis, monitor operations, and prepare input for the system; assist DIBA officials in the development of program impact measures; and respond to program progress information requests from outside DIBA.

.03 The "Management Services Division" shall provide guidance and clearances for DIBA's ADP systems development; coordinate project development and progress reports for DIBA Presidential and Secretarial program objectives; provide liaison for GAO and Departmental audit reports, surveys, and inquiries; provide planning and coordination for DIBA's emergency readiness functions; and administer the DIBA records and reports management programs.

.04 The "Management Analysis Division" shall conduct studies and surveys to effect improved management practices, manpower distribution, organization alignments, procedures and work methods; administer the DIBA forms management program; perform the committee management function; and maintain a system for the issuance of all DIBA Announcements, instructions, organization and function orders, delegations of authority and other issuances prepared for the administration of DIBA.

SEC. 6. *Office of Administrative Services.* .01 The Office of Administrative Services shall be headed by a Director who shall plan and direct all administrative services for DIBA operating units and maintain liaison with the Department's Office of Administrative Services. The Office of the Director will administer the following DIBA programs: (1) Parking program including allocation of spaces. (2) Safety program including assuring safe working conditions and accident reporting. The Director is the DIBA Safety Officer. (3) Security program including document and physical security. The Director is the DIBA Security Officer. (4) Space Management Program including assignment and control of all DIBA space in Washington and the field. The Director will head the following operating units:

.02 The "Communications Management Division" shall analyze and assign action of all incoming overseas correspondence; dispatch all outgoing Commerce correspondence to overseas establishments; receive, sort, and distribute all correspondence; receive, log, control, and distribute all classified and registered documents from NATO, the Department of State, other Federal agencies and the Foreign Service posts. In addition, the division includes the DIBA Secretariat which is responsible for correspondence control, including review, assignment of responsibility and follow-up; special messenger service; and distribution of bulk material including newspapers and Departmental and DIBA bulk mailings.

.03 The "Procurement and Facilities Management Division" processes procurement requests for all furniture, furnishings, and office equipment; processes requests for subscriptions and publications; arranges for the purchase of office supplies; processes requests for rental and leased equipment; processes requests for printing; requests services from GSA; verifies and approves all invoices for payment; arranges for the issuance of Building Passes, Credentials, Civil Defense Identification Cards, Door Keys and Driver Permits; provides copying services; arranges for repair of office equipment; arranges for services related to space management including telephones, electrical work, moving and carpeting; maintains an inventory of furniture, furnishings and office equipment; and provides payroll services for DIBA.

SEC. 7. *Office of Budget.* .01 The Office of Budget shall be headed by a Director, who shall be the DIBA Budget Officer, and who shall plan, coordinate, and conduct the budget and program analysis functions of DIBA; exercise control over all DIBA funds; collect and control receipts and contributions; negotiate and approve all reimbursable agreements and agreements for special statistical studies; interpret budgetary and financial procedures established by higher authority; maintain liaison with counterpart budget, program analysis and fiscal offices in the Office of the Secretary, the Office of Management and Budget, and as necessary, other Federal agencies; and provide guidance and direction for the Office. The Director will head the following operating units:

.02 The "Program Analysis and Budget Formulation Division" shall be responsible for: Analyzing and evaluating DIBA programs and program plans, and formulating all DIBA budget requests; developing the DIBA program/budget structure; developing program output indicators, workload measures and program plans in cooperation with DIBA bureaus and offices; analyzing the relationship of programs to DIBA goals and objectives, the results of DIBA programs, and the impact of DIBA programs in relation to other Government activities coordinating and reviewing/or preparing program issue studies; developing alternative program configurations and resource distributions for programs; designing and maintaining a system of collecting and classifying program workload and output data, and historical program budget data; preparing recommended guidance and instructions for the formulation of budgetary requests by DIBA program managers; analyzing budget estimates, justifications and program plans; preparing, in cooperation with the DIBA bureaus and offices, the budget materials required for the Preview, Secretarial, Presidential, and Congressional budget estimates and justifications, preparing the DIBA program memorandum; preparing and collecting materials to support appeals of budget allowances; preparing and collecting backup materials and materials for the hearings record; briefing witnesses for budget hearings; preparing budget supplemental and budget amendment estimates; and preparing analyses of program budget requests and recommended alternative budget packages for the Assistant Secretary, DIB.

.03 The "Budget Execution and Reports Division" shall be responsible for: developing and preparing plans for utilization and for administrative control of all DIBA appropriations and other funds; maintaining fund controls over all DIBA appropriations and trust funds; preparing apportionment requests, allotments, budget authorizations, and quarterly fiscal plans; developing guidance and instructions for a system of operating budgets; preparing, in cooperation with DIBA' bureaus and offices, cost-based operating budget plans; analyzing, maintaining, and reviewing bureau cost-based operating budgets; prevalidating all DIBA obligating documents; preparing monthly reports on the status of funds against operating budgets; analyzing progress against budgets; analyzing and making projections of fund utilization; reporting and analyzing variances from operating budget and fiscal plans, maintaining personnel compensation availability controls; negotiating and controlling reimbursable agreements; developing and controlling all financial cost and project coding patterns; providing financial cost controls and fund records; reconciling financial data with the Department accounting reports; reporting status of availability, obligations, costs, outlays, and manpower utilization; receiving and recording all collections and receipts; authorizing and controlling all contributions, trust funds, hospitality amounts, and representation allowances; controlling any financial limitations established against DIBA funds; and maintaining liaison with Departmental Accounting Offices.

SEC. 8. *Effect on other orders.* This Order supersedes DIBA Organization and Function Order 42–2 of May 17, 1973.

Effective date: January 2, 1974.

JUDITH S. CHADWICK,
Director, Directorate of Administrative Management.

[FR Doc.74–1993 Filed 1–23–74;8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

ADVISORY COMMITTEES

Notice of Meetings

Pursuant to the Federal Advisory Committee Act of October 6, 1972 (Pub. L. 92–463, 86 Stat. 770–776; (5 U.S.C. App.)), the Food and Drug Administration announces the following public advisory committee meetings and other required information in accordance with provisions set forth in section 10(a)(1) and (2) of the act:

Committee name	Date, time, place	Type of meeting and contact person
1. Panel on Review of Antimicrobial Agents.	Feb. 3, 4, and 5, 9 a.m., Department of Dermatology, School of Medicine, University of Miami, Miami, Fla.	Closed Feb. 3, open Feb. 4, 9 a.m. to 10 a.m.; closed Feb. 4 after 10 a.m.; closed Feb. 5. Michael D. Kennedy, Room 10B-05, 5600 Fishers Lane, Rockville, Md. 20852, 301-443-4960.

Purpose. Reviews and evaluates available information concerning safety and effectiveness of active ingredients of currently marketed nonprescription drug products containing antimicrobial agents.

Agenda. Open session: Comments and presentations by interested persons. Closed session: Continuing review of over-the-counter drug products under investigation.

Committee name	Date, time, place	Type of meeting and contact person
2. Panel on Review of Sedative, Tranquilizer, and Sleep Aid Drugs.	Feb. 4 and 5, 9 a.m., Conference Room L, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open Feb. 4, 9 a.m. to 10 a.m.; closed Feb. 4 after 10 a.m.; closed Feb. 5. Michael D. Kennedy, Room 10B-05, 5600 Fishers Lane, Rockville, Md. 20852, 301-443-4960.

Purpose. Reviews and evaluates available information concerning safety and effectiveness of active ingredients of currently marketed nonprescription drug products containing sedative, tranquilizer, or sleep aid drugs.

Agenda. Open session: Comments and presentations by interested persons. Closed session: Continuing review of over-the-counter drug products under investigation.

Committee name	Date, time, place	Type of meeting and contact person
3. Endocrinology and Metabolism Advisory Committee.	Feb. 5, 8:30 a.m., Conference Room M, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open 8:30 a.m. to 9:30 a.m.; closed 9:30 a.m. to 12 noon; open 1 p.m. to 2 p.m.; closed after 2 p.m. Martha M. Freeman, M.D., Room 14B-19, 5600 Fishers Lane, Rockville, Md. 20852, 301-443-3520.

Purpose. Advises the Commissioner of Food and Drugs regarding safety and efficacy of drugs employed in treatment of endocrine and metabolic disorders.

Agenda. Open session: Comments and presentations by interested persons; discussion of Paget's disease of bone, its nature and natural history. Closed session: Discussion of two investigational drugs with respect to efficacy in Paget's disease. Afternoon open session: Presentation to committee by FDA staff on the proposed role of advisory committees in IND/NDA review. Afternoon closed session: Discussion of safety and efficacy of a drug being investigated in treatment of hypercalcemia.

Committee name	Date, time, place	Type of meeting and contact person
4. Panel on Review of Viral Vaccines and Rickettsial Vaccines.	Feb. 6 and 7, 9 a.m., Room 121, Bldg. 29, National Institute of Health, 9000 Rockville Pike, Bethesda, Md.	Open Feb. 6, 9 a.m., to 12 noon; closed Feb. 6 after 12 noon; closed Feb. 7. Jack Gertzog (HFB-5), 5600 Fishers Lane, Rockville, Md. 20852, 301-496-1676.

Purpose. Advises the Commissioner of Food and Drugs on the safety and effectiveness of viral vaccines and rickettsial vaccines and combinations thereof; reviews and evaluates available data concerning the safety, effectiveness, and adequacy of labeling of currently marketed biological products consisting of live, attenuated virus, inactivated virus, or killed inactivated rickettsial microorganisms, used either singly or in combination, to prevent a variety of specific infectious diseases in man caused by viral or rickettsial microorganisms.

Agenda. Open session: Previous minutes, communications received, and comments and presentations by interested persons. Closed session: Continued review of products in this category.

Committee name	Date, time, place	Type of meeting and contact person
5. Dental Drug Products Advisory Committee.	Feb. 7, 9 a.m., Conference Room K, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open 9 a.m. to 10 a.m.; closed after 10 a.m. Clarence C. Gilkes, D.D.S., Room 12B-06, 5600 Fishers Lane, Rockville, Md. 20852, 301-443-3500.

Purpose. Advises the Commissioner regarding safety and efficacy of drugs and related products employed in the practice of dentistry and the current advances, changing concepts, and trends in the field.

Agenda. Open session: Comments and presentations by interested persons on "topical fluoride preparations used in dentistry." Closed session: Evaluation of confidential material submitted by sponsors as a result of a call for data which appeared in the FEDERAL REGISTER of April 5, 1973 (38 FR 8684), on above preparations.

Committee name	Date, time, place	Type of meeting and contact person
6. Panel on Review of Contraceptives and other Vaginal Drug Products.	Feb. 8 and 9, 9 a.m., Conference Room C, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open Feb. 8, 9 a.m. to 10 a.m.; closed Feb. 8 after 10 a.m.; closed Feb. 9. Armond Welch, Room 10B-05, 5600 Fishers Lane, Rockville, Md. 20852, 301-443-4960.

Purpose. Reviews and evaluates available information concerning safety and effectiveness of active ingredients of currently marketed nonprescription drug products containing contraceptives and other vaginal drug products.

Agenda. Open session: Comments and presentations by interested persons. Closed session: Continuing review of over-the-counter drug products under investigation.

Committee name	Date, time, place	Type of meeting and contact person
7. FDA/NIMH Drug Abuse Advisory Committee.	Feb. 14, 10 a.m., Conference Room A, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open 10 a.m. to 12 noon; closed after 12 noon. John A. Scigliano, Ph. D., Room 10B-06, 5600 Fishers Lane, Rockville, Md. 20852, 301-443-3504.

Purpose. Advises FDA on action to be taken on Notices of Claimed Investigational New Drugs for substances with abuse potential; advises NIMH on supplies of substances for clinical studies, on quantities of substances for animal and in vitro studies beyond the maximum amount available by NIMH staff action, and on requests for any amount of substances which involve protocols containing unique problems.

Agenda. Open session: Minutes of last meeting; protection of rights of human subjects; revision of marihuana human-use guidelines; review of charge to committee; update of clinical research on marihuana; and committee discussion of IND progress reports. Closed session: Review of IND applications and requests of researcher for drugs.

Committee name	Date, time, place	Type of meeting and contact person
8. Panel on Review of Bacterial Vaccines and Toxoids.	Feb. 14 and 15, 9 a.m., Room 121, Bldg. 29, National Institutes of Health, 9000 Rockville Pike, Bethesda, Md.	Open Feb. 14, 9 a.m. to 12 noon; closed Feb. 14 after 12 noon; closed Feb. 15. Jack Gertzog (HFB-5), 5600 Fishers Lane, Rockville, Md. 20852, 301-496-1676.

Purpose. Advises the Commissioner of Food and Drugs on the safety and effectiveness of bacterial vaccines and toxoids with standards of potency.

Agenda. Open session: Previous minutes, communications received, and comments and presentations by interested persons. Closed session: Continuing review of products in this category.

Committee name	Date, time, place	Type of meeting and contact person
9. Panel on Review of Ophthalmic Drugs.	Feb. 15 and 16, 9 a.m., Conference Room H, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open Feb. 15, 9 a.m. to 10 a.m.; closed Feb. 15 after 10 a.m.; closed Feb. 16. John T. McElroy, (HFD-100), Room 10B-05, 5600 Fishers Lane, Rockville, Md. 20852, 301-443-4960.

Purpose. Reviews and evaluates available information concerning safety and effectiveness of active ingredients of currently marketed nonprescription drug products for ophthalmic application.

Agenda. Open session: Comments and presentations by interested persons. Closed session: Continuing review of

over-the-counter drug products under investigation.

Committee name	Date, time, place	Type of meeting and contact person
10. Panel on Review of Vitamin, Mineral, and Hematinic Drug Products.	Feb. 17 and 18, 9 a.m., Holiday Inn, 8120 Wisconsin Ave., Bethesda, Md.	Open Feb. 17, 9 a.m. to 10 a.m.; closed Feb. 17 after 10 a.m.; closed Feb. 18. Thomas De Cillis, Room 10B–05, 5600 Fishers Lane, Rockville, Md. 20852, 301–443–4960.

Purpose. Reviews and evaluates available data concerning the safety and effectiveness of active ingredients, and combinations thereof, of currently marketed nonprescription drug products, and the adequacy of their labeling.

Agenda. Open session: Comments and presentations by interested persons. Closed session: Continued review of over-the-counter drug products under investigation.

Committee name	Date, time, place	Type of meeting and contact person
11. Panel on Review of Bacterial Vaccines and Bacterial Antigens.	Feb. 22 and 23, 9 a.m., Room 121, Bldg., 29, National Institute of Health, 9000 Rockville Pike, Bethesda, Md.	Open Feb. 22, 9 a.m. to 12 noon; closed Feb. 22 after 12 noon; closed Feb. 23. Jack Gertzog (HFB–5), 5600 Fishers Lane, Rockville, Md. 20852, 301–496–1676.

Purpose. Advises the Commissioner of Food and Drugs on the safety and effectiveness of bacterial vaccines and bacterial antigens and of combinations thereof whose labels are required to state "No U.S. Standard of Potency."

Agenda. Open session: Previous minutes, communications received, and comments and presentations by interested persons. Closed session: Continuing review and discussion of committee position papers.

Committee name	Date, time, place	Type of meeting and contact person
12. Ophthalmic Drugs Advisory Committee.	Feb. 25, 9 a.m., Conference Room G, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open 9 a.m. to 11 a.m.; closed after 11 a.m. Edward Solook, Room 12B–06, 5600 Fishers Lane, Rockville, Md. 20852, 301–443–3500.

Purpose. Advises the Commissioner of Food and Drugs regarding safety and efficacy of drugs employed in the treatment of diseases and disorders of the eye.

Agenda. Open session: Comments and presentations by interested persons; presentation by FDA staff on the role of advisory committees in the review of IND's and NDA's. Closed session: Presentations by FDA staff on NDA's 17–431 and 17–548 (Alza), NDA 16–881 (Davis and Geck), and IND 5121 (Herbert E. Kaufman, M.D., sponsor).

Committee name	Date, time, place	Type of meeting and contact person
13. Panel on Review of Oral Cavity Drug Products.	Feb. 26, 9 a.m., Conference Room B, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open. John T. McElroy, (HFD–109), Room 10B–05, 5600 Fishers Lane, Rockville, Md. 20852, 301–443–4960.

Purpose. Reviews and evaluates available data concerning safety and effectiveness of active ingredients, and combination thereof, of currently marketed nonprescription drug products containing oral hygiene drug products.

Agenda. Orientation of members and review of material on over-the-counter drug products under investigation.

Committee name	Date, time, place	Type of meeting and contact person
14. Panel on Review of Dentifrices and Dental Care Agents.	Feb. 27 and 28, 9 a.m., Conference Room C, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open Feb. 27, 9 a.m. to 10 a.m.; closed Feb. 27 after 10 a.m.; closed Feb. 28. Michael D. Kennedy, Room 10B–05, 5600 Fishers Lane, Rockville, Md. 20852, 301–443–4960.

Purpose. Reviews and evaluates available information concerning safety and effectiveness of active ingredients of currently marketed nonprescription drug products containing dentifrices and dental care agents.

Agenda. Open session: Comments and presentations by interested parties. Closed session: Continuing review of over-the-counter drug products under investigation.

Committee name	Date, time, place	Type of meeting and contact person
15. Cardiovascular and Renal Advisory Committee.	Feb. 28 and Mar. 1, 9 a.m., Conference Room A, Parklawn Bldg., 5600 Fishers Lane, Rockville, Md.	Open. John B. MacGregor, M.D., Room 16B–20, 5600 Fishers Lane, Rockville, Md. 20852, 301–443–4731.

Purpose. Advises the Commissioner of Food and Drugs regarding the safety and efficacy of drugs employed in cardiovascular and renal disorders.

Agenda. Comments and presentations by interested parties; discussion of functions of advisory committees; and discussion of potassium supplementation therapy (may be closed if material of confidential nature should be brought into discussion).

Agenda items are subject to change as priorities dictate.

During the open sessions shown above, interested persons may present relevant information or views orally to any committee for its consideration. Information or views submitted to any committee in writing before or during a meeting shall also be considered by the committee.

A list of committee members and summary minutes of meetings may be obtained from the contact person for the committee both for meetings open to the public and those meetings closed to the public in accordance with section 10(d) of the Federal Advisory Committee Act.

Most Food and Drug Administration advisory committees are created to advise the Commissioner of Food and Drugs on pending regulatory matters. Recommendations made by the committees on these matters are intended to result in action under the Federal Food, Drug, and Cosmetic Act, and these committees thus necessarily participate with the Commissioner in exercising his law enforcement responsibilities.

The Freedom of Information Act recognized that the premature disclosure of regulatory plans, or indeed internal discussions of alternative regulatory approaches to a specific problem, could have adverse effects upon both public and private interests. Congress recognized that such plans, even when finalized, may not be made fully available in advance of the effective date without damage to such interests, and therefore provided that this type of discussion would remain confidential. Thus, law enforcement activities have long been recognized as a legitimate subject for confidential consideration.

These committees often must consider trade secrets and other confidential information submitted by particular manufacturers which the Food and Drug Administration by law may not disclose, and which Congress has included within the exemptions from the Freedom of Information Act. Such information includes safety and effectiveness information, product formulation, and manufacturing methods and procedures, all of which are of substantial competitive importance.

In addition, to operate most effectively, the evaluation of specific drug or device products requires that members of committees considering such regulatory matters be free to engage in full and frank discussion. Members of committees have frequently agreed to serve and to provide their most candid advice on the understanding that the discussion would be private in nature. Many experts would be unwilling to engage in candid public discussion advocating regulatory action against a specific product. If the committees were not to engage in the deliberative portions of their work on a confidential basis, the consequent loss of frank and full discussion among committee members would severely hamper the value of these committees.

The Food and Drug Administration is relying heavily on the use of outside experts to assist in regulatory decisions. The Agency's regulatory actions uniquely affect the health and safety of every citizen, and it is imperative that the best advice be made available to it on a continuing basis in order that it may most effectively carry out its mission.

A determination to close part of an advisory committee meeting does not mean that the public should not have ready access to these advisory committees considering regulatory issues. A determination to close the meeting is subject to the following conditions: First, any interested person may submit writ-

ten data or information to any committee, for its consideration. This information will be accepted and will be considered by the committee. Second, a portion of every committee meeting will be open to the public, so that interested persons may present any relevant information or views orally to the committee. The period for open discussion will be designated in any announcement of a committee meeting. Third, only the deliberative portion of a committee meeting, and the portion dealing with trade secret and confidential information, will be closed to the public. The portion of any meeting during which nonconfidential information is made available to the committee will be open for public participation. Fourth, after the committee makes its recommendations and the Commissioner either accepts or rejects them, the public and the individuals affected by the regulatory decision involved will have an opportunity to express their views on the decision. If the decision results in promulgation of a regulation, for example, the proposed regulation will be published for public comment. Closing a committee meeting for deliberations on regulatory matters will therefore in no way preclude public access to the committee itself or full public comment with respect to the decisions made based upon the committee's recommendation.

The Commissioner has been delegated the authority under section 10(d) of the Federal Advisory Committee Act to issue a determination in writing, containing the reasons therefor, that any advisory committee meeting is concerned with matters listed in 5 U.S.C. 552(b), which contains the exemptions from the public disclosure requirements of the Freedom of Information Act. Pursuant to this authority, the Commissioner hereby determines, for the reasons set out above, that the portions of the advisory committee meetings designated in this notice as closed to the public involve discussion of existing documents falling within one of the exemptions set forth in 5 U.S.C. 552(b), or matters that, if in writing, would fall within 5 U.S.C. 552(b), and that it is essential to close such portions of such meetings to protect the free exchange of internal views and to avoid undue interference with Agency and committee operations. This determination shall apply only to the designated portions of such meetings which relate to trade secrets and confidential information or to committee deliberations.

Dated: January 18, 1974.

A. M. SCHMIDT,
Commissioner of Food and Drugs.

[FR Doc.74-1956 Filed 1-23-74;8:45 am]

Office of Education

SUPPLEMENTAL EDUCATIONAL OPPORTUNITY GRANT, COLLEGE WORK-STUDY, AND NATIONAL DIRECT STUDENT LOAN PROGRAMS

Notice of Extension of Closing Date for Receipt of Applications

Notice is hereby given that due to the following circumstances the Commissioner of Education has extended the closing date for receipt of applications for funds for the fiscal year beginning July 1, 1974, and ending June 30, 1975, under the Supplemental Educational Opportunity Grant, College Work-Study, and National Direct Student Loan Programs (Part A–Subpart 2, Part C, and Part E of the Higher Education Act of 1965, respectively) previously published in the FEDERAL REGISTER at 38 FR 29906 on October 30, 1973.

It has come to the attention of the Office of Education that a number of institutions which previously had participated in these programs and which had intended to participate in the forthcoming academic year were not able to timely file their applications. As a result, students in financial need at those institutions are faced with even greater hardships in the forthcoming academic year in their attempt to gain a postsecondary education. For this reason and since it is still possible to accept and review applications for these programs without causing harmful delay in the award process, it is appropriate to extend for a brief period the closing date for the receipt of applications for those institutions of higher education whose applications to participate in any of the above three programs for fiscal year 1975 were not received by November 28, 1973.

Accordingly, the deadline date for the receipt of applications under the Supplemental Educational Opportunity Grant, College Work-Study, or National Direct Student Loan Program is extended until February 1, 1974. Applications must be submitted to the Regional Office of the Office of Education serving the area in which the institution is located. The addresses of the Regional Offices are as follows:

Office of Education, DHEW
Region I
John Fitzgerald Kennedy Federal Building
Government Center
Boston, Mass. 02203

Office of Education, DHEW
Region II
Federal Building
26 Federal Plaza
New York, N.Y. 10007

Office of Education, DHEW
Region IIII
P.O. Box 13716
Philadelphia, Pa. 19101

Office of Education, DHEW
Region IV
Peachtree-Seventh Building
50 7th Street, NE
Atlanta, Ga. 30323

Office of Education, DHEW
Region V
300 South Wacker Drive
Chicago, Ill. 60607

Office of Education, DHEW
Region VI
1114 Commerce Street
Dallas, Texas 75202

Office of Education, DHEW
Region VII
Federal Office Building
601 East 12th Street
Kansas City, Mo. 64106

Office of Education, DHEW
Region VIII
Federal Office Building
19th and Stout Streets
Denver, Colorado 80202

Office of Education, DHEW
Region IX
Federal Office Building
50 Fulton Street
San Francisco, Calif. 94102

Office of Education, DHEW
Region X
Arcade Building
1321 Second Avenue
Seattle, Washington 98101

An application sent by mail will be considered to be received on time by a regional office if the application was sent by registered or certified mail not later than the fifth calendar day prior to the closing date (or if such fifth calendar day is a Saturday, Sunday, or Federal holiday, not later than the next following business day), as evidenced by the U.S. Postal Service postmark on the wrapper or envelope, or on the original receipt from the U.S. Postal Service.

(Catalog of Federal Domestic Assistance No. 13.469, College Work-Study Program and 13.471, National Direct Student Loan Program)

Dated: January 21, 1974.

JOHN OTTINA,
U.S. Commissioner of Education.

[FR Doc.74-2051 Filed 1-23-74;8:45 am]

TEACHER CORPS PROJECTS

Notice of Proposed Criteria for Selection of Applications for Fiscal Year 1974

Pursuant to the authority contained in Part B–1 of the Education Professions Development Act of 1965, as amended (79 Stat. 1255–1258 as amended, 20 U.S.C. 1101–1107a), notice is hereby given that the Commissioner of Education, with the approval of the Secretary of Health, Education, and Welfare, proposes to establish the criteria for the selection of applications for new fiscal year 1974 Teacher Corps projects as set forth in the attached Appendix.

Interested persons are invited to submit written comments, suggestions, or objections regarding the proposed criteria to the Teacher Corps, U.S. Office of Education, code 421, Washington, D.C. 20202. Comments received in response to this notice will be available for public inspection Mondays through Fridays between 8:30 a.m. and 4:30 p.m. at the Teacher Corps office, room 421 of the Reporters Building, 300 7th Street, SW., Washington, D.C.

All comments, suggestions, or objections to be considered must be received on or before February 13, 1974, unless such 20th day is a Saturday, Sunday, or Federal holiday, in which case such material must be received by the next following business day.

(Catalog of Federal Domestic Assistance Program No. 13.489 Teacher Corps—Operations and Training)

Dated: December 14, 1973.

PETER P. MUIRHEAD,
Acting U.S. Commissioner of Education.

Approved: January 21, 1974.

CASPAR W. WEINBERGER,
Secretary of Health, Education, and Welfare.

APPENDIX

I. CRITERIA FOR THE SELECTION OF TEACHER CORPS PROJECT APPLICATIONS

(a) *Special consideration.* It is expected that a Teacher Corps project which has received assistance in previous years will have gained increasing support from local sources during the period of its existence. Greater Federal assistance is needed during the early years of a project. Therefore, special consideration will be given to applicants who rank high on the basis of the following criteria and who have received such assistance for less than six years.

(20 U.S.C. 1103)

(b) *Criteria.* In considering whether to approve applications for Teacher Corps projects, and in determining the amount of the award under approved applications, the Commissioner will take into account, in addition to the criteria set forth in section 100a.26 (b) of 45 CFR Subtitle B, Chapter I, Subchapter A (General Provisions for Office of Education programs), the extent to which the applicant(s) proposes to increase the educational opportunities available to children in school attendance areas having concentrations of low-income families (as determined in accordance with 45 CFR 116.17 (d), and to improve the quality and broaden the programs of teacher preparation as indicated by the following:

(1) *Instructional program.* The extent to which it is shown that the proposed instructional program is individualized for students at the local school level and the extent to which a plan is proposed which (i) provides for adequate means of identifying and evaluating teacher-intern and qualified teacher competencies, and (ii) provides for training necessary to prepare such interns and teachers to serve in schools in areas having concentrations of low-income families (including training necessary to deal with children with learning or behavioral difficulties in regular classrooms of such schools).

(20 U.S.C. 1101, 1103)

(2) *Parent and community involvement.* The extent to which the application (i) delineates specific opportunities for consultation with and involvement of parents of children to be served by the proposed project in the planning, development, implementation, and evaluation of such project; (ii) includes evidence that such participation has been encouraged and has in fact occurred in the development of the application; (iii) provides for developing the capabilities of such parents, residents in the community, and secondary education and college students to serve as part-time tutors or full-time instructional assistants in the project (including, where appropriate, provision for university courses) and (iv) sets forth policy and procedures for adequate dissemination of program plans and evaluations to such parents and the public.

(20 U.S.C. 1101, 1103, 1231d)

(3) *Institutional adoption.* The extent to which the proposed project is designed in such a manner as to facilitate the adoption into its overall instructional program of successful elements of the project by the applicant institution or agency.

(20 U.S.C. 1101, 1103)

II. GENERAL PROVISIONS REGULATIONS

Assistance under the program will be subject to Part 100a of Title 45 of the Code of Federal Regulations.

(20 U.S.C. 1221c(b)(1))

[FR Doc.74-2020 Filed 1-23-74;8:45 am]

TEACHER CORPS PROJECTS

Notice of Closing Date for Receipt of Applications

Notice is hereby given that pursuant to the authority contained in Part B-1 of the Education Professions Development Act of 1965, as amended (79 Stat. 1255-1258 as amended (20 U.S.C. 1101-1107 (a))), applications are being accepted for carrying out new Teacher Corps projects. Applications may be submitted (a) jointly by institutions of higher education and local educational agencies, (b) by local educational agencies alone if evidence is provided that an appropriate institution of higher education has been consulted and arrangements have been made for the provision of training for Teacher Corps members, and (c) in case of projects to meet the special educational needs of juvenile delinquents, youth offenders, and adult criminal offenders, by State and local educational agencies, institutions of higher education, and other institutions or agencies.

Applications must be received by the U.S. Office of Education Application Control Center, Room 5673, Regional Office Building Three, 7th & D Streets, SW., Washington, D.C. 20202 (mailing address: U.S. Office of Education, Application Control Center, 400 Maryland Avenue, SW., Washington, D.C. 20202, Attention: 13.489), on or before March 1, 1974.

An application sent by mail will be considered to be received on time by the Application Control Center if:

(1) The application was sent by registered or certified mail not later than the fifth calendar day prior to the closing date (or if such fifth calendar day is a Saturday, Sunday, or Federal holiday (not later than the next following business day), as evidenced by the U.S. Postal Service postmark on the wrapper or envelope, or on the original receipt from the U.S. Postal Service; or

(2) The application is received on or before the closing date by either the Department of Health, Education, and Welfare, or the U.S. Office of Education mail rooms in Washington, D.C. (In establishing the date of receipt, the Commissioner will rely on the time-date stamp of such mail rooms or other documentary evidence of receipt maintained by the Department of Health, Education, and Welfare, or the U.S. Office of Education.)

(Catalog of Federal Domestic Assistance Program No. 13.489 Teacher Corps—Operations and Training)

Dated January 14, 1974.

JOHN OTTINA,
U.S. Commissioner of Education.

[FR Doc.74-2021 Filed 1-23-74;8:45 am]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Federal Disaster Assistance Administration

[Docket No. NFD-144; FDAA-410-DR]

MAINE

Notice of Major Disaster and Related Determinations

Pursuant to the authority vested in the Secretary of Housing and Urban Development by the President under Executive Order 11749 of December 10, 1973, and delegated to me by the Secretary under Department of Housing and Urban Development Delegation of Authority, Docket No. D-73-238; and by virtue of the Act of December 31, 1970, entitled "Disaster Relief Act of 1970" (84 Stat. 1744), as amended by Pub. L. 92-209 (85 Stat. 742); notice is hereby given that on January 18, 1974, the President declared a major disaster as follows:

I have determined that the damage in certain areas of the State of Maine resulting from severe storms and flooding, beginning about December 16, 1973, is of sufficient severity and magnitude to warrant a major disaster declaration under Public Law 91-606. I therefore declare that such a major disaster exists in the State of Maine. You are to determine the specific areas within the State eligible for Federal assistance under this declaration.

Notice is hereby given that pursuant to the authority vested in the Secretary of Housing and Urban Development under Executive Order 11749, and delegated to me by the Secretary under Department of Housing and Urban Development Delegation of Authority, Docket No. D-73-238, to administer the Disaster Relief Act of 1970 (Pub. L. 91-606, as amended), I hereby appoint Mr. E. Paul Hartzell, HUD Region 1, to act as the Federal Coordinating Officer to perform the duties specified by section 201 of that Act for this disaster.

I do hereby determine the following areas in the State of Maine to have been adversely affected by this declared major disaster:

The Counties of:

Androscoggin	Piscataquis
Kennebec	Somerset
Knox	Waldo
Lincoln	

This disaster has been designated as FDAA-410-DR.

(Catalog of Federal Domestic Assistance Program No. 50.002, Disaster Assistance.)

Dated: January 18, 1974.

WILLIAM E. CROCKETT,
Acting Administrator, Federal Disaster Assistance Administration.

[FR Doc.74-2002 Filed 1-23-74;8:45 am]

[FDAA-411-DR; Docket No. NFD-145]

NEW HAMPSHIRE

Notice of Major Disaster and Related Determinations

Pursuant to the authority vested in the Secretary of Housing and Urban Development by the President under Executive Order 11749 of December 10, 1973, and delegated to me by the Secretary under Department of Housing and Urban Development Delegation of Authority, Docket No. D-73-238; and by virtue of the Act of December 31, 1970, entitled "Disaster Relief Act of 1970" (84 Stat. 1744), as amended by Pub. L. 92-209 (85 Stat. 742); notice is hereby given that on January 21, 1974, the President declared a major disaster as follows:

I have determined that the damage in certain areas of the State of New Hampshire resulting from heavy rains and flooding, beginning about December 21, 1973, is of sufficient severity and magnitude to warrant a major disaster declaration under Public Law 91-606. I therefore declare that such a major disaster exists in the State of New Hampshire. You are to determine the specific areas within the State eligible for Federal assistance under this declaration.

Notice is hereby given that pursuant to the authority vested in the Secretary of Housing and Urban Development under Executive Order 11749, and delegated to me by the Secretary under Department of Housing and Urban Development Delegation of Authority, Docket No. D-73-238, to administer the Disaster Relief Act of 1970 (Pub. L. 91-606, as amended), I hereby appoint Mr. E. Paul Hartzell, HUD Region 1, to act as the Federal Coordinating Officer to perform the duties specified by Section 201 of that Act for this disaster.

I do hereby determine the following areas in the State of New Hampshire to have been adversely affected by this declared major disaster:

The Counties of:
Cheshire
Grafton

This disaster has been designated as FDAA-411-DR.

(Catalog of Federal Domestic Assistance Program No. 50.002, Disaster Assistance)

Dated: January 21, 1974.

THOMAS P. DUNNE,
Administrator, Federal Disaster Assistance Administration.

[FR Doc.74-2028 Filed 1-23-74;8:45 am]

Office of the Secretary

[Docket No. D-74-262]

FEDERAL INSURANCE ADMINISTRATOR AND DEPUTY FEDERAL INSURANCE ADMINISTRATOR

Amendment of Delegation

On February 27, 1969, at 34 FR 2681, authority was delegated by the Secretary to the Federal Insurance Administrator with respect to the national flood insurance program. The national flood insurance program has been supplemented by the passage of the Flood Disaster Protection Act of 1973, Pub. L. 93-234. To give effect to this new legislation, Section B of the delegation of authority to the Federal Insurance Administrator is amended to read as follows:

Section B. *Authority delegated with respect to the national flood insurance program.* The Federal Insurance Administrator and the Deputy Federal Insurance Administrator each is authorized to exercise the power and authority of the Secretary of Housing and Urban Development with respect to the national flood insurance program under the National Flood Insurance Act of 1968 (42 U.S.C. 4001-4127) and the Flood Disaster Protection Act of 1973 (Pub. L. 93-234) and subsequent acts amendatory thereto except the authority to:

* * * * *

Effective Date. This amendment shall be effective January 24, 1974.

JAMES T. LYNN,
Secretary of Housing and Urban Development.

[FR Doc.74-2001 Filed 1-23-74;8:45 am]

ATOMIC ENERGY COMMISSION

ADVISORY COMMITTEE ON REACTOR SAFEGUARDS ENVIRONMENTAL SUBCOMMITTEE

Notice of Meeting

JANUARY 22, 1974.

In accordance with the purposes of sections 29 and 182b. of the Atomic Energy Act (42 U.S.C. 2039, 2232b.), the Advisory Committee on Reactor Safeguards' Environmental Subcommittee will hold a meeting on January 31 and February 1, 1974, in Room 1046, at 1717 H Street NW., Washington, D.C.

The Subcommittee and its consultants will meet in Executive Session to discuss and to formulate appropriate recommendations to the full ACRS regarding Regulatory Guide 1.21, Rev. 1, Draft, January 1974, entitled "Measuring and Reporting of Radioactivity in Effluents and Wastes from Nuclear Power Plants." (This is a revision of AEC Safety Guide 21.) In addition to this item, the Subcommittee may also discuss and formulate recommendations to the full ACRS on the General Electric Report NEDO-10734 entitled "A General Justification for Classification of Effluent Treatment System Equipment as Group D." Furthermore, as time permits, the Subcommittee may discuss and formulate recommendations to the full ACRS on some of the following subjects: Population doses resulting from transportation; tritium buildup due to recycling of liquid wastes; estimation of population doses due to the release of effluents; techniques for the measurement of radionuclides in air, vegetation and milk; and general environmental siting considerations for nuclear plants.

I have determined, in accordance with subsection 10(d) of Pub. L. 92-463, that the meeting will consist of internal deliberations and exchanges of opinions, the discussion of which, if written, would fall within exemption (5) of 5 U.S.C. 552(b). It is essential to close this meeting to protect the free interchange of internal views and to avoid undue interference with agency or Committee operation.

JOHN C. RYAN,
Advisory Committee Management Officer.

[FR Doc.74-2167 Filed 1-23-74;10:16 am]

[Docket No. 50-298]

NEBRASKA PUBLIC POWER DISTRICT

Notice of Issuance of a Facility Operating License

Notice is hereby given that the Atomic Energy Commission (the Commission) has issued Facility Operating License No. DPR-46 to the Nebraska Public Power District (the licensee) for operation of the Cooper Nuclear Station (the facility) at steady state reactor core power levels not in excess of 2381 megawatts (thermal), in accordance with the provisions of the license and the Technical Specifications. The facility is a boiling water nuclear reactor located at the licensee's site near Brownville in Nemaha County, Nebraska, and Atcheson County, Missouri.

Activities authorized under the license are being limited temporarily, by restrictions in the Technical Specifications (Appendix A) which accompany the license, to fuel loading, low power testing, and operation at one (1) percent of the rated power level of 2381 megawatts thermal until the following matters have been resolved: (a) Reactor internals vibration cold flow tests are completed and evaluated; and (b) procedures for operation at above one (1) percent rated power have been completed and approved.

The Commission has made appropriate findings as required by the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations in 10 CFR Ch. I, which are set forth in the license. The application for the license complies with the standards and requirements of the Act and the Commission's rules and regulations.

The license is effective as of the date of issuance and shall expire at midnight on June 4, 2008.

A copy of (1) Facility Operating License No. DPR-46, complete with Technical Specifications (Appendices "A" and "B"), (2) the licensee's Environmental Report dated September 17, 1971 and supplements thereto, (3) the report of the Advisory Committee on Reactor Safeguards, dated April 18, 1973, (4) the Directorate of Licensing's Safety Evaluation dated February 14, 1973, and Supplements 1 and 2 thereto, (5) the Final Safety Analysis Report and amendments thereto, (6) the Draft Environmental Statement dated November 1972, and (7) the Final Environmental Statement dated February 1973, are available for public inspection at the Commission's Public Document Room at 1717 H Street NW., Washington, D.C. 20545, and the Auburn Public Library, 1118 15th Street, Auburn, Nebraska 68305. A copy of the

license and the Safety Evaluation may be obtained upon request addressed to the United States Atomic Energy Commission, Regulation, Washington, D.C. 20545, Attention: Deputy Director for Reactor Projects, Directorate of Licensing.

Dated at Bethesda, Md., this 18th day of January 1974.

For the Atomic Energy Commission.

JOHN F. STOLZ,
Chief, Light Water Reactors Project Branch 2-1, Directorate of Licensing.

[FR Doc.74-2029 Filed 1-23-74;8:45 am]

[Docket No. STN 50-437]

OFFSHORE POWER SYSTEMS

Notice and Order for Prehearing Conference

Notice is hereby given that, pursuant to the Atomic Energy Commission's "Notice of Hearing on Application for Manufacturing License" published in the FEDERAL REGISTER on December 10, 1973, (38 FR 34008), and in accordance with § 2.751a of said Commission's rules of practice, 10 CFR Part 2, a special prehearing conference will be held in the above captioned proceeding on February 11, 1974 at 10:00 a.m., local time, in Courtroom Number 1, Room 2132 of the United States Tax Court, 1111 Constitution Avenue NW., Washington, D.C. 20044. This special prehearing conference will be held before the Atomic Safety and Licensing Board (the Board) established in the aforementioned Notice of Hearing and composed of Dr. John R. Lyman, Dr. Marvin M. Mann, and Daniel M. Head, Chairman, with Dr. David L. Hetrick the technically qualified alternate, and Mr. John B. Farmakides the alternate chairman.

The application which is the subject matter of this proceeding has been made by the Offshore Power Systems for a manufacturing license for eight pressurized water floating nuclear power plants (the facilities), which will be designed for initial operation at 3411 megawatts thermal, with a net electrical output of approximately 1150 megawatts. The facilities will be manufactured on a repetitive assembly line basis in Jacksonville, Florida.

This special prehearing conference shall deal with the following matters:

1. Identification of the key issues;
2. Any steps necessary for further identification of the issues;
3. Outstanding petitions for intervention;
4. All pending motions:
5. The need for discovery, and the time required therefor;
6. Establishment of a schedule for further action; and
7. Such other matters as may aid in the orderly disposition of the proceeding.

At the special prehearing conference, the Board will entertain oral argument on the outstanding petitions to intervene. The petitioners, as well as the parties, will be heard in this regard. The Board will expect to be advised on issues relating both to the interest and to the contentions of the various petitioners.

Members of the public are invited to attend this prehearing conference as well as the evidentiary hearing to be held at a later date to be fixed by the Board. Members of the public wishing to make limited appearances pursuant to § 2.715 (a) of the Commission's rules of practice, 10 CFR Part 2, may identify themselves at this prehearing conference but oral or written statements to be presented by limited appearances will not be received at this conference. The Board will receive such statements at the aforementioned evidentiary hearing.

The attorneys for the respective parties and any petitioners for intervention are directed to confer in advance of this special prehearing conference, in such manner as they may deem appropriate, and report to the Board at said conference on any stipulations regarding interest and/or matters in controversy, and on any other mutually agreeable procedures to expedite this proceeding.

Dated this 21st day of January 1974 at Washington, D.C.

By order of the Atomic Safety and Licensing Board.

DANIEL M. HEAD,
Chairman.

[FR Doc.74-2030 Filed 1-23-74;8:45 am]

STATE OF NEW MEXICO

Proposed Agreement for Assumption of Certain AEC Regulatory Authority

Notice is hereby given that the U.S. Atomic Energy Commission is publishing for public comment, prior to action thereon, a proposed Agreement received from the Governor of the State of New Mexico for the assumption of certain of the Commission's regulatory authority pursuant to Section 274 of the Atomic Energy Act of 1954, as amended.

A narrative, prepared by the State of New Mexico and describing the State's proposed program for control over sources of radiation, is set forth below as an appendix to this notice. A copy of the program narrative, including all referenced appendices, appropriate State legislation and New Mexico regulations, is available for public inspection in the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. or may be obtained by writing to the Chief, Agreements and Exports Branch, Fuels and Materials, Directorate of Licensing, U.S. Atomic Energy Commission, Washington, D.C. 20545. All interested persons desiring to submit comments and suggestions for the consideration of the Commission in connection with the proposed Agreement should send them, in triplicate, to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Staff by February 11, 1974.

Exemptions from the Commission's regulatory authority, which would implement this proposed Agreement, have been published in the FEDERAL REGISTER and codified as 10 CFR Part 150 of the Commission's regulations.

Dated at Germantown, Maryland, this 7th day of January, 1974.

For the Atomic Energy Commission.

GORDON M. GRANT,
Acting Secretary of the Commission.

APPENDIX

PROPOSED AGREEMENT BETWEEN THE UNITED STATES ATOMIC ENERGY COMMISSION AND THE STATE OF NEW MEXICO FOR DISCONTINUANCE OF CERTAIN COMMISSION REGULATORY AUTHORITY AND RESPONSIBILITY WITHIN THE STATE PURSUANT TO SECTION 274 OF THE ATOMIC ENERGY ACT OF 1954, AS AMENDED

Whereas, The United States Atomic Energy Commission (hereinafter referred to as the Commission) is authorized under Section 274 of the Atomic Energy Act of 1954, as amended (hereinafter referred to as the Act) to enter into agreements with the Governor of any State providing for discontinuance of the regulatory authority of the Commission within the State under Chapters 6, 7, and 8 and Section 161 of the Act with respect to byproduct materials, source materials, and special nuclear materials in quantities not sufficient to form a critical mass; and

Whereas, The Governor of the State of New Mexico is authorized under Chapter 284, Section 12-9-11, Laws of 1971, to enter into this Agreement with the Commission; and

Whereas, The Governor of the State of New Mexico certified on July 2, 1973, that the State of New Mexico (hereinafter referred to as the State) has a program for the control of radiation hazards adequate to protect the public health and safety with respect to the materials within the State covered by this Agreement, and that the State desires to assume regulatory responsibility for such materials; and

Whereas, The Commission found on _____ that the program of the State for the regulation of the materials covered by this Agreement is compatible with the Commission's program for the regulation of such materials and is adequate to protect the public health and safety; and

Whereas, The State and the Commission recognize the desirability and importance of cooperation between the Commission and the State in the formulation of standards for protection against hazards of radiation and in assuring that State and Commission programs for protection against hazards of radiation will be coordinated and compatible; and

Whereas, The Commission and the State recognize the desirability of reciprocal recognition of licenses and exemption from licensing of those materials subject to this Agreement; and

Whereas, This Agreement is entered into pursuant to the provisions of the Atomic Energy Act of 1954, as amended;

Now, therefore, It is hereby agreed between the Commission and the Governor of the State, acting in behalf of the State, as follows:

Article I

Subject to the exceptions provided in Articles II, III, and IV, the Commission shall discontinue, as of the effective date of this Agreement, the regulatory authority of the Commission in the State under Chapters 6, 7, and 8, and Section 161 of the Act with respect to the following materials:

A. Byproduct materials;

B. Source materials; and

C. Special nuclear materials in quantities not sufficient to form a critical mass.

Article II

This Agreement does not provide for discontinuance of any authority and the Commission shall retain authority and responsibility with respect to regulation of:

A. The construction and operation of any production or utilization facility;

B. The export from or import into the United States of byproduct, source, or special nuclear material, or of any production or utilization facility;

C. The disposal into the ocean or sea of byproduct, source, or special nuclear waste materials as defined in regulations or orders of the Commission;

D. The disposal of such other byproduct, source, or special nuclear material as the Commission from time to time determines by regulation or order should, because of the hazards or potential hazards thereof, not be so disposed of without a license from the Commission.

Article III

Notwithstanding this Agreement, the Commission may from time to time by rule, regulation, or order, require that the manufacturer, processor, or producer of any equipment, device, commodity, or other product containing source, byproduct, or special nuclear material shall not transfer possession or control of such product except pursuant to a license or an exemption from licensing issued by the Commission.

Article IV

This Agreement shall not affect the authority of the Commission under subsection 161 b. or i. or the Act to issue rules, regulations, or orders to protect the common defense and security, to protect restricted data or to guard against the loss or diversion of special nuclear material.

Article V

The Commission will use its best efforts to cooperate with the State and other agreement states in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that State and Commission programs for protection against hazards of radiation will be coordinated and compatible. The State will use its best efforts to cooperate with the Commission and other agreement states in the formulation of standards and regulatory programs of the State and the Commission for protection against hazards of radiation and to assure that the State's program will continue to be compatible with the program of the Commission for the regulation of like materials. The State and the Commission will use their best efforts to keep each other informed of proposed changes in their respective rules and regulations and licensing, inspection and enforcement policies and criteria, and to obtain the comments and assistance of the other party thereon.

Article VI

The Commission and the State agree that it is desirable to provide for reciprocal recognition of licenses for the materials listed in Article I licensed by the other party or by any agreement state. Accordingly, the Commission and the State agree to use their best efforts to develop appropriate rules, regulations, and procedures by which such reciprocity will be accorded.

Article VII

The Commission, upon its own initiative after reasonable notice and opportunity for hearing to the State, or upon request of the Governor of the State, may terminate or suspend this Agreement and reassert the licensing and regulatory authority vested in it under the Act if the Commission finds that such termination or suspension is required to protect the public health and safety.

Article VIII

This Agreement shall become effective on March 4, 1974 and shall remain in effect unless, and until such time as it is terminated pursuant to Article VII.

Done at Santa Fe State of New Mexico in triplicate, this ____ day of _____.

For the United States Atomic Energy Commission.

For the State of New Mexico.

(Bruce King, Govenor)

FOREWORD

The State of New Mexico, while recognizing that the scientific, medical, and industrial usages of atomic energy can be beneficial to its citizens, is also cognizant of the hazards inherent to ionizing radiation. With these hazards in mind, and considering that the State is ever committed to attain the highest practicable degree of protection for the public from the harmful effects of all types of radiation exposure and simultaneously permit the many beneficial applications of radiation, the 1971 New Mexico State Legislature enacted the present Radiation Protection Act.

Section 274 of the Atomic Energy Act of 1954, as amended, authorizes the U.S. Atomic Energy Commission (AEC) to enter into an agreement with the governor of a state for purposes of transferring to that state certain functions of licensing and regulatory control of byproduct, source and less than critical quantities of special nuclear material.

Section 12–9–11 of the 1971 New Mexico Radiation Protection Act, Chapter 284, 1953 Compilation (See Appendix I, Item 1), authorizes the Governor, on behalf of the State, to enter into an agreement with the AEC which would provide a discontinuance of certain responsibilities of the AEC relating to ionizing radiation and the assumption of such responsibilities by the State.

The following narrative relates the history, current practices, proposed activities, capabilities, and resources of the State in the field of radiation protection.

HISTORY

The New Mexico Radiation Program was initiated in 1951 with a survey of hand-held fluoroscopes and shoe-fitting machines. During 1957, several uranium mines were surveyed for radon and progeny concentrations. The results of the mine survey and consultation with the United States' Public Health Service (USPHS), Salt Lake City, caused the first effective alarm to be sounded concerning high radon daughter concentrations in United States' uranium mines. In 1959, the first Radiation Protection Act was enacted and in 1961, the Regulations Governing the Health Aspects of Ionizing Radiation were promulgated.

During 1960, initial registration of all radiation equipment was begun, a five member Radiation Technical Advisory Council was appointed and a comprehensive uranium mine study was initiated. In 1961, a second man was added to the program to obtain the USPHS Uranium Mine Epidemiological Study data and to aid in the first survey of dental x-ray equipment in the state. Also in 1961, the initial registration of the x-ray machines in the State was completed. In 1963, a third man was added to augment the uranium miners study. In addition, the inspection of medical x-ray machines was begun, utilizing recommendations as set forth by the National Council on Radiation Protection and Measurements. As additional personnel were added to the staff, inspection programs were enlarged and inspection frequency was increased.

In 1971, the New Mexico Legislature enacted the present Radiation Protection Act which, in addition to the registration requirements for x-ray machines provided in the 1959 Act, expanded the term x-ray machines to radiation machines; provided a new definition of radiation to include all radiation both particulate and electromagnetic above audible sound and provided for state licensing of all radioactive material. Present Regulations for Governing the Health and Environmental Aspects of Radiation were promulgated by the Environmental Improvement Board on June 16, 1973.

ORGANIZATION, FUNCTIONS AND RESPONSIBILITIES

The New Mexico Environmental Improvement Agency was established on July 1, 1971, under the Environmental Improvement Act (Chapter 277, Laws of 1971), (See Appendix I, Item 2). The Agency is responsible for environmental management and consumer protection in the State in order to insure an environment that, in the greatest possible measure:

Confers optimum health, safety, comfort and economic and social well-being on its inhabitants;

Protects this generation as well as those yet unborn from health threats posed by the environment; and

Maximizes the economic and cultural benefits of a healthy people.

The Act established a five-member Environmental Improvement Board, appointed by the Governor with the advice and consent of the Senate. The Board is responsible for promulgating rules, regulations, and standards for radiation protection and other pertinent areas concerning the environment.

The Agency has five operating divisions: 1) General Sanitation; 2) Food Quality; 3) Water Quality; 4) Air Quality; and 5) Occupational and Radiation Protection. Experienced environmental managers have responsibility for programs within the six regions, which correspond to the six planning districts established by Executive Order of the Governor in 1969.

Funding for the Agency is both state and federal. Federal funds assist activities in the categories of air and water pollution control, solid waste management planning, construction of community sewerage facilities, occupational health and safety, and various types of research. Funding for the Radiation Protection Section is 100 percent state. The Agency has aid in the form of personnel, budget, fiscal, and data management services from the Health and Social Services Department, and operates under the administrative direction of the Executive Director of that Department.

Under the Radiation Protection Act of 1971, the Radiation Technical Advisory Council's membership was increased from five to seven members. The council members are appointed by the Governor and possess "scientific training in one or more of the following fields: diagnostic radiology, radiation therapy, nuclear medicine, radiation or health physics, or related sciences with specialization in radiation." Appendix II lists the membership of the present council. It is the duty of the council to advise the Agency and the Board on technical matters relating to radiation. The New Mexico Environmental

Improvement Agency regulates the use of all sources of both ionizing and non-ionizing radiation, except those which it may exempt or are under the jurisdiction of the Federal Government. Discharge of this function is the responsibility of the Radiation Protection Section. A chart showing the organization of the Radiation Protection Section is shown as Appendix III. All members of the Section have a number of years experience in the field of health physics. Members of the Section have participated in applied and theoretical health physics research and all members have experience in operating laboratory and survey equipment. Responsibilities, background and experience of all Agency officials above the Section and all members of the Section are given in Appendix IV.

SCOPE OF ACTIVITIES

The Radiation Protection Section accomplishes the regulatory program associated with licensing of radioactive materials and registration of radiation-producing machines, environmental surveillance, special projects and response to emergency situations involving sources of radiation.

Within the State of New Mexico, there are 1262 registered x-ray machines: 578 dental units; 661 medical units, and 23 in-state industrial radiographic x-ray units. The number of AEC licenses within the State of New Mexico as of December 31, 1972, was 109. It is anticipated that the State will assume approximately 90 of these licenses. The number of facilities using radium sources is estimated at 30. Four particle accelerators are presently being installed or are planned. In addition, it is anticipated that the Clinton P. Anderson Meson Physics Facility will produce a significant quantity of accelerator-produced isotopes. Use of these isotopes throughout the State will be controlled by the Agency.

REGULATORY PROCEDURES AND POLICY

Licensing and Registration. The Radiation Protection Act requires licensing of all radioactive materials and registration of all radiation-producing machines except such sources as may be specifically exempted by regulations.

Licensing procedures, as provided in Part 3 of the New Mexico Radiation Protection Regulations, are consistent with those of the AEC.

General licenses are provided by regulation without filing an application with the Agency or the issuance of a licensing document. General licenses will be issued for specified materials under specified conditions when it is determined that the issuance of specific licenses is not necessary to protect the public and occupational health and safety. Specific licenses or amendments thereto will be issued upon review and approval of an application. A specific license will be issued only to named persons or facilities under the supervision of named persons and will incorporate appropriate conditions and expiration date. Pre-licensing inspections will be conducted when appropriate.

The Agency will request the advice of a four member Medical Isotope Advisory Committee, or appropriate members thereof, with respect to any matter pertaining to a medical license application, or to criteria for reviewing applications. The members of the Medical Isotope Advisory Committee and their backgrounds are listed in Appendix V.

All applications for non-routine medical uses of radioactive materials will be referred to the Medical Isotope Advisory Committee for advice and consultation. Appropriate research protocols will be required as part of an application. The Agency will maintain knowledge of current developments, techniques and procedures for medical uses applicable to the licensing program through continuing contact and information exchange with the AEC, other agreement states and the medical profession.

The registration program will continue the current activity except that (a) all radiation machines will be subject to the applicable provisions of Part 2 of the regulations, and (b) naturally occurring and those radionuclides which were formerly registered will now be licensed.

Inspection. The Agency is presently engaged in an inspection and compliance program for x-ray machine registrants, and is initiating a program for the inspection of accelerator product licensees, both of which are very similar to or identical with the following description of the proposed inspection and compliance program for "agreement materials".

Inspections for the purpose of evaluating radiation safety and determining compliance with appropriate regulations and provisions of licenses will be conducted as scheduled or in response to requests or complaints. Inspection frequency will be based upon the extent of the potential hazard and eperience with the particular facility. It is anticipated that state inspections of licensed facilities will be conducted in accordance with a priority schedule similar to that shown below:

Priority	Type of licensee	Initial inspection [1]	Subsequent inspection
I	(None at present)	1 month	6 months or less.
II	Broad medical Broad academic Field radiographer	6 months	1 year or less.
III	Industrial	6 months	2 years or as indicated.
IV	Academic Medical Civil defense	12 months	As indicated by initial inspection.
V	Limited medical Limited industrial	As indicated	If indicated by initial inspection.

[1] Initial inspection of a new licensee or for a license that involves new activity or as deemed appropriate.

Inspections will be made by prearrangement with the licensee, or may be unannounced as the Agency determines to be most constructive.

The New Mexico Radiation Protection Section has personnel trained in regulatory practices and procedures. Additionally, Section personnel have accompanied AEC compliance inspectors on field inspections to gain a higher degree of competence in evaluating radiation safety and determining compliance with appropriate regulations and license provisions. Inspections will include the observation of pertinent facilities, operators, and equipment; a review of use procedures, radiation safety practices and user qualifications; and a review of pertinent records and of radioactive materials—all as appropriate to the scope of the activity, conditions of the license and applicable regulations. In addition, independent measurements will be made, if appropriate.

At the start and conclusion of an inspection, personal contact will be made at management level whenever possible. Following the inspection, results will be discussed with management. Investigations will be made of all reported or alleged incidents to determine the cause, the steps taken for correction and the prevention of similar incidents in the future.

Reports will be prepared covering each inspection or investigation. The reports will be reviewed by the Radiation Protection Section Program Manager.

Compliance and Enforcement. Compliance with regulations and license conditions will be determined by inspections and evaluation of inspection reports. When there are items of non-compliance, the licensee or registrant will be informed at the time of inspection as follows: 1. When the items are minor and the licensee or registrant agrees at the time of inspection to correct them, written inspection findings will be prepared which will list the items of non-compliance, confirm any corrections made during the inspection and require acknowledgement by the person interviewed. The licensee or registrant will be informed that a review of any other corrective action items will be determined at the time of the next regular inspection or by a reinspection. 2. When the non-compliance is considered serious, the person interviewed will be informed at the time of inspection. The inspection report, mailed to management, will require a written reply to include proposed corrective action and an estimated date of completion of the corrective action. If considered appropriate, an unannounced reinspection will be made shortly after the estimated date of completion. Continued non-compliance as determined by the reinspection may result in an Agency request to the Environmental Improvement Board for a hearing as provided in the Act. Prior to action initiated by the Agency, the Agency shall notify the licensee of its intent to amend, suspend or revoke the license and provide the opportunity for a hearing. If it so decides, the Board is empowered to issue an order to cease and desist, modify or revoke a license. The Board may also initiate proceedings in the district court in which a violation or threatened violation occurs. When shorter term action is required, the Agency may gain injunctive relief.

Upon request by a licensee, or upon the determination by the Agency, the terms and conditions of a license may be amended, consistent with the Act or regulations, to meet changing conditions in operations or to remedy technicalities of non-compliance.

The Agency uses its best efforts to attain compliance through cooperation and education. Only in instances of real or potential hazards, or cases of repeated non-compliance or willful violation, are full legal procedures employed.

Effective Date of License Transfer. Any person who possesses a license for agreement materials issued by the AEC, on the effective date of the agreement with the AEC, shall be deemed to possess a like license issued by the Agency, which shall expire either 90 days after the receipt from the Agency of a notice of expiration of such license, or on the date of expiration specified in the federal license, whichever is earlier.

Administrative Procedures and Judicial Review. The basic standards of procedure for administrative agencies in the State of New Mexico are set forth in the rules of procedure required by New Mexico law with respect to hearings, issuance of orders, judicial review of findings, and orders of the New Mexico Environmental Improvement Agency.

Compatibility and Reciprocity. In promulgating the present Radiation Protection Regulations, the Board has, insofar as practicable, maintained compatibility with AEC and agreement state regulations; has avoided requiring dual licensing and has provided for reciprocal recognition of other agreement states and federal licenses.

RADIATION LABORATORY SERVICES

The Radiation Protection Section has the capability of evaluating samples collected during routine inspections and for making independent measurements. The laboratory portion of the Radiation Protection Section has capabilities of alpha, beta and gamma spectroscopy, gross alpha-beta counting of environmental samples. The Environmental Laboratory Services (Albuquerque Branch) will provide wet chemistry for the section when needed. In the very near future all routine determinations will be made by the Environmental Laboratory.

For more sophisticated non-routine evaluations, arrangements have been made with Sandia Laboratories, Albuquerque, New Mexico and Los Alamos Scientific Laboratory, Los Alamos, New Mexico. These laboratories can provide: environmental sample counting; alpha, beta, and gamma spectroscopy, and wet chemistry when needed.

EMERGENCY RESPONSE

The New Mexico Radiation Protection Section has technically trained personnel and specialized equipment to investigate and evaluate incidents involving ionizing radiation. The Section continues to prepare for such response by providing the following:

1. Trained staff for advisement required to meet any given situation.
2. Trained and equipped staff for emergency field activities.
3. Transportation by air and/or automobile to site of incident.
4. Established liaison with appropriate AEC Operations Offices.
5. Training to key personnel of other state and local agencies.

Radiological assistance in the form of monitoring, liaison with appropriate authorities and recommendations for area security and cleanup are available from the Agency. All Radiation Protection Section personnel will be maintained at an operation-ready level of training. Part of this training will be provided through cooperation with the Albuquerque Operations office of the AEC and the Los Alamos Laboratory.

RADIATION TECHNICAL ADVISORY COUNCIL

Paul Lee, M.D., Chairman
Radiologist at Los Alamos Medical Center
Certified Radiologist 1956
Charter Member of the Radiation Technical Advisory Council
Martin W. Fleck, Ph.D., Member
Environmental Consultant in Albuquerque
Professor of Biology, University of New Mexico 1947–70
Charter member of the Radiation Technical Advisory Council
Charles M. Thompson, M.D., Member
Radiologist in Albuquerque
Certified Radiologist 1945
Fred G. Hirsh, M.D., Member
Physician, Dept. of Hospitals & Institutions, State of New Mexico
Assistant Director of Research, Lovelace Foundation, 1965–72
Associate Physician, Argonne National Laboratory, 1959–65
Private Consulting Practice, 1956–59
Director of Medicine and Biomedical Research
Sandia Laboratories 1950–56
Doyle L. Simmons, M.D., Member
Radiologist in Albuquerque and Clinical Associate Radiologist, University of New Mexico, School of Medicine, 1969 to present
Certified Radiologist 1968
Harold A. O'Brien, Jr., Ph.D., Member
Radioisotope Research and Development Program, Clinton P. Anderson Meson Physics Facility,
Los Alamos Scientific Laboratories, 1970 to present
Dean D. Meyer, B.S., Member
Group Leader, Health Physics Group, Health Division, Los Alamos Scientific Laboratories, 1946 to mid 1973
Certified Health Physicist 1960

AARON L. BOND, B.S., M.P.H.
Director, Environmental Improvement Agency

Education

Bachelor of Science, Brigham Young University (1958)—Animal Husbandry and Chemistry.

Master of Public Health, University of California (1962)—Environmental Health.

Graduate Training, Oak Ridge Associated University (1964)—Radiation Physics.

Experience

N.M. Department of Public Health, 1959–61 Sanitarian, San Juan County Health Department, General Sanitation: Animas River Study.

Senior Sanitarian, District 9, 1962–63, Supervised general sanitation activities in three-county district.

Radiological Health Consultant, 1963–65. Develop medical x-ray survey radium control program, general radiological health program for State. Accompany AEC on inspection tours.

Head of Radiological Health Section, 1965–67. Responsible for developing, organizing, and administering radiation control program in the State. Revising and promulgating radiation protection regulations. Represent department in absence of program director at various regional radiological health planning conferences.

Chief, Occupational-Radiation Health and Air Quality Control Division, 1967–May 1973. Responsible for developing, organizing, and administering occupational health, radiation control, and air pollution control programs for the State of New Mexico. Also, supervise and administer various research programs associated with these programs.

Deputy Director, Environmental Improvement Agency, May 1973 to August 1973.

Director, Environmental Improvement Agency, August 1973 to present.

Memberships and Affiliations

The Ex-Officio Secretary to the Radiation Technical Advisory Council.

Member of the American National Standards Institute Ad Hoc Committee on Health and Safety in Nuclear Fields Industry.

Member of the Rocky Mountain Section, American Industrial Hygiene Association.

Member, Board of Directors, Rocky Mountain Section, American Industrial Hygiene Association.

Ex-Officio Member, N.M. Mine Safety Advisory Board.

Member, National Conference of Radiological Health Directors.

Serves as Member of various Air Pollution Committees.

Chairman, N.M. Coal Surface-Mining Commission.

RUSSEL F. RHOADES, B.S., M.P.H.
Division Chief, Occupational/Radiation Protection Division

Education

Bachelor of Science, University of New Mexico—Biology.

Master of Public Health, University of Minnesota—Environmental Health.

Experience

Albuquerque Environmental Health Department, 1966–1968 Public Health Sanitarian. Involved in general food sanitation of commercial and institutional establishments including inspection, evaluation, facility construction and equipment plan review, code enforcement and educational presentations. Provided consultation relative to institutional sanitation problems.

United States Air Force, 1968–1969. Preventive Medicine Technician. Conducted communicable disease surveillance program, plus general sanitary survey and evaluation of military installations. Assisted in performing various occupational health surveys and conducted hearing tests plus evaluation of personnel occupationally exposed to hazardous noise.

University of Minnesota, Health Service, Environmental Health and Safety Division—1969–1971. Public Health Sanitarian. Conducted food and general sanitation inspection/evaluation of university facilities. Conducted routine monitoring program of the university's micro-wave ovens and performed temperature, humidity, ventilation and lighting surveys of university facilities.

New Mexico Environmental Improvement Agency, January 1972–May 1973. Program Manager, Occupational Health and Safety Section. Responsible for overall development, organization, administration and enforcement of the State's Occupational Health and Safety Program, under guidelines prescribed by the Federal Occupational Safety and Health Administration. Developed New Mexico's Occupational Health and Safety Implementation Plan.

New Mexico Environmental Improvement Agency, May 1973–present. Chief, Occupational and Radiation Protection Division. Responsible for the administration of the Radiation Protection and Occupational Health and Safety Programs.

Memberships and Affiliations

The National Environmental Health Association.

EDWARD L. KAUFMAN, B.S.
Program Manager

Education

Bachelor of Geology, University of Tulsa, (equivalent to M. S. Engineering Geology).

Basic Radiological Health, USPHS, Cincinnati, Ohio. Safety Aspects of Industrial Radiography, AEC, Denver, Colorado.

Health Physics, 10 weeks, Oak Ridge, Associated Universities.

Regulatory Practices and Procedures, AEC, Bethesda, Maryland.

Experience

Engineering Coordinator, Texaco, Inc., 1950–62. Coordinated the activities of engineers, geologists, seismic crews and land departments. Recommended and supervised all drilling operations and training.

Health Science Technician, New Mexico Health and Social Services Department, 1963–68. Uranium Mine environment contamination determinations and evaluation. Developed sampling system for radon daughters, now standardized in all states. Conducted respirator media research in joint effort with LASL, presented paper at APAA–ACGIH, St. Louis, 1968.

Program Manager, Environmental Improvement Agency, Radiation Protection Section, 1968 to present. Supervises the activities of five men in a broad, statewide radiation compliance program including three federal government contracts concerning uranium mines, exposure and research. Conceived and supervised the construction of the Dakota Laboratory. Authored House Bill 426, Radiation Protection Act. Drafted the Radiation Protection Regulations. Guest lecturer at all New Mexico universities on various radiation projects.

Memberships and Affiliations

Member of the National Conference of Radiation Program Directors Task Force on Radioactive Waste Management.
Chapter.

Publications

"DEVELOPMENT OF A URANIUM MINE RESEARCH LABORATORY," Health Physics Journal, Volume 20, No. 1. Journal of Environmental Health, March/April, 1970.

"LEAD-210 BLOOD CONCENTRATIONS AS A MEASURE OF URANIUM MINERS EXPOSURE," (to be published).

Health Physics Society, Rio Grande
ALPHONSO A. TOPP, JR., B.S., M.S.
Environmental Scientist III

Education

Bachelor of Science in Chemical Engineering, Purdue University.

Master of Science in Applied Physics, University of California at Los Angeles.

Health Physics, 10 weeks, Oak Ridge Associated Universities.

Regulatory Practices and Procedures, AEC, Bethesda, Maryland.

Medical Isotopes, AEC, Houston, Texas.

On-the-job Training, 6 weeks, Materials Licensing Branch, AEC, Bethesda, Maryland.

Experience

Atomic Energy Specialist, U.S. Army, 1942–1970. Participated in research and development of nuclear weapons for the Department of Defense. Catalogued and standardized all nuclear weapons material. Inspected nuclear capable units of all services, all over the world for compliance with all appropriate directives. Provided assurance at the highest military level of the nuclear capability of units and the safety and security of nuclear weapons located worldwide.

Environmental Scientist III, Environmental Improvement Agency, Radiation Protection Section, 1970 to present. Executes the state radiation producing device registration program and inspection of radiation producing devices. Aided in the drafting of the State's Radiation Protection Regulations. Presently designing the State's isotope licensing program.

Guest lecturer for New Mexico universities and technical societies.

Memberships

Triangle, a fraternity of engineers, architects and scientists.

Sigma Xi, associate member, UCLA.

Health Physics Society, Rio Grande Chapter.

JOHN S. HAYNIE, B.S., M.S.
Environmental Scientist III

Education

Bachelor of Science, Engineering Technology, Western New Mexico University.

Master of Environmental Science in Radiological Health, University of Oklahoma.

Regulatory Practices and Procedures, AEC, Bethesda, Maryland.

Medical Isotopes, AEC, Houston, Texas.

Industrial Radiography, AEC, Baton Rouge, Louisiana.

Fundamentals of Non-ionizing Radiation, White Sands Missile Range, New Mexico, U.S. Army, Environmental Hygiene Agency.

Experience

Lab Assistant Electronics, Sandia Corporation, Albuquerque, New Mexico, June through September, 1968. Employed as a youth opportunity trainee in an environmental health physics electronic group. Solid state circuit fabrication, experimentation with semiconductor switching circuits, and general repair of electronic equipment.

Health Physicist, Ingals Nuclear Shipbuilding, Division of Litton Systems, Inc., Pascagoula, Mississippi, 1970 to March, 1972. Research and development work in thermoluminescent dosimetry (TLD) employing Lif (TLD–100) as a possible personnel dosimeter for the shipyard; aiding in managing all personnel dosimetry functions; environmental and area monitoring work; general health physics problems.

Environmental Scientist, Environmental Improvement Agency, Radiation Protection Section, March 1972 to present. Medical and therapeutic x-ray registration. Plans, coordinates and conducts all medical x-ray compliance inspections. Researches into various techniques employed during mammography and the absorbed doses received by the patient. Training courses are expected to result from this research and a paper is to be coauthored with a leading radiologist in the state. Presents lectures on radiation safety to x-ray technicians throughout the state.

Memberships and Affiliations

National Health Physics Society—Full member.

Health Physics Society Rio Grande Chapter.

JOHN C. RODGERS, M.S., M.A.
Environmental Scientist III

Education

Bachelor of Science, Physics, Oregon State University.

Master of Science, Physics, California State College at Los Angeles.

Master of Arts, Philosophy of Science, Indiana University.

Doctoral Candidate, Washington University (St. Louis), in Philosophy of Science.

Health Physics, 10 weeks, Oak Ridge Associated Universities.

Experience

Designed and constructed physics laboratory equipment, California State College at Los Angeles, 1961–63.

Tutor in physics, mathematics and other liberal arts in St. John's College, Santa Fe, 1968–71.

Designed and developed several special physics lab experiments and projects.

Environmental Scientist, Environmental Improvement Agency, Radiation Protection Section, 1971 to present. Developed techniques and standardization procedures for liquid scintillation counting of lead-210. Developed procedures for separating lead-210 activity from interfering materials collected during sampling. Currently working on improved procedures for counting short-lived radon daughters to enable a more precise determination of lead-210 background.

Affiliations and Awards

Pi Mu Epsilon mathematics honorary, Oregon State University.

Sigma Pi Sigma physics honorary, California State College at Los Angeles.

Scientific Papers

"AN EXTRACTION TECHNIQUE FOR SAMPLE PREPARATION FOR LIQUID SCINTILLATION COUNTING OF PB^{210}."

"INGROWTH OF LEAD-210 INTO A DYNAMIC RADON–222 ATMOSPHERE."

JOSE A. GUTIERREZ
Environmental Technician III

Education

New Mexico State University, 45 credit hours, Geology major.

University of New Mexico, 15 credit hours, Major, Medical Technology.

Basic Radiological Health, USPHS, Montgomery, Alabama.

Medical X-Ray Protection, USPHS, Las Vegas, Nevada.

Industrial Radiography, AEC, Baton Rouge, Louisiana.

Fundamentals of Non-ionizing Radiation, White Sands Missile Range, New Mexico, U.S. Army, Environmental Hygiene Agency.

Experience

Health-Science Technician, New Mexico Health and Social Services Department, 1969–71. Made personnel exposure determinations and environmental contamination concentration analyses in all active New Mexico uranium mines. Provided consultation to uranium mine management on ventilation techniques for radiation contaminant control. Assumed responsibility in renovation of abandoned uranium mine into a research facility. Maintained the facility in an approved safe condition and supervised the maintenance of the equipment. Supervised the personal safety of all researchers using the facility. Calibrated radiation detection instruments for the department and company operators. Participated in environmental sampling program. Participated in several research projects.

Environmental Technician, Environmental Improvement Agency, 1971 to present. Conducts compliance inspection in x-ray survey program. Developed a dental technique employing a tooth phantom for demonstrating the advantages of high speed dental film. Presented formal courses on dental x-ray protection throughout the State of New Mexico for dental students. Guest lecturer at universities and technical vocational schools.

Memberships and Affiliations

Health Physics Society Rio Grande Chapter.

MEDICAL ISOTOPE ADVISORY COMMITTEE

DOYLE LEE SIMMONS, M.D., Radiologist in Albuquerque and Clinical Associate Radiologist to University of New Mexico School of Medicine, attended Texas Technological College and graduated from Southwestern Medical School. University of Texas; was resident in Radiology, Baylor University, College of Medicine Affiliated Hospitals, Houston, Texas; American Cancer Society fellowship; Armed Forces Institute of Pathology fellowship; Instructor in Radiology, Baylor; is Board Certified, American Board of Radiology; member of numerous professional societies; member of Therapy Subcommittee, Clinton P. Anderson Meson Physics Facility.

JON DURBIN SHOOP, M.D., Chief, Division of Nuclear Medicine, Associate Professor in Radiology and Associate Professor of Pharmacy, University of New Mexico, is a graduate of Tufts University School of Medicine; was Assistant Resident in Radiology, Indiana University Medical Center, Indianapolis; American Cancer Society fellow in radiotherapy; Chief Resident in Radiology, Marion County General Hospital, Indianapolis, Indiana; Senior Resident in Radiology, Indiana University Medical Center and U.S. Veterans Administration Hospital, Indianapolis, Indiana; Surgeon, U.S. Public Health Service; is Board Certified in Radiology by the American Board of Radiology and Board Certified in Nuclear Medicine by the American Board of Nuclear Medicine; member of numerous professional societies; Chairman, Human Uses Sub-committee, University of New Mexico; Chairman elect of Radiation Control Committee, University of New Mexico; performs liaison between University of New Mexico and Clinton P. Anderson Meson Physics Facility; Chairman, Sub-committee in Isotope Development, LAMPF Bio Medical Users Group; named Young Man of the Year

by Albuquerque Jaycees; author of 12 professional papers.

CHESTER R. RICHMOND, Ph.D., Alternate Health Division Leader, Los Alamos Scientific Laboratory, is a graduate of New Jersey State College and the University of New Mexico; has many years of research experience in radiobiology and radiation effects both at Los Alamos Scientific Laboratory and with the AEC in Washington; member of numerous professional societies; member of NCRP Scientific Committees No. 30 and 31, and several other committees concerned with radiation; awarded AEC Special Achievement Certificate, author of 58 professional papers.

F. EUGENE HOLLY, Ph.D., Hospital Radiation Physicist, Albuquerque and Los Angeles, California, earned his B.S. in physics at New Mexico State University in 1957, specializing in Solar Energy; M.S. in Radiological Physics, Vanderbilt University 1960 as a USAEC Special Fellow, Thesis: "Composition and Characteristics of Radiation Trapped in the Lower Van Allen Regions"; Ph.D. in Medical Physics (Radiology), UCLA 1970 Dissertation: "DNA Distributions in Populations of Proliferating Lymphocytes"; extensive experience in industry, the military and national space programs; an expert in radiation dosimetry, having developed several unique instrumentation concepts in the field of microdosimetry; member of numerous professional societies; author of 24 professional papers.

RADIATION LABORATORY AND SURVEY EQUIPMENT

	Quantity
Laboratory equipment:	
Packard Model 3375, liquid scintillation counter	1
Nuclear Data Model 101 T Analyzer with typewriter printer and surface barrier alpha detector	1
Custom built gross alpha-beta environmental sample counting system	1
Nuclear Measurements Corp., proportional counter	1
Eberline internal proportional counter	1
Eberline SAC–1, 2" P.M. tube with calibrated Lucas Chambers for radon gas counting	1
Pulse generator	1
Monitoring and Survey Instruments:	
Integrating Meters, Pocket Chambers and Dosimeters:	
Pocket Chambers, Landsverk Model L–60, Rang O–200MR	6
Charter—Reader for above chambers, Model L–60	1
Pocket Dosimeters, Bendix Model CD V–138	10
Charger for the above dosimeters, Model 56	1
Condenser R. Meters:	
R-meter, Victoreen Model 570 with medium energy chambers from 0.25R to 25R	1
Victoreen Model 188 medium energy chamber 0.025	1
Alpha Detection:	
Eberline Model PAC–ISA alpha counter with AC–3 detector	1
Eberline Model SPA–1, millipore filter alpha counter	2
Eberline Model AC–3 Alpha scintillation probe	3
Eberline Model AC–2 gas flow proportional probe	2
Eberline Model PAC–3G gas proportional counter	2
Eberline Model PAC–4S alpha counter	1
Eberline Model PAC–15A portable alpha counter	1
Beta-Gamma Detection:	
Radalert Eberline Model	1
Eberline Rad Owl, Model RO–1 portable ion chamber	2
Nuclear Corp. Model CS–40A portable ion chamber	1
	Quantity
Eberline Model E–500B, geiger counter	1
Eberline Model HP–177B beta-gamma hand probe	3
Eberline Model PRM–4 pulse rate meter	1
Gamma Detection:	
Eberline Model PG–1 plutonium gamma probe	1
Eberline Model RT–1 personnel radiation monitor	4
Neutron Detection:	
Eberline Model FN–IA, fast neutron scintillation counter	1

[FR Doc.74–905 Filed 1–9–74;8:45 am]

CIVIL AERONAUTICS BOARD

[Docket No. 26237; Order 74–1–95]

AMERICAN AIRLINES, INC.

Order Regarding Engagement in Carrier Discussions Regarding Fuel Surcharges

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 17th day of January 1974.

American Airlines, Inc. (American) has filed an application requesting that the Board authorize all certificated carriers to discuss procedures and formulas by which the industry may recover, in the form of a surcharge, the enormous increases in fuel cost that are being imposed upon the airlines as a result of the current shortage.

In support of its application, American alleges that its average cost of fuel rose from $.1175 per gallon to $.1325 per gallon between January and November of 1973; and that since many contracts contain escalation clauses and all contracts will expire at various times in the near future American anticipates further substantial increases. American asserts that the current fuel cost situation is simply so volatile that failure to allow the carriers to recover cost increases quickly may well result in enormous operating losses; that it is important to avoid the regulatory lag created by establishing fare increases on the basis of past period costs; that the appropriateness of fuel surcharges, which are in common use in other industries, deserves exploration in air transportation during the current unsettled situation; and that carrier discussions will allow swift determination of the feasibility of such an approach.

Answers in support of American's application have been filed by Delta Air Lines, Inc., Eastern Air Lines, Inc., Southern Airways, Inc., Pan American World Airways, Inc., and Trans World Airlines, Inc. As with American, these carriers all refer to the severity of the fuel crisis, and the need for devising a procedure whereby immediate relief can be obtained by the airlines from the rapid escalation of fuel costs.

Upon consideration of the application and the various answers in support thereof, the Board has decided to deny the requested discussion authority.

The Board is well aware of the rising trend in fuel prices. The Board's general policy has been not to permit carrier discussions about the level of domestic fares. We are not persuaded that the normal tariff filing process is inadequate to deal with this problem. Our action herein is taken without prejudice to the surcharge concept, or any other approach, which American and other carriers are free to pursue through normal tariff procedures. We will, of course, carefully evaluate any tariff which may be filed, both in terms of the dollar amount involved and the proposed method by which it is to be applied.

To assist the Board in evaluating fare proposals that may be forthcoming as a result of rising fuel costs, we are, by separate action, requiring certain recurrent reports concerning fuel costs. These data and other reports and analyses available to us, will permit the Board to be currently and adequately informed on fuel cost rises and carrier operating results in general to the extent necessary to consider any carrier proposals.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), 404, 412, and 414 thereof,

It is ordered, That:

1. The application of American Airlines, Inc., in Docket 26237 is denied; and
2. This order shall be served upon all domestic certificated scheduled air carriers.

This order shall be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.74–2035 Filed 1–23–74;8:45 am]

[Docket No. 26326, 22859; Order 74–1–100]

BRANIFF AIRWAYS, INC.

Order of Suspension and Investigation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 18th day of January 1974.

By tariff revision [1] bearing the posting date of December 21, 1973, and marked to become effective January 21, 1974, Braniff Airways, Inc. (Braniff) proposes to establish a surcharge of $3.00 per shipment of articles subject to the Restricted Articles Tariff, C.A.B. No. 82.

Braniff asserts in support of its proposal, inter alia, that the proposed charge will serve to offset the additional handling and administrative costs associated with the acceptance of shipments of restricted articles as compared with general traffic shipments; that the total additional station labor costs per restricted-article shipment are approximately $2.86; that other management

[1] Revision to Airline Tariff Publishers, Inc., Agent, C.A.B. No. 96.

overhead costs, such as training programs, are conservatively estimated to increase the added cost per shipment to $3.00; that Braniff expects the proposed flat $3.00 surcharge for restricted-article shipments will generate an additional $108,000 in revenue annually; and that, due to the price inelasticity of restricted-article shipments, the carrier expects no traffic loss due to the proposed surcharge.

Shulman Air Freight, Inc. (Shulman) filed a complaint requesting suspension and investigation. This complaint alleges, inter alia, that restricted-article shipments already pay a premium since, due to aircraft quantity restrictions, they must move as several smaller shipments at higher charges; that there is no known precedent for any similar charge in the entire transportation industry, and thus the proposal is a departure from transportation practice and precedent; and that the cost figures offered are based on unknown assumptions and measures and are questionable as to whether they can be exclusively assigned to shipments of hazardous materials.

Upon consideration of the complaint and all other relevant matters, the Board finds that Braniff's proposal may be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful and should be investigated. The Board further concludes that this proposal should be suspended pending investigation.[2]

In support of its assertion that restricted article require services additional to those required for other general commodity shipments, Braniff submits a man-minute study designed to quantify the costs of such services. We believe that this submission has significant defects. Thus, Braniff relies upon costs classified by labor type such as telephone sales agents, air freight agents, ramp servicemen, etc., but makes no attempt to indicate the additional functions, procedures, or other required special services for each labor type shown. Furthermore, certain of Braniff's costs appear prima facie excessive. For example, the carrier claims that restricted articles require additional telephone sales agent expenses averaging $.38 per shipment, attributable to the necessity for detailed explanations of various restrictions and packaging requirements. Shulman questions the validity of this expense, and it does not appear likely that regular shippers would require these explanations more than once.

Furthermore, in our opinion, terminal handling costs for restricted-article shipments may vary not only by the number of shipments, but also by the number of pieces per shipment. Consequently, Braniff's submission raises a serious question as to whether a surcharge applied on a per-shipment basis, regardless of the number of pieces per shipment, is unreasonable or unjustly discriminatory.

[2] The Board, in Order 73-12-116 dated December 28, 1973, suspended an identical proposal by United for which similar justification was given.

The rates under which restricted articles typically move are under investigation in the "Domestic Air Freight Rate Investigation," Docket 22859, although the proposed surcharge is not for Braniff. We shall consolidate the investigation of the surcharge, initiated herein, into Docket 22859.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 1002 thereof,

It is ordered, That:

1. An investigation is instituted to determine whether the charge and provisions in Rule No. 51 (insofar as said rule is applicable to the carrier Braniff) on 45th Revised Page 18 of Airline Tariff Publishers, Inc., Agent, Tariff C.A.B. No. 96, and rules, regulations, or practices affecting such charge and provisions, are or will be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful charge and provisions and rules, regulations, or practices affecting such charge and provisions;

2. Pending hearing and decision by the Board, the charge and provisions in Rule No. 51 (insofar as said rule is applicable to the carrier Braniff) on 45th Revised Page 18 of Airline Tariff Publishers, Inc., Agent, Tariff C.A.B. No. 96, are suspended and their use deferred to and including April 20, 1974, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The investigation initiated herein, designated Docket 26326, is hereby consolidated into the "Domestic Air Freight Rate Investigation", Docket 22859;

4. Except to the extent granted herein, the complaint of Shulman Air Freight, Inc. in Docket 26277 is dismissed; and

5. Copies of this order shall be filed with the tariff and served upon Braniff Airways, Inc. and Shulman Air Freight, Inc.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.74-2034 Filed 1-23-74;8:45 am]

COMMISSION ON CIVIL RIGHTS

COLORADO STATE ADVISORY COMMITTEE

Notice of Closed Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (Pub. L. 92-463, 86 Stat. 707) notice is hereby given that the Colorado State Advisory Committee to the U.S. Commission on Civil Rights will meet in a closed session at 9:00 a.m., Saturday, January 26, 1974, in the Cedar Room, Albany Hotel, 1720 Stout Street, Denver, Colorado 80202.

The agenda will consist of discussions leading to recommendations on proposed revisions to the draft of the Colorado Prison Preliminary report.

I have determined that this meeting would fall within exemption (5) of 5 U.S.C. 522(b) and that it is essential to close the meeting to protect the free exchange of internal views and to avoid interference with the operation of the Committee.

Issued in Washington, D.C. on January 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee Mangement Officer.

[FR Doc.74-2004 Filed 1-23-74;8:45 am]

ILLINOIS STATE ADVISORY COMMITTEE

Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Illinois State Advisory Committee to this Commission will convene at 1:00 p.m. on January 31, 1974, in Room 1428, 219 South Dearborn Street, Chicago, Illinois 60604.

Persons wishing to attend this meeting should contact the Committee Chairman, or the Midwestern Regional Office of the Commission, Room 1428, 219 South Dearborn Street, Chicago, Illinois 60604.

The purposes of this meeting shall be (1) to discuss followup to the Cairo report entitled "Racism in Flood Tide" and (2) to discuss the feasibility of holding a factfinding meeting on penal institutions in the State of Illinois.

This meeting will be conducted pursuant to the rules and regulations of the Commission.

Dated at Washington, D.C., January 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee Management Officer.

[FR Doc.74-2005 Filed 1-23-74;8:45 am]

LOUISIANA STATE ADVISORY COMMITTEE

Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights, that a factfinding meeting of the Louisiana State Advisory Committee will convene at 9:00 a.m. on January 30, reconvene at 9:00 a.m. on January 31 and February 1, 1974, in the Auditorium, State Education Building, 421 North Street, Baton Rouge, Louisiana 70802. These sessions shall be open to the public.

Closed or executive SAC sessions may be held at such time and place as deemed necessary to discuss matters which may tend to defame, degrade, or incriminate individuals. Such sessions will not be open to the public.

The purpose of this meeting shall be to collect information concerning legal developments constituting a denial of the equal protection of the laws under the Constitution because of race, color, religion, sex, or national origin which affect persons residing in the State of Louisiana

with special emphasis on the conditions in Louisiana penal institutions as they relate to the civil rights of inmates; to appraise denial of equal protection of the laws under the Constitution because of race, color, religion, sex, or national origin as these pertain to Louisiana penal institutions as they relate to the civil rights of inmates; and to disseminate information with respect to denials of the equal protection of the laws because of race, color, religion, sex, or national origin with respect to Louisiana penal institutions; and to related areas.

A planning meeting of the Louisiana State Advisory Committee will convene at 7:30 p.m. on January 29, 1974, in the Assembly Room, White House Inn, 1575 North Third Street, Baton Rouge, Louisiana 70821. Persons wishing to attend this meeting should contact the Committee Chairman, or the Southwestern Regional Office of the Commission, Room 231, New Moore Building, 106 Broadway, San Antonio, Texas 78205. The purpose of this meeting shall be to hold a final briefing session in preparation for the January 30, 31 and February 1, 1974, factfinding meeting on Louisiana penal institutions.

These meetings will be conducted pursuant to the rules and regulations of the Commission.

Dated at Washington, D.C., January 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee Management Officer.

[FR Doc.74-2006 Filed 1-23-74;8:45 am]

PENNSYLVANIA STATE ADVISORY COMMITTEE

Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the rules and regulations of the United States Commission on Civil Rights, that a meeting of the Pennsylvania State Advisory Committee will convene at 9:30 a.m. on January 29, 1974, in Conference Room A, the Eleventh Floor of the Federal Building, 1421 Cherry Street, Philadelphia, Pennsylvania 19103.

Persons wishing to attend this meeting should contact the Committee Chairman, or the Mid-Atlantic Regional Office of the Commission, Room 510, 2120 L Street, NW., Washington, D.C. 20425.

The purpose of this meeting shall be to plan for the release of the Puerto Rican report entitled "In Search of a Better Life."

This meeting will be conducted pursuant to the rules and regulations of the Commission.

Dated at Washington, D.C., January 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee Management Officer.

[FR Doc.74-2007 Filed 1-23-74;8:45 am]

RHODE ISLAND STATE ADVISORY COMMITTEE

Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights, that a planning meeting of the Rhode Island State Advisory Committee to this Commission will convene at 4:30 p.m. on January 30, 1974, at the Central Congregational Church, 296 Angell Street, Providence, Rhode Island 02903.

Persons wishing to attend this meeting should contact the Committee Chairman, or the Northeastern Regional Office of the Commission, Room 1639, 26 Federal Plaza, New York, New York 10007.

The purpose of this meeting shall be to discuss the first draft of the report based on the recent factfinding meeting on: State and Local Government Employment Practices in the State of Rhode Island.

This meeting will be conducted pursuant to the rules and regulations of the Commission.

Dated at Washington, D.C., January 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee Management Officer.

[FR Doc.74-2008 Filed 1-23-74;8:45 am]

VIRGINIA STATE ADVISORY COMMITTEE

Agenda and Notice of Open Meeting

Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights, that a meeting of the Virginia State Advisory Committee (SAC) to this Commission will convene at 11:00 a.m. on January 31, 1974, in the Byrd Room, John Marshall Hotel, Fifth and Franklin Streets, Richmond, Virginia 23213.

Persons wishing to attend this meeting should contact the Committee Chairman, or the Mid-Atlantic Regional Office of the Commission, Room 510, 2120 L Street NW., Washington, D.C. 20425.

The purpose of this meeting shall be to plan for the release of the Virginia SAC report entitled "Judicial Selection in Virginia: The Absence of Black Judges."

This meeting will be conducted pursuant to the rules and regulations of the Commission.

Dated at Washington, D.C., January 18, 1974.

ISAIAH T. CRESWELL, Jr.,
Advisory Committee Management Officer.

[FR Doc.74-2009 Filed 1-23-74;8:45 am]

COMMISSION ON THE REVIEW OF THE NATIONAL POLICY TOWARD GAMBLING

REVISED NOTICE OF MEETING

Pursuant to the provisions of the Federal Advisory Committee Act, (Pub. L. 92-463, 86 Stat. 770) notice is hereby given that the Commission on the Review of the National Policy Toward Gambling, established under the authority of Section PL 91-452, Part D, Sec. 804-808 of the Organized Crime Control Act of 1970, will meet on January 30, 1974, at 9:30 a.m. in room S. 146, U.S. Capitol, Washington, D.C.

The agenda will include an explanation of the legislative history relating to the creation of the Commission, comments on present experiences of law enforcement, an explanation of past activities of the Commissior staff, and a discussion of proposed activities of the Commission for F.Y. 74, F.Y. 75, and F.Y. 76.

The meeting of the Commission shall be open to the public, and interested persons are invited to attend. I have determined that no time is available to permit the presentation of oral statements by such persons at the meeting. Participation by members of the public shall be permitted only by written statements, received in the offices of the Commission at 1730 K Street, NW., not later than 48 hours preceeding the meeting of the Commission.

CHARLES H. MORIN,
Chairman.

[FR Doc.74-2011 Filed 1-23-74;8:45 am]

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

CERTAIN COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN COLOMBIA

Entry or Withdrawal From Warehouse for Consumption

JANUARY 18, 1974.

On January 2, 1974, there was published in the FEDERAL REGISTER (39 FR 28) a letter dated December 27, 1973, from the Chairman of the Committee for the Implementation of Textile Agreements to the Commissioner of Customs, authorizing increases in the levels of restraint applicable to certain specified categories from a number of countries pursuant to an ad hoc offer by the United States Government to each of its cotton textile bilateral agreement partners to permit export to the United States of additional quantities of cotton yarn and/or cotton fabric, not to exceed in total amount five (5) percent of the country's current-year aggregate agreements ceiling. Among the categories and yardages indicated was a request for 300,000 square yards to be applied to Category 26 (duck) from Colombia. That notation should have read as follows:

Country	Category (other than duck)	Additional amounts (square yards)
Colombia	26	300,000

Accordingly, there is published below a letter of from the Chairman, Committee for the Implementation of Textile Agreements to the Commissioner of Customs amending the directive of December 27, 1973, to account for this adjustment.

SETH M. BODNER,
Chairman, Committee for the Implementation of Textile Agreements, and Deputy Assistant Secretary for Resources and Trade Assistance.

COMMITTEE FOR THE IMPLEMENTATION OF TEXTILE AGREEMENTS

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20229.

JANUARY 18, 1974.

DEAR MR. COMMISSIONER: This directive amends but does not cancel the directive issued to you on December 27, 1973 by the Chairman of the Committee for the Implementation of Textile Agreements pursuant to an offer by the United States Government to all bilateral cotton textile agreement partners to export on a one-time basis additional cotton yarn and/or fabric, not to exceed in total amount five percent of the current-year aggregate agreement ceiling of each country.

Paragraph 2 of the directive of December 27, 1973 is amended herewith to change the entry for Category 26 from Colombia to "Category 26 (other than duck)," rather than "Category 26 (duck)."

Category 26 (other than duck) excludes the following TSUSA Numbers:

320.--01 through 04,06,08
321.--01 through 04,06,08
322.--01 through 04,06,08
326.--01 through 04,06,08
327.--01 through 04,06,08
328.--01 through 04,06,08

The actions taken with respect to the Government of Colombia and with respect to imports of cotton textiles and cotton textile products from Colombia have been determined by the Committee for the Implementation of Textile Agreements to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions fall within the foreign affairs exception to the rule-making provisions of 5 U.S.C. 553. This letter will be published in the Federal Register.

Sincerely,

SETH M. BODNER,
Chairman, Committee for the Implementation of Textile Agreements, and Deputy Assistant Secretary for Resources and Trade Assistance.

[FR Doc.74-1957 Filed 1-23-74;8:45 am]

CONSUMER PRODUCT SAFETY COMMISSION

CYANOACRYLATE-BASED ADHESIVES

Notice of Public Hearing

Notice is given that the Consumer Product Safety Commission will hold a public hearing on Wednesday, February 27, 1974, at 10 a.m. in the hearing room, Consumer Product Safety Commission, 6th floor, 1750 K Street NW., Washington, D.C., to obtain information and views concerning the safety aspects of cyanoacrylate-based adhesives.

These adhesives have the dangerous capability of almost instantaneously bonding skin to skin. This bonding characteristic could cause injuries to persons whose fingers become bonded together or stuck to other parts of their body, requiring medical help to free them.

Information and views relevant to the safety of using cyanoacrylate-based adhesives are sought due to the potential danger presented by these products. Views of individual consumers are particularly sought.

The hearing will be held pursuant to section 27(a) of the Consumer Product Safety Act (Pub. L. 92-573, sec. 27(a), 86 Stat. 1227 (15 U.S.C. 2076(a))).

Persons interested in attending the hearing are requested to write or call Mr. Don Early, Office of Standards Coordination and Appraisal, Consumer Product Safety Commission, Washington, D.C. 20207, phone (301) 496-7197.

The hearing will be conducted by a member or representative of the Commission and transcribed by a stenographer. Persons will have an opportunity to present their statements; there is no provision for cross-examination of witnesses. Those persons who wish to make a formal presentation are requested to submit a copy or outline of their presentation and the amount of time requested for such presentation. Persons unable to attend the hearing who wish to present written comments for the Commission's consideration are invited to do so. All comments should be received by close of business February 20, 1974.

In the event the space available for the hearing will not accommodate everyone wishing to attend, attendance will be determined on the basis of when the request for attendance is received.

Dated: January 17, 1974.

SADYE E. DUNN,
Secretary,
Consumer Product Safety Commission.

[FR Doc.74-1940 Filed 1-23-74;8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 19911-19914; FCC 74-17]

EASTERN MICHIGAN UNIVERSITY (WEMU(FM)) ET AL.

Memorandum Opinion and Order Designating Applications for Consolidated Hearing on Stated Issues

In regard applications of: Eastern Michigan University (WEMU(FM)) Ypsilanti, Michigan, Docket No. 11911, File No. BPED-1648, for construction permit to make changes; the Regents of the University of Michigan (WCBN-FM), Ann Arbor, Michigan, Docket No. 19912, File No. BRED-528; Plymouth Community School District (WSDP(FM)), Plymouth, Michigan, Docket No. 19913, File No. BRED-537 for renewal of licenses; in regard request of Eastern Michigan University for an order to show cause directed to: The Regents of the University of Michigan (WCBN-FM), Ann Arbor, Michigan, Docket No. 19914.

1. The Commission has before it for consideration the above-captioned applications and the request, filed October 13, 1972, by Eastern Michigan University (EMU), licensee of 10 watt Class D noncommercial educational FM radio station WEMU(FM), channel 201 (88.1 MHz), Ypsilanti, Michigan, asking that the Commission issue an order directed to the University of Michigan to show cause why the license of 10-watt noncommercial educational station WCBN-FM, channel 208 (89.5 MHz), Ann Arbor, Michigan, should not be modified to specify operation of station WCBN-FM on channel 202 (88.3 MHz), and various pleadings filed in connection therewith.[1] The application of Eastern Michigan University requests a construction permit to change the frequency of station WEMU(FM) from channel 201 (88.1 MHz) to channel 206 (89.1 MHz), increase effective radiated power to 15.85 kW (maximum) with antenna height above average terrain of 122 feet, and for equipment changes. The application of the University of Michigan (UM) requests renewal of the license of station WCBN-FM on channel 208 (89.5 MHz), Ann Arbor, Michigan, and the application of the Plymouth Community School District requests renewal of the license of station WSDP(FM) on channel 207 (89.3 MHz), Plymouth, Michigan. Operation of the three stations as proposed would result in objectionable interference within their respective predicted 1 mV/m contours within the meaning of § 1.573 (c), Note 1, of the Commission's rules, and the applications are, therefore, mutually exclusive.

2. Some background of this contest is important to an understanding of the nature of this proceeding. The filing of pleadings was preceded by the efforts of EMU and UM to resolve the problem by agreement between them, but these efforts proved fruitless. EMU seeks to improve its facilities and, after an engineering study, concluded that this could only be accomplished if the frequency of station WCBN-FM were changed from 89.5 MHz to 88.3 MHz and station WEMU (FM) changed its frequency to 89.1 MHz. EMU asserts that station WEMU(FM) is the school's only radio facility, but that the University of Michigan is the licensee of two FM radio stations in Ann Arbor, Michigan: Station WCBN-FM (10 watts) and station WUOM-FM, (230 kW) channel 219 (91.7 MHz). According to EMU, 89.1 MHz is the only frequency which it can use with power in excess of 10 watts and unless UM were to change the frequency of station WCBN-FM, the proposed operation of station WEMU(FM) would cause interference to station WCBN-FM, operating on 89.5 MHz.[2] UM fears that operation on 88.3 MHz would cause interference to reception of the signals of television station WJIM-TV, channel 6, Lansing, Michigan (CBS), in the Ann Arbor area. Between March 14 and March 20, 1972, tests were conducted jointly by EMU

[1] The pleadings and other documents filed in this proceeding are listed in the Appendix hereto.

[2] There would also be interference to station WSDP(FM), channel 207 (89.3 MHz) Plymouth, Michigan, licensed to The Plymouth School District, but the School District has agreed to change frequency to channel 201 (88.1 MHz), the frequency which would be vacated by station WEMU-FM.

and UM to ascertain whether operation of station WCBN–FM on channel 202 would cause interference to WJIM–TV and, if so, the extent of that interference. Apparently, the tests only resulted in polarizing the positions of the parties, for although there were 53 complaints received from viewers, the parties disagreed on the cause of these complaints, the statistical validity of the tests, and the manner in which the tests were conducted. For example, EMU claims that, contrary to its agreement with UM, the tests were publicized by WCBN–FM, stimulating complaints. EMU appears to concede, however, that there would be an area of interference, but states that it would be insignificant (affecting only viewers within a ¾ mile radius of the WCBN–FM transmitter site) and EMU would furnish filter traps in cases of legitimate interference complaints.

3. EMU states that the transmitting antenna of WJIM–TV is about 43 miles from Ann Arbor and, although Ann Arbor is within station WJIM–TV's predicted Grade B contour, station WJIM–TV gets less than 25 percent net weekly circulation in Washtenaw County in which Ann Arbor is located. Moreover, EMU asserts, Ann Arbor's primary source of CBS programming is from station WJBK–TV, channel 2, Detroit, so that any CBS programming which may be lost because of interference to WJIM–TV would be available from WJBK–TV. EMU also states that WCBN–FM is student operated and is off the air from mid-April to late August of each year, while station WEMU(FM) runs a full schedule.

4. UM did not plead to the merits of EMU's request for a Show Cause Order until August 15, 1973, because it insisted that the matter could be resolved without an unseemly public contest between the two State-supported schools if EMU would agree to further tests conducted jointly under controlled conditions. In this manner, UM said, the parties could work out their disagreement without resort to the Commission's processes. EMU, however, viewed this as an effort to further delay a resolution of the dispute and, while conceding that the interpretations of the test results differ, insisted that the tests were properly conducted. In view of UM's alleged breach of the agreement not to publicize, EMU stated, further tests would only result in more haggling and bickering without any substantive results. It asked, therefore, that the Commission require UM to plead to the merits of the request for a Show Cause Order. UM, on the other hand, insisted on a decision on its motion to dismiss the request for an order to Show Cause and reserved the right, if the Commission denied its motion to dismiss, to plead to the merits.

5. Gross Telecasting, the licensee of station WJIM–TV, also filed pleadings in this matter, its position being that not only would operation of station WCBN–FM, operating on channel 202, cause interference to WJIM–TV over a wide area, but so would station WEMU(FM), operating as proposed in EMU's application. Gross points out that it had no prior knowledge of the tests conducted by EMU and UM and was not invited to participate. It would have no objection to further tests if it could participate fully, if "ground rules" were agreed upon in advance and if the tests include tests on the interference potential of WEMU (FM)'s proposed operation.

6. With the situation in this posture, UM and the Plymouth Community School District routinely filed their applications for renewal of their respective licenses and these applications immediately became mutually exclusive with the EMU application for changes.[3] It seems that, for the technical reasons mentioned, the only way in which WEMU(FM) could increase the area which it serves would be as the result of a rearrangement of operating frequencies. UM suggests possible alternatives which would not involve such a rearrangement of frequencies, but would enable EMU to achieve its desired objectives. As examples, UM suggests that WEMU could increase its effective radiated power on its present channel to nearly one kW at its present site without using a directional antenna; another suggested alternative would be operation by station WEMU on channel 202 (88.3 MHz) with facilities identical to those proposed by EMU. EMU's response to these alternatives raises doubts as to whether either is feasible. The former may cause objectionable interference within the predicted 1 mV/m contour of co-channel station WHPR(FM), Highland Park, Michigan (20 watts), and the latter may cause objectionable interference within the predicted 1 mV/m contour of co-channel station WSHJ(FM), Southfield, Michigan (10 watts). The effect of either alternative on station WJIM–TV has not been discussed in the pleadings.

7. It is clear that a substantial question of fact exists as to the extent of the interference which would be caused to reception by the public of the signals of station WJIM–TV by operation of stations WCBN–FM and WEMU(FM) as proposed by EMU, but there is apparently no disagreement as to whether there will be interference. The parties have been unable to resolve their problems by negotiation and the pleadings make it clear that there is little hope for a change in that situation. Moreover, the applications of UM, EMU, and the Plymouth Community School District are mutually exclusive and a hearing is required in any event. "Ashbacker Radio Corp v. Federal Communications Commission," 326 U.S. 327 (1945). In order to afford all interested parties an opportunity to present evidence, we have decided to grant EMU's petition for an order to show cause and to resolve this matter in a consolidated proceeding. Gross Telecasting will, of course, be made a party respondent. We are, at the same time, rejecting UM's motion to dismiss the petition for an order to show cause and, in doing so, we also reject UM's contention that it has a "right" to plead to the merits if we deny its motion to dismiss. UM had a full opportunity to plead to the merits and it chose, initially, to forego that opportunity in favor of a course of action which it evidently considered to be more in its own interests. Nevertheless, since there must be a hearing, we think that it makes little difference whether we accept UM's plea on the merits or not and we have, therefore, elected to accept it in our own discretion. EMU, in contesting UM's request of October 23, 1973, for leave to file a second additional pleading, chose to oppose grant of such leave and did not address itself to the merits of the pleading which UM filed simultaneously with its request for leave to file. For the same reasons which we gave for accepting UM's first additional pleading, we accept the second, because these are matters which must be resolved in hearing in any event.

8. UM has indicated grave concern that its common ownership and operation of stations WCBN–FM and WUOM–FM, the latter its 230 kW station operating on channel 219 (91.7 MHz) in Ann Arbor, will somehow redound to its detriment and perhaps imperil its continued operation of both stations. We do not visualize the issues in this matter as raising such a possibility. Certainly UM's operation of both stations in Ann Arbor is a factor which may properly be considered, but not with a view toward depriving it of one or the other.

9. Except as indicated by the issues set forth below, we find that the University of Michigan and the Plymouth Community School District are qualified to own and operate their stations and that Eastern Michigan University is qualified to construct, own and operate as proposed. The applications are, however, mutually exclusive in that operation by the applicants as proposed would result in objectionable interference within the predicted 1 mV/m contours of their respective stations. The Commission, is, therefore, unable to make the statutory finding that a grant of the applications would serve the public interest, convenience and necessity and is of the opinion that they must be designated for hearing, together with an Order to Show Cause directed to the University of Michigan, in a consolidated proceeding on the issues set forth below.

10. Since the licensee of station WSDP (FM), Plymouth Michigan (see Footnote 2, supra) has already indicated its willingness to have its license modified to specify operation on channel 201 (88.1 MHz) if that frequency is vacated by Eastern Michigan University's station WEMU–(FM), we will specify that, in the event that the Administrative Law Judge determines that the EMU application should be granted and the license of station WCBN–FM should be modified, he will also issue an order modifying the license of station WSDP(FM). In accordance with the specific condition under which Plymouth Community School Dis-

[3] EMU, of course, also routinely filed its application for renewal of the license of station WEMU(FM), but that application is not involved in this proceeding because it is not in conflict with any pending application.

trict consented to the modification, the order will indicate that all costs of the change are to be borne by EMU. The Plymouth Community School District will be required to furnish engineering data so that specifications can be prepared and issued to it for operation on the new frequency. If the facts developed in the course of the hearing demonstrate that it is not technically feasible to modify WCBN–FM's license and grant EMU's application, the applications for renewal will be granted and EMU's application for changes will not; if the modification of license can be accomplished, all of the applications will be granted. The consent of the Canadian government to operation as proposed by EMU has been obtained by the Commission. For the reasons stated, it will not be necessary to conduct a conventional comparative proceeding and we will not, therefore, specify the usual comparative issue. Clearly, if there are feasible alternatives available to EMU which would not involve objectionable interference to any authorized radio or television station and would not require a shift of channels by other stations, we believe that all of the parties would welcome such a solution. Consequently, we think that the matter of alternatives is one which must be explored in the hearing. As the proponent of such alternatives, the burden of proceeding with the introduction and the burden of proof on the issue will be placed on the University of Michigan.

11. In the event that the facts developed during the hearing disclose that the various operations as proposed would cause objectionable interference to reception of the signals of station WJIM–TV, we think that EMU must be afforded the opportunity to show that there are remedial techniques which can be applied to eliminate or ameliorate the interference to acceptable levels. The burden of proving that the interference can be eliminated or reduced and establishing the techniques which can be used will be placed on EMU. The responsibility for taking such measures would be EMU's, with, of course, the cooperation of Gross Telecasting.

Accordingly, it is ordered, That the Motion to Dismiss Petition for Issuance of Order to Show Cause, filed herein by the University of Michigan, is denied, and the Petition for Issuance of an Order to Show Cause, filed herein by Eastern Michigan University, is granted, and, pursuant to § 1.87 of the Commission's rules, the University of Michigan shall show cause, if any it may have, why the license of station WCBN–FM, Ann Arbor, Michigan, should not be modified to specify operation on channel 202 (88.3 MHz).

It is further ordered, That, pursuant to section 309(e) of the Communications Act of 1934, as amended, the above-captioned applications are designated for hearing in a consolidated proceeding, together with the aforementioned Order to Show Cause, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine whether the operation of station WEMU(FM) as proposed or the operation of station WCBN–FM on channel 202 (88.3 MHz), or both, would cause objectionable interference to direct reception by the public of the signals of television station WJIM–TV, channel 6, Lansing, Michigan, and, if so, the areas and populations which would be affected thereby and the availability of CBS television network programming from other sources.

2. In the event that the evidence adduced pursuant to Issue 1, above, shows that objectionable interference would be caused to direct reception by the public of the signals of station WJIM–TV by the proposed operation of station WEMU (FM) or station WCBN–FM, or both, to determine whether there are remedial measures which can be taken by Eastern Michigan University, with the cooperation of Gross Telecasting, Inc., to eliminate or reduce the interference to acceptable levels.

3. To determine the present and proposed predicted service contours of station WEMU(FM) and the areas and populations within each.

4. To determine whether there are alternatives available to Eastern Michigan University to achieve its purposes without causing objectionable interference to any authorized radio or television station and without requiring a change of operating frequency by any other radio station.

5. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether the license of station WCBN–FM should be modified to specify operation on channel 202 (88.3 MHz).

6. To determine, in the light of the evidence adduced pursuant to the foregoing issues, whether grant of the applications of Eastern Michigan University, the University of Michigan, and the Plymouth Community School District, or any of them, as proposed or as modified, would serve the public interest, convenience and necessity.

It is further ordered, That Gross Telecasting, Inc., is made a party respondent in this proceeding.

It is further ordered, That the burden of proceeding with the introduction of evidence and the burden of proof with respect to issue 1, above, are placed upon Gross Telecasting, Inc.; the burden of proceeding with the introduction of evidence and the burden of proof with respect to issues 2 and 3, above, are placed upon Eastern Michigan University; the burden of proceeding with the introduction of evidence and the burden of proof with respect to issue 4, above, are placed upon the University of Michigan; the burden of proceeding with the introduction of evidence and the burden of proof with respect to issue 5, above, are placed upon the Chief, Broadcast Bureau; and the burden of proceeding with the introduction of evidence and the burden of proof with respect to issue 6, above, remain upon each applicant with respect to its application.

It is further ordered, That, in event that it is determined that the application of Eastern Michigan University should be granted, the Administrative Law Judge shall issue an order modifying the license of station WSDP(FM), Plymouth, Michigan, to specify operation on channel 201 (88.1 MHz) and shall require the licensee thereof to submit technical data for the issuance of specifications, the costs of such modification to be borne by Eastern Michigan University.

It is further ordered, That in the event that the evidence shows that there are alternatives available to Eastern Michigan University whereby it can achieve its objectives to improve the sevice provided by station WEMU without causing objectionable interference to any authorized radio or television station and without requiring modification of the facilities of any other radio station, the Administrative Law Judge shall issue an order granting the application of Eastern Michigan University in accordance with specifications to be issued on the basis of technical data furnished by the University of Michigan.

It is further ordered, That to avail themselves of the opportunity to be heard, the applicants and the party respondent herein, pursuant to § 1.221(c) of the Commission's rules, in person or by attorney, shall within twenty (20) days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the applicants herein shall, pursuant to section 311(a)(2) of the Communications Act of 1934, as amended, and § 1.594 of the Commission's rules, give notice of the hearing within the time and in the manner prescribed in such rule, and shall advise the Commission of the publication of such notice as required by § 1.594(g) of the rules.

Adopted: January 3, 1974.

Released: January 10, 1974.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] VINCENT J. MULLINS,
Secretary.

APPENDIX

PLEADINGS FILED

October 13, 1972: Request for an Order to Show Cause, directed to University of Michigan, filed by Eastern Michigan University.

November 9, 1972: Opposition, filed by Gross Telecasting, Inc., licensee of station WJIM–TV, channel 6, Lansing, Michigan.

November 9, 1972: Motion to dismiss petition for Order to Show Cause, filed by University of Michigan.

November 14, 1972: Addendum to University of Michigan's motion to dismiss.

November 17, 1972: Reply to motion to dismiss, filed by Gross Telecasting.

December 5, 1972: Opposition and request for Commission order directing University of Michigan to file a response, filed by Eastern Michigan University.
December 15, 1972: Reply to Eastern Michigan University's opposition and request for order directing University of Michigan to file a response, filed by University of Michigan.
December 21, 1972: Reply to opposition of Gross Telecasting, filed by Eastern Michigan University.
January 5, 1973: Response to reply of Eastern Michigan University, filed by Gross Telecasting.
January 8, 1973: Engineering statement filed by Gross Telecasting to supplement response.
June 26, 1973: Letter filed by Plymouth Community School District, agreeing to change frequency.
July 5, 1973: Letter from Gross Telecasting reiterating opposition.
August 1, 1973: Letter from counsel for University of Michigan, requesting time within which to plead to merits.
August 15, 1973: Motion for Leave to File Additional Pleading and Opposition to Petition for Issuance of Order to Show Cause, filed by University of Michigan.
August 24, 1973: Supplement to Certificate of Service, filed by University of Michigan.
August 27, 1973: Addendum, filed by University of Michigan.
September 10, 1973: Opposition and Reply, filed by Eastern Michigan University.
September 11, 1973: Letter from Gross Telecasting reiterating opposition.
October 23, 1973: Further Motion for Leave to File Additional Pleading and Response to Further Opposition of University of Michigan, filed by University of Michigan.
November 2, 1973: Opposition to Further Motion for Leave to File Additional Pleading, filed by Eastern Michigan University.

[FR Doc.74-1996 Filed 1-23-74;8:45 am]

[Docket No. 19920, 19921; File No. BPH 8236, 8333]

DAVID ORTIZ RADIO CORP., ET AL.

Order Designating Applications for Consolidated Hearing on Stated Issues

In re applications of David Ortiz Radio Corporation, Cabo Rojo, Puerto Rico requests: 92.1 MHz, #221; 3 kW; —76 feet. Southwestern Broadcasting Corporation, Hormigueros, Puerto Rico requests: 92.1 MHz #221; 3 kW(H); 3 kW(V); —37.9 feet, for construction permits.

1. The Commission, by the Chief, Broadcast Bureau, acting pursuant to delegated authority, has under consideration the above-captioned applications which are mutually exclusive in that operation by the applicants as proposed would result in mutually destructive interference.

2. The respective proposals, although for different communities, would serve substantial areas in common. Consequently, in addition to determining, pursuant to section 307(b) of the Communications Act of 1934, as amended, which of the proposals would better provide a fair, efficient and equitable distribution of radio service, a contingent comparative issue will also be specified.

3. Except as indicated by the issues specified below, the applicants are qualified to construct and operate as proposed. However, because the proposals are mutually exclusive, they must be designated for hearing in a consolidated proceeding.

4. *Accordingly, it is ordered,* That pursuant to section 309(e) of the Communications Act of 1934, as amended, the applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent Order, upon the following issues:

1. To determine the areas and populations which would receive primary service from the proposals and the availability of other primary aural (1mV/m or greater in the case of FM) service to such areas and populations.
2. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the proposals would better provide a fair, efficient and equitable distribution of radio service.
3. To determine, in the event it is concluded that a choice between the applications should not be based solely on considerations relating to section 307(b), which of the operations proposed in the above-captioned applications would, on a comparative basis, better serve the public interest.
4. To determine, in light of the evidence adduced pursuant to the foregoing issues, which of the applications should be granted.

5. *It is further ordered,* That the applicants shall file a written appearance stating an intention to appear and present evidence on the specified issues, within the time and in the manner required by § 1.221(c) of the rules.

6. *It is further ordered,* That the applicants shall give notice of the hearing within the time and in the manner specified in § 1.594 of the rules, and shall seasonably file the statement required by § 1.594(g).

Adopted: January 16, 1974.

Released: January 18, 1974.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WALLACE E. JOHNSON,
Chief, Broadcast Bureau.

[FR Doc.74-1997 Filed 1-23-74;8:45 am]

[Canadian List 318]

CANADIAN STANDARD BROADCAST STATIONS

Notification List

JANUARY 14, 1974.

List of new stations, proposed changes in existing stations, deletions, and corrections in assignments of Canadian standard broadcast stations modifying the assignments of Canadian broadcast stations contained in Appendix to the Recomemndations of the North American Regional Broadcasting Agreement Engineering Meeting January 30, 1941.

Call letters	Location	Power kW	Antenna	Schedule	Class	Antenna height (feet)	Ground system: Number of radials	Ground system: Length (feet)	Proposed date of commencement of operation
		800 kHz							
CBQ (change of call letters)	Thunder Bay, Ontario, N. 48°18'38", W. 89°21'30".	10D/5N	DA-1	U	II				
		1170 kHz							
CKGY (now in operation)	Red Deer, Alberta, N. 52°08'56", W. 113°51'30".	10D/5N	DA-2	U	II				
		1230 kHz							
CJOK (now in operation)	Fort McMurray, Alberta, N. 56°41'16", W. 111°19'55"₂	1D/0.5N	ND-190	U	IV	200	120	320	
		1400 kHz							
CKGR (assignment of call letters).	Golden, British Columbia, N. 51°18'13", W. 116°58'26"₂	1D/0.25N	ND-185	U	IV	150	120	281	
		1470 kHz							
(New) (correction to coordinates).	Bagotville, Quebec, N. 48°21'45", W. 70°55'46".	1	DA-1	U	III				
		1500 kHz							
CKAY (now in operation)	Duncan, British Columbia, N. 48°44'21", W. 123°41'58".	5D/1N	DA-2	U	II				

FEDERAL COMMUNICATIONS COMMISSION,
WALLACE E. JOHNSON,
Chief, Broadcast Bureau.

[FR Doc.74-1867 Filed 1-23-74;8:45 am]

[FCC 74-29]

LORAIN ELECTRONICS, INC.

Memorandum Opinion and Order Establishing Moratorium

In the matter of request for waiver of certain rules in Parts 81 and 83 to allow Lorain Electronics, Inc. to establish a prototype automated/manual VHF public correspondence system on the Great Lakes.

1. Lorain Electronics, Inc., hereinafter called Lorain, the licensee of several VHF and MF-HF public coast stations serving the Great Lakes proposes to establish a prototype automated/manual VHF public correspondence system for a portion of the Great Lakes to include Lake Superior and portions of Lakes Michigan and Erie, using three existing stations already licensed to Lorain and establishing three new stations. If this prototype system proves successful, then Lorain envisages extending the system on a permanent basis to include all of the Great Lakes. An estimate of 14 stations is given for the total system.

2. The use of VHF on the Lakes is widespread. The new Great Lakes Agreement between the United States and Canada, ratified by the President of the United States October 24, 1973, establishes VHF as the safety system on the Great Lakes. It is the policy of this Commission to encourage the installation and use of marine VHF so as to relieve the congestion on MF-HF maritime bands. A Lakes-wide automated/manual VHF public correspondence system would greatly enhance the effectiveness of our new VHF safety system. The concept advanced by Lorain has our support and, as we understand it, other Government agencies.

3. The Lorain proposal, however, comes at a time when there are some significant changes being made in our maritime system. These changes in many instances will require updating or replacement of existing equipment. Probably, the most significant change is that ship stations using frequencies in the HF band must change from DSB to SSB operation by January 1, 1974, and existing waivers for continued use of DSB at coast stations will terminate on January 1, 1974. Additionally, present VHF equipment must meet new tolerance and audio low pass filter requirements by January 1, 1974. Lorain and the Lake Carriers (LCA) would like to defer these changes to see if a Lakes-wide VHF system is established. If the VHF system is established, the need that now exists for long-range MF-HF communications on the Great Lakes would be eliminated or greatly reduced. Therefore, a licensee changing from DSB to SSB to meet the January 1, 1974, date could find himself with a relatively new expensive SSB transmitter that would serve no practical purpose under the all-VHF system. With respect to the VHF requirements, Lorain and LCA feel that a replacement or update of VHF equipment to meet tolerance and filter requirements would be premature as the automated prototype system and the Great Lakes Agreement may impose requirements which will obsolete the new or updated VHF transmitters. Lorain and LCA ask for waiver of these requirements pending the outcome of the prototype system. Lorain, also, asks for some additional waivers which are necessary for the automated portion of the system to operate and which are treated in detail in latter portions of this Memorandum Opinion and Order.

4. As we stated previously, we favor the concept advanced by Lorain and it is our intention to provide the relief necessary for this proposal to become operational. We are, however, concerned about two areas where waivers have been requested. The first item concerns the continued use of DSB on HF rather than a change to SSB. The matter of conversion to SSB on HF by January 1, 1974, has been before the public for a number of years, assignment of additional frequencies resulting from the conversion to SSB has proceeded according to schedule. To allow continuation of DSB on HF beyond January 1, 1974, could create interference problems. The other area of concern is with respect to the waivers of tolerance and filter requirements. As noted, the use of VHF is widespread on the Great Lakes, and it is about to become the compulsory radio safety system on the Lakes. VHF equipment operating outside the new tolerances and without audio low pass filters, may cause interference to adjacent channels.

5. We are not unsympathetic to the problems of Lorain and LCA, and we will grant the waivers discussed in paragraph 4 above until January 1, 1975, on the condition that no harmful interference is caused to stations operating in conformity with the rules. If interference is reported, the offending station or stations will be required to go off the air immediately and not return to service until it conforms to the rules.

6. As part of the test, a specially designated channel is to be used by the coast station for direct dial calling to a ship and vice versa. This channel will also be used for a vessel-locating service, for transmission of weather data, and for the transmission of ice flow and weather charts to a vessel. Lorain notes the problem of selecting a channel because of the present use by several licensees on the Lakes of the five high priority channels (24-25-26-27-28) and the lack of agreement at this time with Canada on the use of the low priority split channels (84-85-86-87). It recommends, therefore, Channel 20 which is a duplex port operations channel. This channel could not be made available on a permanent basis for the operation contemplated by Lorain because of plans for its use by the U.S. Coast Guard. However, we have cleared Channel 85 with Canada for this prototype system and should the system prove out there is a good chance that this channel would be dedicated for use in the system. Accordingly, we will specify Channel 85 as the designated channel to be used for direct-dial calling and for transmission of weather data.

7. There are several additional waivers which have been requested by Lorain and will be granted by this Commission in order that the prototype system may become operational. They are non-controversial and minor deviations which are not considered as potentially disruptive to the maritime service. The sections involved are as follows:

(a) Section 81.132(a)(2)(iii) concerns authorized classes of emission. This rule must be waived to permit the use of emission 16F4, facsimile, for the transmission of ice and weather charts to ship stations. The type of emission to be used for the transmission of the data to be used in the vessel-locating system and weather reporting is undecided since the hardware is presently being designed. Consequently, the emissions 16F1, 16F2 and 16F9 are needed during the design, building and testing period of the hardware for ship and coast stations to cover the resulting emission to be used.

(b) Sections 81.310(a) and 83.364(a) concern identification of station. Lorain does not propose to use voice or telegraphy as is permitted under this rule. Instead, they propose to use a form of ASCII code in digital form with positive identification for each coast and ship station. Lorain advises that if the proposed identification is not deemed satisfactory after an evaluation period, then further means of automatic identification agreeable to the FCC will be explored.

(c) Section 81.106(e)(2) requires that each station shall, during its hours of service and when the authorized operator is present at the principal operating location, be capable of discontinuing all emission within 5 seconds after emission is not required or after the necessity arises for emission to cease. In the proposed automated system, the base station will be controlled by the carrier from the mobile unit. The absence of carrier from the mobile within a predetermined time will cause the base station to sign off. The time interval needed is presently estimated to be around 12 seconds, but may have to be revised after some experience is gained which is needed to determine a practical value.

8. As an ancilliary matter, should the system prove out, additional stations will have to be established and additional frequencies provided. It is important, therefore, that we take no action during the prototype stage which could impair the expeditious establishment of a total VHF Great Lakes system. Accordingly, a moratorium on applications for new VHF public coast stations or for additional frequencies to serve the Great Lakes until January 1, 1975, is necessary. Such applications will not be accepted for filing after the release date of this Memorandum Opinion and Order. Applications on file prior to the release data will be retained on file, but action will be held in abeyance until the moratorium is lifted. This moratorium may be shortened or extended by further Commission Order depending on the state of development of the Great Lakes VHF system.

9. In view of the foregoing: *It is ordered*, That pursuant to the provisions of

sections 4(i) and 303(g) of the Communications Act of 1934, as amended, the request for waiver of Lorain Electronics, Inc. and Lake Carriers Association is granted to the extent set forth below and denied in all other respects, until January 1, 1975:

(a) All MF–HF Public Coast and HF Ship stations on the Great Lakes may continue use of DSB operation on a non-interference basis to stations operating in conformity with the rules.

(b) The ship stations listed in Appendix A of this Memorandum Opinion and Order may continue to use existing VHF transmitters which do not conform to the new tolerance and audio low pass filter requirements of §§ 83.131 and 83.137 on a non-interference basis to stations operating in conformity with the rules.

(c) The six Public Coast stations, (Duluth, Minn., WAS; Copper Harbor, Mich., KVY 602; Grand Marais, Mich., KVY 603; Sturgeon Bay, Wisconsin, KVY 604; Port Washington, Wisconsin, WAD; and Lorain, Ohio, WMI), participating in the program are permitted the latitudes set forth in paragraph 7 above.

10. *It is further ordered*, That a moratorium until January 1, 1975, on applications for VHF Public Coast facilities is established in accordance with the limitations set forth in paragraph 8 above.

Adopted: January 9, 1974.

Released: January 15, 1974.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] VINCENT J. MULLINS,
Secretary.

APPENDIX A

VESSELS

B. F. Affiec
Alabama
Harry L. Allen
S/S Alpena
Amoco Indiana
Amoco Wisconsin
Arthur M. Anderson
Armco
Frank Armstrong
Ashland
Arthur K. Atkinson
C. L. Austin
Sewell Avery
J. Burton Ayers
Bethlehem
John J. Boland
Willis B. Boyer
Ernest R. Breech
Eugene J. Buffington
Calcite II
Cason J. Callaway
Ben W. Calvin
Captain Ed
Captain George
Captain Sam
Paul H. Carnahan
Cherokee
Chicago Trader
Chief Wawatam
Philip R. Clarke
D. M. Clemson
Irvin L. Clymer
Thomas F. Cole
Consumers Power

VESSELS—continued

Adam E. Cornelius
George G. Crawford
Cuilene Rhue
Del-Mar II
Frank R. Denton
Derrick #4
Derrick #5
barge Detroit
M/V-tanker Detroit
Detroit Edison
Diamond Alkali
Alva C. Dinkey
William J. Dugan
Dunbar I
Dunbar II
John Dykstra
John R. Emery
M/V Erie
Benjamin F. Fairless
Leon Falk, Jr.
James A. Farrell
A. H. Ferbert
James E. Ferris
William J. Filbert
George R. Fink
Edmund Fitzgerald
Benson Ford
Henry Ford II
J. B. Ford
William Clay Ford
Joseph H. Frantz
Leon Fraser
E. James Fucik
Tom M. Girdler
George D. Goble
R. H. Goode
T. G. Goode
Gotham
E. G. Grace
Green Bay
Handy Andy
Lewis G. Harriman
Joshua A. Hatfield
Hennepin
J. H. Hillman, Jr.
Robert Hobson
W. W. Holloway
Clifford F. Hood
Elton Hoyt 2nd
John Hulst
George M. Humphrey
John T. Hutchinson
dredge Inland
derrick Iroquois
William A. Irvin
Horace Johnson
Johnstown
D. G. Kerr
Kinsman Independent
Kinsman Voyager
John A. Kling
Lakewood
Henry LaLiberte
Thomas W. Lamont
A. T. Lawson
Lehigh
Lime Island
Limerick
Richard V. Lindabury
C. H. McCullough, Jr.
Merle M. McCurdy
William A. McGonagle
Robert S. McNamara
barge Manitowoc
Fred A. Manske
J. L. Mauthe
Medusa Challenger
Middletown
Governor Miller
Thomas E. Millsop
Samuel Mitchell
Ben Moreell
J. P. Morgan, Jr.
Joe S. Morrow
John G. Munson
Niagara
Nicolet

VESSELS—continued

Robert C. Norton
Crispin Oglebay
Ojibway
Irving S. Olds
Paddy Miles
William P. Palmer
Eugene W. Pargny
Thomas F. Patton
Day Peckinpaugh
Peerless
Henry Phipps
Colonel James Pickands
P O B
Barge Presque Isle
Frank Purnell
Peter Reiss
Raymond H. Reiss
Richard J. Reiss
William A. Reiss
Reserve
W. C. Richardson
Barge Roanoke
Percival Roberts, Jr.
Peter Robertson
T. W. Robinson
Henry H. Rogers
Rogers City
J. S. St. John
Sachem
William B. Schiller
J. F. Schoellkopf, Jr.
George M. Steinbrenner
George E. Seedhouse
J. R. Sensibar
Sherman H. Seere
Silver Bay
George A. Sloan
Sidney E. Smith, Jr.
Harris N. Snyder
Spalpeen
Sparrows Point
Robert C. Stanley
Steelton
George M. Steinbrenner
Henry Steinbrenner
Tug Stella B
Walter A. Sterling
Sullivan
Myron C. Taylor
Eugene P. Thomas
Joseph H. Thompson
Paul L. Tietjen
Paul H. Townsend
Richard Trimble
Venture
Viking
Enders M. Voorhees
Ralph H. Watson
Walter E. Watson
Ernest T. Weir
Charles C. West
H. Lee White
W. F. White
Peter A. B. Widener
Homer D. Williams
Thomas Wilson
Barge Windsor
Jack Wirt
Joseph S. Young
August Ziesing
L. C. Turner renamed "OHIO"

[FR Doc.74–1995 Filed 1–23–74;8:45 am]

[1] Commissioners Burch, Chairman; Robert E. Lee, Reid, Wiley and Hooks.

FEDERAL MARITIME COMMISSION

CERTIFICATES OF FINANCIAL RESPONSIBILITY (OIL POLLUTION)

Notice of Certificates Issued

Notice is hereby given that the following vessel owners and/or operators have established evidence of financial responsibility, with respect to the vessels indicated, as required by section 311(p)(1)

of the Federal Water Pollution Control Act, as amended, and accordingly, have been issued Federal Maritime Commission Certificates of Financial Responsibility (Oil Pollution) pursuant to Part 542 of Title 46.

Certificate No.	Owner/Operator and Vessels
01022---	Smedvigs Tankrederi A/S: *Venator.*
01026---	Terkildsen & Olsen A/S: *Badagry, Bonny.*
01103---	Poseidon Schiffahrt Gesellschaft mit Beschrankter Haftung: *Rienzi, Meistersinger, Columbus Capricorn.*
01244---	Mytilus, A.S.: *Galeo.*
01255---	Skjelbreds Rederi A/S: *Nortrans Enterprise.*
01304---	Furness Withy & Company Limited: *Cufic.*
01354---	H. E. Hansen-Tangen: *Benares, Ranella.*
01361---	Transportacion Maritima Mexicana S.A.: *Primero de Junio.*
01379---	J. & C. Harrison Limited: *Harfleur.*
01423---	Charente Steamship Company Limited: *Warrior.*
01574---	Fearnley & Eger: *Fernwood.*
01641---	The Bank Line Limited: *Birchbank.*
01708---	Benedict Shipping Corporation: *Splendid Arrow, Splendid Country.*
01709---	Capoverde Compania Naviera: *Splendid Breeze.*
01893---	Silver Line Limited: *Silverforth, Silvertweed.*
01904---	Waterman Steamship Corporation: *Arthur Middleton, George Walton.*
01935---	Partnership Between Steamship Company Svendborg Ltd Steamship Company of 1912 Ltd: *Gunvor Maersk, Robert Maersk.*
01981---	AB Svenska Orient Linien: *Brageland.*
01988---	Angfartygsaktiebolaget Tirfing: *Ferroland.*
02032---	D. B. Deniz Nakliyati T.A.S.: *Kahraman Maras, Isparta, Urfa.*
02163---	Rederiet "Ocean" A/S, Copenhagen: *Danwood Ice.*
02198---	The Peninsular & Oriental Steam Navigation Co.: *Meynell.*
02250---	Davenport Marine Panama S.A.: *North Atlantic Valour.*
02332---	Lykes Bros. Steamship Co., Inc.: *LY–232.*
02333---	Diamond Shamrock Corporation: *Star 303.*
02344---	Empresa Lineas Maritimas Argentinas S.A.: *Rio Teuco.*
02367---	Canadian Pacific (Bermuda) Ltd.: *D.C. Coleman.*
02472---	Texasgulf, Inc.: *LC–16, LC–17, LC–18, LC–19.*
02602---	Fyffes Group Limited: *Mazanares.*
02713---	T. L. James & Co., Inc.: *TLC–16, TLC–23, TLC–33.*
02982---	The Shipping Corporation of India Limited: *Vishva Asha, Vishva Aditya, Netaji Subask Bose.*
03067---	Vickers Towing Co., Inc.: *Leslie Vickers.*
03139---	Offshore Marine Limited: *Viking Shore.*
03215---	Rederiaktiebolaget Salenia: *Snow Crystal.*
03254---	Turecamo Tankers, Inc.: *Katherine Tilton.*
03256---	Upper Mississippi Towing Corporation: *Gale C.*
03271---	Sea-Land Service, Inc.: *Sea-Land Producer, Sea-Land Consumer, Sea-Land Resource.*
03279---	Delta Steamship Lines, Inc.: *Delta Sud.*
03321---	Marunouchi Kisen K.K.: *Noumea Maru.*
03389---	Shell Tankers B.V.: *Vivipara, Vasum, Vitera, Viana, Zafra, Patro, Capiluna, Capisteria, Capunlonix, Lovellia, Philidora, Philine, Zaria, Philippia, Ondina, Onoba, Diadema, Diloma, Dosina, Dione, Dallia, Daphne, Sepia, Niso, Macoma, Metula, Cinulia, Camitia, Vlieland, Marisa, Crania, Kabylia, Kryptos, Kalydon, Khasiella, Kyliz, Korovina, Kermia, Katelysia, Kara, Kelletia, Kopionella, Kosicia, Koratia, Acila, Acmaea, Arca, Abida, Acteon, Atys.*
03479---	Okada Shosen Kabushiki Kaisha: *Izumi Maru.*
03482---	Ryutsu Kaiun K.K.: *Ryutsu Reefer.*
03692---	Marmac Corporation: *Ace–101, M–609.*
03717---	Warrior & Gulf Navigation Company: *OBL 91 OB.*
03734---	Santa Fe Marine, Inc.: *Santa Fe Mariner 1.*
03744---	Ocean Fisheries: *Southern Pacific.*
03866---	Marinus Smits: *Makiri Smits, Marijke Smits.*
03883---	Ohio Barge Line, Inc.: *OBL 905 B, OBL 905, OBL 910, M–3, J&L 3, J&L 4.*
04032---	Sicula Oceanica S.A.: *Luigi Grimaldi.*
04044---	Koninklijke Java-China-Paketvaart Lijnen N.V.: *Asian Express, Asian Explorer.*
04069---	Omnium Transportation Company: *Omnium Ranger.*
04212---	Nilo Barge Line, Inc.: *Julie Ann.*
04228---	Compagnie Maritime Belge (Lloyd Royal) S.A.: *Breughel, Mineral Alegria.*
04283---	Gulf of Georgia Towing Co., Ltd.: *Standard Service.*
04293---	General Marine Transport Corp.: *Tallmans Island.*
04386---	Maritime Company of the Philippines: *Sarangani, Lingayen, Puerto Princesa.*
04394---	Philippine President Lines, Inc.: *President Quezon, President Osmena, President Magsaysay.*
04511---	Showa Gyogyo Kabushiki Kaisha: *Showamaru No. 23.*
04596---	Pan-Alaska Fisheries, Inc.: *Royal Alaskan.*
04601---	American Tunaboat Association: *Proud Heritage.*
04609---	Standard Dredging Corporation: *New Jersey.*
04674---	Pescanova, S.A.: *Espadarte.*
05098---	Esso Tankers Inc.: *Esso Osaka, Esso Kagashima.*
05149---	The Delta Queen Steamboat Co.: *Delta Queen.*
05208---	Gaelic Tugboat Company: *MCB 1552.*
05234---	Electro-Coal Transfer Corporation: *Electro Fuel #26.*
05273---	Compania Maritima Rio Gulf, S.A.: *Butron.*
05335---	First Lamda Shipping Inc.: *Neta.*
05425---	Georgia Transporters, Inc.: *GT–115, GT–121.*
05437---	The Dow Chemical Company: *SC–1900.*
05537---	Empresa Navegacion Mambisa: *Marble Islands.*
05539---	Westgate Terminals, Inc.: *Carol Virginia.*
05577---	Far-Eastern Shipping Company: *Fedor Shalyapin, Pestovo.*
05579---	Black Sea Shipping Company: *Severodvinsk, Syktyvkar, Mikhail Svetlov, Vasiliy Klochkov, Salvador Allende.*
05754---	A. E. Sorensen: *Nanok S., Svendborg.*
05792---	Korea Wonyang Fisheries Co., Ltd.: *No. 1 Korbee, No. 101 Koram.*
05815---	Compania Argentina de Navegacion de Ultramar S.A.: *Puerto Rocca.*
05854---	Levin Metals Corporation: *DE 441, DE 681.*
06052---	Marukyo Suisan Kabushiki Kaisha: *Nadayoshimaru No. 12.*
06114---	Mr. Masahei Yamamoto: *Seishumaru No. 28.*
06150---	Lineas Asmar S.A.: *Paloma Del Mar.*
06213---	Second Marine Corporation: *MV 283, MV 284.*
06338---	Runciman Steamship Company: *Exmoor.*
06818---	Globus-Reederei G.m.b.h., Hamburg: *S.A. Kaapland, S.A. Walvis Bay, S.A. Krugerland, S.A. Kuneneland.*
06836---	Societe Francaise d'Armement de Navires Transporteurs de Gaz: *Providence Multina.*
06885---	Wewa Line A/S: *Kis Bewa, Wivi Bewa, Sally Bewa.*
06910---	Tai An Steamship Company, Limited: *Hsing An.*
06938---	Protransco, Inc.: *ETT 104, ETT 113.*
07019---	Allied Shipping International Corporation: *Alliance.*
07290---	Hollywood Terminals, Inc.: *Hollywood 2050, Ellis 554, LB–19, Tide Mar 20, HT No. 10.*
07449---	Hamburger Dom Shipping Comp., Inc. Monrovia: *Cape Ray.*
07527---	Korea Line Corporation: *Iris.*
07624---	Josef Roth Reederei, Hamburg: *Charlotte Kogel, Elisabeth Roth.*
07845---	Overseas Shipping Pte Limited: *Singapore Fortune.*
07861---	Express Marine, Inc.: *Lewis No. 9.*
07929---	Capo Falcone Soc. di Nav. S.P.A.: *Falcone.*
08084---	Marenave Transport Corp., Monrovia: *Arcadia Berlin.*
08087---	Ferruzzi S.P.A.: *Ivanfrancesco F.*
08144---	Marianthi Compania Naviera S.A.: *Marianthi K.*
08233---	Imbros Shipping Co., Ltd.: *Imbros.*
08234---	Burmah Oil Tankers Ltd.: *Burmah Coral, Burmah Onyx.*
08320---	Canadian Offshore Marine Limited: *Scotian Shore.*
08328---	Corporacion Venezolana del Petroleo: *Independencia II.*
08390---	The Interlake Steamship Company: *John Sherwin, Charles M. Beeghly, Herbert C. Jackson, Elton Hoyt II, J. L. Mauthe, Harry Coulby, E. G. Grace, Frank Armstrong, Charles M. Schwab, Robert Hobson, Samuel Mather, Col. James Pickands, Walter E. Watson.*
08391---	Coral Voyager, Ltd.: *Coral Voyager.*
08404---	Rederiet for T/T "Sea Swift"; *Sea Swift.*
08427---	Naviera Joaquin Davila & Co., S.A.: *Barrosa.*
08464---	Transreeder Schiffahrtsges. Mbh. & Co.: *Ocean Trader, Bomin.*
08489---	Valia Oceanica Armadora S.A.: *Lord Byron.*
08490---	Fraternidad Maritime Co., Ltd.: *Nigeria.*

Certificate No.	Owner/Operator and Vessels
08491---	Aries Navigation Corp., Panama: *Tropis.*
08492---	Berry Bros. General Contractors, Inc.: *Capt. Al, Capt. Everett, Capt. Johnny.*
08493---	International Marine container Corporation: *Sunflower.*
08494---	Pisces Navigation Corporation, Monrovia: *Tekton.*
08495---	Nautic Star Shipping Co. S.A.: *Porto.*
08496---	Gies Shipping Co., S.A. of Panama: *Maria.*
08498---	Kareas Shipping Co., S.A. of Panama: *Aghios Nikolaos.*
08499---	Central Soya Company, Inc.: *CC 207, CC 209.*
08504---	Blossom Compania Naviera S.A.: *Aegis Stoic.*
08517---	Arcamare Shipping Enterprises, S.A.: *Arcamare.*
08521---	Compania Platamon de Navegacion S.A.: *Evangelia.*
08522---	Colmar Maritime Ltd.: *Lucky Era.*
08526---	Sulina Compania Naviera Corporation: *Confidence.*
08529---	Partrederiet Nopal Sand: *Nopal Sea.*
08532---	Ilmari Tuuli: *Merita.*
08533---	Capital Marine Supply, Inc.: *Iowa.*
08535---	Thassian Shipping Corporation: *Panaghia.*
08537---	Arcanave Shipping Corporation: *Karina.*
08538---	Arcamare Shipping Corporation: *Arcasea.*
08543---	Aegean Shipping Corporation: *Regina.*
08551---	Adelante Compania Naviera S.A.: *Maritime Justice.*
08557---	P.M. International Inc.: *Adina.*
08560---	Serena Shipping Company: *Serena.*
08561---	Martimaris Segundo Maritime Corporation: *Elocean.*
08566---	Aegaleo Shipping Company S.A.: *Arion.*
08570---	Pesquerias Paulino Freire S.A.: *Puente Pedrina.*
08580---	Astro Radiante Armadora S.A.: *Aristaios.*
08581---	Congeladores del Atlantico Sur, S.A.: *Ila.*
08582---	Efotini Compania Naviera S.A.: *Fotini D.E.*
08583---	Two Rivers Finance Corporation: *Splendid Diamond.*
08584---	The Mogul Line Limited: *Lok Prabha.*
08585---	Interessentskapet A/S Falkefjell & Co.: *Falkefjell.*
08586---	Tabard Shipping Company: *Southern Sunlight.*
08587---	Dryad Shipping Company: *Southern Merchant.*
08588---	Sterna Shipping Co., Limited: *Stephanos Vergottis.*
08589---	P/R Anne Sobye: *Anne Sobye.*
08590---	Dongmyung Won Yang Fisheries Co., Ltd.: *Dong Myung No. 77.*
08591---	Golden Notly Steamship Inc.: *Golden Kimisis.*
08592---	The Thornhope Shipping Co., Ltd.: *Sir John Hunter.*
08593---	Karies Shipping S.A.: *Rescator.*
08594---	Cia de Navegacion Omsil S.A. of Panama: *World Merit.*
08595---	Seneca Shipping Corporation Inc.: *Star Nestor.*
08596---	Tolmi Navigation Ltd.: *Tolmi.*
08597---	Northhampton Navigation Corporation: *Elmani.*
08598---	Armatrice Santa Chiara S.P.A.: *San Giusto.*
08600---	Pearlstone Shipping Corporation, Monrovia: *Pearlstone.*
08601---	Super Lines Inc., S.A.: *Super.*
08603---	Suffolk Navigation Co., Inc.: *Ocean Princess.*
08604---	Redhill Shipping Co., Ltd.: *Pacific Century.*
08605---	Townsend Car Ferries Limited: *Varanangfell.*
08606---	Virginia Chemicals Inc.: *Chipper.*
08607---	Atlantiki Geniki Metaforiki E.P.E.: *Aghios Georgios.*
08609---	Koraes Shipping Co., Inc.: *Koraes.*
08610---	Transam S.A.: *Christopher.*
08612---	Northport Navigation Corporation, Panama: *Elafina.*
08614---	Kalma Marine Enterprises S.A., Panama: *Kiki Yemelos.*
08615---	Dong Sue Shipping Co., Ltd.: *Dong Won.*
08616---	Jesus Vaqueiro Gandon: *Area Cova.*
08617---	Fairmont Enterprises Limited: *Stella Prima, Faireast.*
08618---	Medmaris Corporation of Panama: *Ellinida.*
08621---	White Star Shipping Company: *Hopewell.*
08622---	Impluvio Compania Naviera, S.A.: *Sophie B.*
08623---	Westhampton Shipping Company Limited: *Westar.*
08626---	Standard Tank Cleaning Corporation: *Pat Kip.*
08627---	Terminales Maracibo, C.A.: *Teaque Bay, Turquoise Bay.*
08628---	Lindinger Hyacinth K/S: *Lindinger Hyacinth.*
08630---	Luckenbach Steamship Company, Inc.: *Mission Buenaventura.*
08632---	Vernicos Segundo Corporation S.A.: *Kriti Land.*
08633---	Margate Shipping Company: *Coronado.*
08636---	Armadores Regina Magna S.A.: *Regina Magna.*
08639---	Interocean Transport Corporation, Panama: *Maritime Winner.*
08640---	Partrederiet for M/T Sonja: *Sonja.*
08461---	Luxuriant Shipping S.A.: *Luxuriant.*
08642---	Shinwa Steamship Co. (HK), Ltd.: *Golden Ray.*
08643---	Cape Navigation S.A.: *Cape Erimo.*

By the Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.74-2026 Filed 1-23-74;8:45 am]

CERTIFICATES OF FINANCIAL RESPONSIBILITY (OIL POLLUTION)

Notice of Certificates Revoked

Notice of voluntary revocation is hereby given with respect to Certificates of Financial Responsibility (Oil Pollution) which had been issued by the Federal Maritime Commission, covering the below-indicated vessels, pursuant to Part 542 of Title 46 and section 311 (p) (1) of the Federal Water Pollution Control Act, as amended.

Certificate No.	Owner/Operator and Vessels
01003---	Skibs A/S Excelsior: *Benares.*
01103---	Poseidon Schiffahrt Gesellschaft mit beschrankter Haftung: *Rienzi.*
01105---	Tschudi & Eitzen: *Sibeau.*
01119---	Hvalfangerselskapet "Globus" A/S: *Lancing.*
01153---	Atlas Levante-Linie G.m.b.H.: *Cap Matapan.*
01171---	Compagnia Marittima Bananiera Italiana P.A.: *Mare Arabico, Mare Caribico, Mare Artico.*
01222---	I/S M/S "Frio Carrier" Managing Owner S. L. Paulsen Bergen: *Frio Carrier.*
01223---	I/S M/S "Frio Trader": *Frio Trader.*
01287---	Knohr & Burchard NFL: *Fischbek.*
01304---	Furness Withy & Company Limited: *Newfoundland, Stolt Tudor.*
01357---	Eastern Associated Terminals Company: *EAT 133, EAT 148.*
01359---	The Ohio River Company: *ORT 126, 121E, 122, 124, 111.*
01379---	J & C Harrison Limited: *Har Pagus.*
01429---	Pacific Maritime Services Limited: *Stolt Stuart.*
01544---	Esso Standard Societe Anonyme Francaise: *Esso Alace.*
01707---	O. Ditlev-Simonsen Jr.: *Robert Stove.*
01805---	Suisse Atlantique: *Iguape.*
01845---	Kauffahrtei Seereederei Adolf Wiards & Co.: *Catharina Wiards.*
01846---	Ocean Oil Ventures Inc.: *Golar Patricia.*
01877---	Carbocoke-Societa' di Navigazione S.P.A.: *Ignazio Bibolini.*
01904---	Waterman Steamship Corporation: *Desoto, Hastings.*
01905---	Ben Line Steamers Limited: *Benrinnes.*
01982---	AB Svenska Ostasiatiska Kampaniet: *Kyoto.*
02127---	Societe d'Armement et de Navigation Charles Schiaffino et Cie: *Catherine Schiaffino, Prosper Schiaffino.*
02136---	A/S Anatina: *Arabella.*
02146---	Pittston Marine Corporation: *Allied Chemical II.*
02152---	A. F. Klaveness & Co. A/S: *Solstad.*
02198---	The Peninsular & Oriental Steam Navigation Company: *Nardana, Tremeadow.*
02290---	Compania Maritima del Nervion: *Mar Adriatico.*
02329---	Antartic Gas Inc.: *Pericles.*
02441---	Quebec & Ontario Transportation Co., Ltd. et al.: *Outarde.*
02448---	Rederiaktiebolaget Mordstjernan: *Golden Gate.*
02473---	Irish Shipping Ltd.: *Irish Sycamore, Irish Rowan.*
02558---	American Condor Steamship Corp.: *Moon, Planet.*
02565---	American Foreign Steamship Corporation: *American Robin.*
02572---	Ashburn Shipping Company, Limited: *Ashburn.*
02674---	Pollux Schiffahrtsgesellschaft Schmidt & Co. KG: *Pollux.*
02715---	Allied Towing Corporation: *D70.*
02856---	East Pacific Steamship Co.: *Cambridge Trader.*
02862---	Ocean Shipping & Enterprises, Ltd.: *Ocean Angin.*
02888---	Stolt-Nielsons Rederi A/S: *Stolt Condor.*
02889---	Showa Kaiun K.K.: *Shomei Maru.*
02960---	Taiyo Kaiun Kabushiki Kaisha: *Tatekawa Maru.*
02961---	Kobe Kisen Kabushiki Kaisha: *Goh Shu Maru.*
02962---	Nippon Kisen Kabushiki Kaisha: *Shun-to Maru.*
03070---	Coastal Towing Corporation: *NBC 903, NBC 988, Chotin 1658*
03244---	Rederiaktieselskabet Vendila "Soholm": *Aggersborg, Amalienborg, Skandergorg.*

Certificate No.	Owner/Operator and Vessels
03262	Marinero Atlantico Nav. S.A.: *Kavo Aetos.*
03281	Northern Lines, Incorporated: *Dona Hortencia.*
03322	Daiichi Chuo Kisen Kabushiki Kaisha: *Noumea Maru.*
03329	Hudson Waterways Corporation: *Seatrain Ohio, Seatrain San Juan.*
03398	Interessentskapet Norse Mountain: *Norse Mountain.*
03438	Inui Kiseb Kabushiki Kaisha: *Inuisan Maru.*
03451	Kowa Shosen K.K.: *Kogaku Maru.*
03458	Matsuoka Kisen Kabushiki Kaisha: *Hide Maru.*
03474	Nippon Suisan K.K.: *Teshio Maru.*
03476	Nissin Kisen K.K.: *Japan Azalea.*
03479	Okada Shosen Kabushiki Kaisha: *Kyokei Maru.*
03501	Osaka Shosen Mitsui Senpaku K.K.: *Honolulu Maru, Honmoku Maru, Mayasan Maru.*
03503	Shofuku Kisen K.K.: *Hikone Maru.*
03519	Toko Shosen K.K.: *Cascade Maru.*
03736	Bethlehem Steel Corporation: *Bethlake 1, Bethlehem, Yorkmar.*
03771	Neptune Corporation: *Nautica, Nautilus.*
03775	Penn Navigation Company: *Penn Ranger.*
03836	Splosna Plovba: *Bela Krajina.*
03843	Victory Carriers, Inc.: *Mankato Victory.*
03851	Lewis Transportation Corporation: *Liberty No. 1, Lewis No. 9.*
03940	Liberian Integrity Transport Inc.: *World Diana.*
04033	The Oceanic Freighters Corp. Monrovia: *Oceanic First.*
04078	Ina Tankers Corp.: *Rosy.*
04082	Helge Kyvik: *Flower Boy.*
04394	Philippine President Lines, Inc.: *President Roxas.*
04570	Sol Transport, S.A.: *Sol River.*
04596	Pan-Alaska Fisheries, Inc.: *Willow.*
04713	M.S. "Joselin" Tunnecke Schiffahrtsgesellschaft, Bremen: *Joselin.*
04846	Prime Shipping Corporation: *Prime Ocean.*
04863	A/S Ocean Transport: Concordia Fana, *Fana.*
05046	Magnolia Marine Transport Co.: *MM 15, MM 16, MM 17.*
05093	Esso Marine (Belgium) S.A.: *Esso Brussels.*
05245	Blaesbjerg & Co.: *Freezer Scan, Reefer Scan.*
05383	Lineas Pinillos: *Lago Sanabria.*
05416	Galini Shipping Company S.A.: *Gerania.*
05466	Pan-Islamic Steamship Co., Ltd.: *Safina-E-Ahmar.*
05566	Jutland Shipping Corporation: *Elisabeth.*
05593	Interessentskapet Pacific: *Pacific Express.*
05608	Fekete & Company: *Orator, F. Wiborg Fekete.*
05951	Surena Delmar Navegacion S.A. Panama: *Evanthia.*
05955	Vega Tanker Corporation: *Vega I.*
06156	Elmini Load Inc.: *American Mark.*
06207	Elmini Log Inc.: *Mini Log.*
06338	Runciman Steamship Company: *Fernmoor.*
06399	Tokumaru Kaium K.K.: *Daitoku Maru No. 8.*
06449	A/S Dione: *Dinar.*
06494	Great West Towing & Salvage, Ltd.: *Samarinda.*
06616	Twin Shipping Corporation: *Twinone.*
06903	Sun Shipbuilding & Dry Dock Company: *Matsonia.*
06925	Bibby Bulk Carriers Limited: *Derbyshire.*
06927	Victoria Shipping Lines, Inc.: *Dahlia.*
07036	Windsor Carrier Corporation: *Windsor Carrier.*
07079	Aethon Shipping Company Limited: *Aegis Legend.*
07129	Cape Cod Maritime Limited: *Cape Cod.*
07146	Kingdom Navigation S.A. Panama: *British Mariner.*
07368	Lake Charles Towing Co., Inc.: *LCT No. 26, LCT No. 27, LCT No. 31, LCT No. 32, LCT No. 33, LCT No. 41, LCT No. 42, LCT No. 43, LCT No. 44.*
07420	J. Roth Schiffahrtskommanditgeselschaft: *Elisabeth Roth.*
07449	Hamburger Dom Shipping Inc. Monrovia: *Hamburger Dom.*
07623	Hawaiian Tug & Barge Co., Ltd.: *HTB–14.*
07774	Brandts Shipping Liberia Limited of Monrovia: *Ellinida.*
07766	Transworld Shipping & Trading Co., Ltd.: *Trans Ruby.*
07796	Holberg Scheepvaart en Handel MIJ. B. V.: *Holberg.*
07808	Fleet Towing Company, Inc.: *Invader.*
07811	Campbell Industries and San Diego Marine Construction Corporation: *Wiley V A.*
07969	Sequoia Tanker Corporation Limited: *Sinde.*
07971	Tanker Enterprises, Inc.: *Stolt Pasadena.*
07990	Partrederiet Proctor VI: *Pacific Proctor.*
08309	Atlantic Research Limited: *Bangor Bay.*
08346	Utah Towing, Inc.: *Bluebird.*
08493	International Marine Container Corp.: *Sun Flower.*
08634	Vencedora Maritima Mundial S.A. Panama: *Daring.*

By the Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.74–2027 Filed 1–23–74;8:45 am]

[Independent Ocean Freight Forwarder License No. 1479]

CLYDE L. McGUIRE, AND GLOBAL FORWARDING CO.

Order of Rescission

On August 23, 1973, the Federal Maritime Commission received notification that Clyde L. McGuire, d/b/a Global Forwarding Company, 1119 Petroleum Building, Houston, Texas 77002 wished to voluntarily surrender its Independent Ocean Freight Forwarder License No. 1479 for revocation, effective September 1, 1973.

Accordingly, an Order of Revocation was served on Global Forwarding Company on September 11, 1973 revoking Independent Ocean Freight Forwarder License No. 1479.

Clyde L. McGuire, d/b/a Global Forwarding Company has expressed its desire to continue carrying on the business of forwarding and has continued to and meets all requirements contained in section 44, Shipping Act, 1916, and pertinent provisions of other applicable regulations promulgated under the foregoing Act.

Therefore, it is ordered, That the Commission's Order of Revocation, served September 11, 1973 (38 FR 26152) effective September 1, 1973 against Clyde L. McGuire, d/b/a Global Forwarding Company, Licensee No. 1479, is hereby rescinded.

AARON W. REESE,
Managing Director.

[FR Doc.74–2025 Filed 1–23–74;8:45 am]

FEDERAL POWER COMMISSION

[Project No. 1935]

CALIFORNIA

Order Vacating Land Withdrawal

Correction

In FR Doc. 73–27170 appearing at page 35536 in the issue of Friday, December 28, 1973, in the first line under the first paragraph of the land description for "Mount Diablo Meridian, California," the letter "F" should read "R".

FEDERAL RESERVE SYSTEM

ALLIED BANCSHARES, INC.

Order Approving Acquisition of Bank

Allied Bancshares, Inc., Houston, Texas, a bank holding company within the meaning of the Bank Holding Company Act, has applied for the Board's approval under section 3(a)(3) of the Act (12 U.S.C. 1842(a)(3)) to acquire 100 percent of the voting shares, less directors' qualifying shares, of the successor by merger to Clear Creek Bank, Seabrook, Texas ("Bank"). The bank into which Bank is to be merged has no significance except as a means to facilitate acquisition of the voting shares of Bank. Accordingly, the proposed acquisition of the successor organization is treated herein as the proposed acquisition of the shares of Bank.

Notice of the application, affording opportunity for interested persons to submit comments and views, has been given in accordance with section 3(b) of the Act. The time for filing comments and views has expired, and none have been timely received.

Applicant controls three banks with total deposits of $419.5 million, representing 1.21 percent of total deposits in commercial banks in the State of Texas, and Applicant is the eleventh largest multibank holding company in the state.[1] Approval of the proposed acquisition would not produce a significant increase in the concentration of banking resources in the state.

Bank is situated in Seabrook, Texas, within the banking market area approximated by the Houston SMSA. Bank has deposits of $9.6 million, representing a

[1] All deposit figures are as of December 31, 1972, and bank holding company statistics reflect acquisitions and formations approved by the Board of Governors to the date of July 15, 1973.

0.1 percent share of market deposits and a nominal share of statewide deposits. Approval of the proposed transaction would have no adverse effect on competition. Although Applicant currently controls two banking subsidiaries within the Houston market, Bank's service area does not overlap with the service areas of either of Applicant's current subsidiaries in the market. The nearest current subsidiary is located 25 miles from Bank. The distances, involved, Texas' restrictive banking laws, and the large number of competing banking organizations and banks in the intervening areas effectively negate the foreclosure of any existing competition among the subsidiaries and make future development of such competition extremely unlikely. Bank's relatively small size and nature as a suburban retail institution as well as the existence of significant number of independent banks remaining as attractive entry vehicles also prevent significant adverse effects on competition.

The financial and managerial resources and future prospects of Bank and of Applicant and its present subsidiary banks are regarded as satisfactory and consistent with approval. Considerations relating to the convenience and needs of the community to be served lend weight toward approval of the application. Applicant's financial strength and banking expertise will permit Bank to offer expanded services in the forms of larger loans, international marketing, and trust services to its customers. It is the judgment of the Federal Reserve Bank of Dallas that the statutory factors favor approval and that the transaction is in the public interest.

On the basis of the record as summarized above, the Federal Reserve Bank of Dallas approves the application, provided that the transaction shall not be consummated (a) before the thirtieth calendar day following the effective date of this Order or (b) later than three months after the effective date of this Order, unless such period is extended for good cause by the Board or by the Federal Reserve Bank of Dallas pursuant to delegated authority.

By order of the Federal Reserve Bank of Dallas, acting pursuant to delegated authority for the Board of Governors of the Federal Reserve System, effective January 14, 1974.

[SEAL] ROBERT H. BOYKIN,
Secretary.

[FR Doc.74–1969 Filed 1–23–74;8:45 am]

ALLIED BANCSHARES, INC.

Order Approving Acquisition of Bank

Allied Bancshares, Inc., Houston, Texas, a bank holding company within the meaning of the Bank Holding Company Act, has applied for the Board's approval under section 3(a)(3) of the Act (12 U.S.C. 1842(a)(3)) to acquire 100 percent of the voting shares, less directors' qualifying shares, of the successor by merger to Deer Park Bank, Deer Park, Texas ("Bank"). The bank into which Bank is to be merged has no significance except as a means to facilitate acquisition of the voting shares of Bank. Accordingly, the proposed acquisition of the successor organization is treated herein as the proposed acquisition of the shares of Bank.

Notice of the application, affording opportunity for interested persons to submit comments and views, has been given in accordance with section 3(b) of the Act. The time for filing comments and views has expired, and none have been timely received.

Applicant controls three banks with total deposits of $419.5 million, representing 1.21 percent of total deposits in commercial banks in the State of Texas, and Applicant is the eleventh largest multibank holding company in the state.[1] Applicant also has obtained the approval of the Federal Reserve Bank of Dallas, acting pursuant to delegated authority for the Board of Governors, to acquire Clear Creek Bank, Seabrook, Texas. Approval of the present proposed acquisition would not produce a significant increase in the concentration of banking resources in Texas.

Bank is situated in Deer Park, Texas, within the banking market approximated by the Houston SMSA. Bank has deposits of $16.6 million or .2 percent of market deposits and a nominal share of statewide deposits. Approval of the proposed transaction would have no adverse effects on competition. Although Applicant currently controls two banking subsidiaries within the Houston market, and has obtained approval of its application to acquire Clear Creek Bank, Seabrook, Texas, also within the Houston market, Bank's service area does not overlap with the service areas of any of Applicant's current or proposed subsidiaries in the market. The nearest current subsidiary is located 25 miles from Bank, and the Clear Creek Bank is situated in a separate suburban community some 15 miles from Bank. The distances involved, Texas' restrictive banking laws, and the number of competing banking organizations and banks in the intervening areas effectively negate the foreclosure of any existing competition among the subsidiaries and make future development of such competition extremely unlikely. Bank's relatively small size and nature as a suburban retail institution as well as the existence of significant numbers of independent banks remaining as attractive entry vehicles also prevent significant adverse effects on competition.

The financial and managerial resources and future prospects of Bank and of Applicant and its present subsidiary banks are regarded as satisfactory and consistent with approval. Considerations relating to the convenience and needs of the community to be served lend weight toward approval of the application. Applicant's financial strength and banking expertise will permit Bank to offer expanded services in the forms of larger loans, international marketings, and trust services to its customers. It is the judgment of the Federal Reserve Bank of Dallas that the consideration of the statutory factors reflects that the transaction is in the public interest and that the application should be approved.

On the basis of the record as summarized above, the Federal Reserve Bank of Dallas approves the application, provided that the transaction shall not be consummated (a) before the thirtieth calendar day following the effective date of this Order or (b) later than three months after the effective date of this Order, unless such period is extended for good cause by the Board or by the Federal Reserve Bank of Dallas pursuant to delegated authority.

By order of the Federal Reserve Bank of Dallas, acting pursuant to delegated authority for the Board of Governors of the Federal Reserve System, effective January 14, 1974.

[SEAL] ROBERT H. BOYKIN,
Secretary.

[FR Doc.74–1967 Filed 1–23–74;8:45 am]

[1] All deposit figures are as of December 31, 1972, and bank holding company statistics reflect acquisitions and formations approved by the Board of Governors to the date of July 15, 1973.

ALLIED BANCSHARES, INC.

Order Approving Acquisition of Bank

Allied Bancshares, Inc., Houston, Texas, a bank holding company within the meaning of the Bank Holding Company Act, has applied for the Board's approval under section 3(a)(3) of the Act (12 U.S.C.1842(a)(3)) to acquire 100 percent of the voting shares, less directors' qualifying shares, of the successor by merger to The First National Bank of Crockett, Crockett, Texas ("Bank"). The bank into which Bank is to be merged has no significance except as a means to facilitate the acquisition of the voting shares of Bank. Accordingly, the proposed acquisition of the successor organization is treated herein as the proposed acquisition of shares of Bank.

Notice of the application, affording opportunity for interested persons to submit comments and views, has been given in accordance with section 3(b) of the Act. The time for filing comments and views has expired, and none have been timely received.

Applicant controls three banks with deposits of $419.5 million, representing 1.21 percent of total deposits in commercial banks in the State of Texas, and Applicant is the eleventh largest multibank holding company in the state.[1] Approval of the proposed transaction would not produce a significant increase in the concentration of banking resources in the state; it would result in a nominal in-

[1] All deposit figures are as of December 31, 1972, and bank holding company statistics reflect acquisitions and formations approved by the Board of Governors to the date of July 15, 1973.

crease of Applicant's share of statewide deposits from 1.21 percent to 1.26 percent.

Bank is situated in Crockett, Texas, within the banking market approximated by Houston County in East Central Texas. Bank has deposits of $18.4 million, representing a .05 percent share of statewide deposits. Bank, holding 56.9 percent of market area deposits, is the largest of the five banks within the market. Approval of this application would have no adverse effect on competition. The proposed transaction represents Applicant's initial entry into the market, and Applicant's nearest existing subsidiary is located some 72 miles from Bank. The distances involved, Texas' restrictive banking laws, and the number of intervening banks effectively negate the foreclosure of any existing competition and make future development of such competition extremely unlikely. Also, de novo entry into the market is unlikely.

The financial and managerial resources and future prospects of Applicant, its subsidiaries, and Bank are regarded as generally satisfactory and consistent with approval. Considerations related to the convenience and needs of the community to be served lend weight to approval of the application. The relationship between Applicant and Bank will result in greater strength of trust services offered by Bank, the introduction of financially-related data processing to Bank, and an increase in Bank's loan limits. It is the judgment of the Federal Reserve Bank of Dallas that the consideration of the statutory factors reflects that the transaction is in the public interest and that the application should be approved.

On the basis of the record as summarized above, the Federal Reserve Bank of Dallas approves the application, provided that the transaction shall not be consummated (a) before the thirtieth calendar day following the effective date of this Order or (b) later than three months after the effective date of this Order, unless such period is extended for good cause by the Board or by the Federal Reserve Bank of Dallas pursuant to delegated authority.

By order of the Federal Reserve Bank of Dallas, acting pursuant to delegated authority for the Board of Governors of the Federal Reserve System, effective January 14, 1974.

[SEAL] ROBERT H. BOYKIN,
Secretary.

[FR Doc.74-1968 Filed 1-23-74;8:45 am]

BYERS STATE BANKSHARES, INC.

Proposed Acquisition of Life Insurance Activities

Bankshares, Inc., Byers, Colorado, (which has applied pursuant to section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1) to become a bank holding company through acquisition of 80 percent of the voting shares of Byers State Bank, Byers, Colorado), has also applied, pursuant to section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843(c)(8)) and § 225.4(b)(2) of the Board's Regulation Y, for permission to engage in the life insurance sales activities presently being conducted by Byers State Bank, Byers, Colorado. Notice of the application was published on November 29, 1973, in Eastern Colorado News, a newspaper circulated in Adams County, Colorado.

Applicant states that it would engage in the activity of the sale of life insurance in Byers, Colorado, a community of less than 5,000 population. Such activities have been specified by the Board in § 225.4(a) of Regulation Y as permissible for bank holding companies, subject to Board approval of individual proposals in accordance with procedures of § 225.4(b).

Interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing on this question should be accompanied by a statement summarizing the evidence the person requesting the hearing proposes to submit or to elicit at the hearing and a statement of the reasons why this matter should not be resolved without a hearing.

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Kansas City.

Any views or requests for hearing should be submitted in writing and received by the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, not later than February 12, 1974.

Board of Governors of the Federal Reserve System, January 16, 1974.

[SEAL] THEODORE E. ALLISON,
Assistant Secretary of the Board.

[FR Doc.74-1965 Filed 1-23-74;8:45 am]

CEGROVE CORP.

Order on Request for Reconsideration and Amended Proposal

Cegrove Corporation, Wayne Township, New Jersey, has requested reconsideration of the Board's Order dated August 31, 1973, in which the Board denied the application of Cegrove Corporation, Wayne Township, New Jersey, for prior approval of the acquisition of 100 percent of the voting shares of The Ramapo Bank, Wayne Township, New Jersey, pursuant to section 3(a)(3) of the Act (12 U.S.C. 1842(a)(3)). (1973 Federal Reserve Bulletin 674.) In the alternative, Cegrove Corporation has requested the Board to consider new financial information submitted with the Request for Reconsideration as a new proposal amending the application previously filed.

Pursuant to § 262.3(g)(5) of the Board's rules, the Board finds that the Request for Reconsideration does not contain "relevant facts that, for good cause shown, were not previously presented to the Board * * *"

It is hereby ordered, That the Request for Reconsideration of the Board's Order dated August 31, 1973, is denied.

The Board does accept the alternative proposal and will treat the new financial information submitted by Applicant as an amendment to the application previously filed. In order to facilitate Board consideration of the amended proposal, comments and views regarding the amended proposal may be filed with the Board not later than February 6, 1974. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551. The application, as amended, may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of New York.

By order of the Board of Governors,[1] effective January 16, 1974.

[SEAL] CHESTER B. FELDBERG,
Secretary of the Board.

[FR Doc.74-1966 Filed 1-23-74;8:45 am]

FIRST NATIONAL HOLDING CO. AND FIRST OKLAHOMA BANCORPORATION, INC.

Order Approving Formation of Bank Holding Company and Merger of Bank Holding Companies

The First National Holding Company, Oklahoma City, Oklahoma, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) of formation of a bank holding company through acquisition of 100 percent of the voting shares (less directors' qualifying shares) of The First National Bank and Trust Company of Oklahoma City, Oklahoma City, Oklahoma ("Bank").

At the same time, First Oklahoma Bancorporation, Inc., Oklahoma City, Oklahoma, has applied for the Board's approval under section 3(a)(5) of the Act (12 U.S.C. 1842(a)(5)) to merge with The First National Holding Company and thereby acquire all of the shares of Bank.

Notice of receipt of the applications, affording an opportunity for interested persons to submit comments and views, has been given in accordance with section 3(b) of the Act. The time for filing comments and views has expired. The Board has considered the applications and all comments received in the light of the factors set forth in section 3(c) of the Act (12 U.S.C. 1842(c)), and finds that:

The First National Holding Company, a newly-formed corporation with no op-

[1] Voting for this action: Vice Chairman Mitchell and Governors Brimmer, Sheehan, Bucher, and Holland. Absent and not voting: Chairman Burns and Governor Daane.

erating history, was formed for the express purpose of acquiring all of the shares of Bank. At the present time, 94.79 percent of the outstanding shares of Bank are owned by First Oklahoma Bancorporation, Inc. ("Bancorporation"). The minority interest in Bank is held by its 25 directors, who own .31 percent of said shares, and 207 other shareholders holding 4.9 percent. Bancorporation proposes to acquire the remaining minority shares (less directors' qualifying shares) through a reorganization of Bank and subsequent merger with The First National Holding Company ("Company") under the Oklahoma Business Corporation Act.

Bank is the largest banking organization in the State and the largest in the Oklahoma City banking market, where it holds deposits of $539 million, representing 23.3 percent of total commercial deposits in that market. In its consideration of the instant proposals from a competitive standpoint, the Board noted that Bancorporation's present stock interest of 14.99 percent in the outstanding shares of Founders Bank and Trust Co., also located in Oklahoma City, and presently competing with Bank in that market, might in the future serve as a basis for extending its control over the latter institution. Bancorporation has committed itself, however, to dispose of its entire stock interest in Founders Bank within a reasonable length of time, and the Board's approval of the proposed reorganization of Bank, its acquisition by Company, and subsequent merger with Bancorporation is based on the understanding that said commitment will be honored.

On August 6, 1970, Bank acquired approximately 44 percent of the outstanding shares of Mound City Trust Company, St. Louis, Missouri ("Mound City"), as a result of a foreclosure on a loan. It appears that said shares are presently held in violation of section 3 of the Bank Holding Company Act of 1956, as amended, inasmuch as said shares were not acquired with the prior approval of the Board (which, in any case, would have been precluded by section 3(d) of the Act) and were not sold within two years from the date on which they were acquired. However, it does not appear from the facts of record that Bank willfully violated the Act[1] but only that it was in the process of attempting to salvage its investment on as favorable terms as possible. In any event, Bank entered into a contract for the sale of its shares in Mound City, and the prospective purchaser is preparing an application to the Board for the purchase of said shares. Board approval of the proposals herein is based on the condition that the Mound City shares are sold prior to consummation of the transactions.

Bancorporation is presently engaged in a number of nonbanking activities not permissible under section 4 of the Act. To ensure that the holding company resulting from the merger of Company with Bancorporation will be in compliance with the Act, Bancorporation proposes to form a new company to be known as First Oklahoma Diversified, Inc. ("Diversified"). Thereafter, Bancorporation proposes to exchange shares it holds in the following companies for shares of Diversified: (a) First Life Assurance Company, (b) Southwest Property Management Corporation, (c) First Oklahoma Realty Investment Corporation, (d) American First Title & Trust Company, including its wholly-owned subsidiary, Capital Corporation, (e) the stock of L & R Enterprises, Inc., and Peerless International presently held by First Oklahoma Investments Corporation, and (f) Applicant's 24 percent ownership of Underwriters Life Insurance Company. In addition, an option to acquire up to 20 percent of the voting stock of Oceanography International Corporation and the beneficial ownership of First Oklahoma Business Trust, which previously owned First Oklahoma Insurance Agency, will be transferred to Diversified. Bancorporation has previously sold its interest in Northwest Building Corporation and agreed to include First Oklahoma Financial Services, Inc. (doing business as First Forms Company), in the exchange for the Diversified stock. Subsequent to the exchange of shares with Diversified, Bancorporation will spin off all shares of Diversified to its common shareholders.

Following the distribution of Diversified's shares to shareholders of Bancorporation, an inter-company debt approximating $15 million will be owed by Diversified to Bancorporation. Although it is anticipated that portions of this indebtedness will be repaid upon the sale of certain Diversified properties, the existence of the debt gives rise to a presumption under section 2(g)(3) of the Act that Bancorporation will continue to control Diversified. Therefore, the Board's approval of the proposals herein is granted on the condition that the inter-company debt between Diversified and Bancorporation be eliminated at the earliest practicable time, but in no event later than two years from consummation of the proposed transactions. The Board's approval of the proposed transactions is granted on the further condition that there will be no common interlocks of either officers, directors or employees between Bancorporation and Diversified at any time.

Considerations relating to the financial and managerial resources and prospects of Bancorporation depend primarily upon those of Bank, which appear to be generally satisfactory and consistent with approval of the applications. Considerations relating to the convenience and needs of the communities to be served are also consistent with approval of the transactions. It is the Board's judgment that the proposed transactions would be in the public interest and that the applications should be approved.

On the basis of the record, the applications are approved, subject to the conditions noted above. The transactions shall not be made (a) before the thirtieth calendar day following the effective date of this Order or (b) later than three months after the effective date of this Order unless such period is extended for good cause by the Board or by the Federal Reserve Bank of Kansas City, pursuant to delegated authority.

By order of the Board of Governors,[2] effective January 18, 1974.

[SEAL] CHESTER B. FELDBERG,
Secretary of the Board.

[FR Doc.74-1942 Filed 1-23-74;8:45 am]

GENERAL FINANCIAL SYSTEMS, INC.

Acquisition of Bank

General Financial Systems, Inc., Riviera Beach, Florida, has applied for the Board's approval under section 3(a)(3) of the Bank Holding Company Act (12 U.S.C. 1842(a)(3)) to acquire 55 percent of the voting shares of Jupiter, Florida, a proposed new bank. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of Atlanta. Any person wishing to comment on the application should submit his views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than February 13, 1974.

Board of Governors of the Federal Reserve System, January 17, 1974.

[SEAL] THEODORE E. ALLISON,
Assistant Secretary of the Board.

[FR Doc.74-1970 Filed 1-23-74;8:45 am]

LANDMARK BANKING CORP. OF FLORIDA

Proposed Acquisition of Willoughby-Holin, Inc.

Landmark Banking Corporation of Florida, Fort Lauderdale, Florida, has applied, pursuant to section 4(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843(c)(8)) and § 225.4(b)(2) of the Board's Regulation Y, for permission to acquire voting shares of Willoughby-Holin, Inc., Fort Lauderdale, Florida. Notice of the application was published on November 28, 1973 in The Miami Herald a newspaper circulated in Miami, Dade County, Florida; on November 28, 1973 in The Palm Beach Post, a newspaper circulated in West Palm Beach, Palm Beach County, Florida; and on November 23, 1973, in the Fort Lauderdale News, a newspaper circulated in Fort Lauderdale, Broward County, Florida.

[1] Bank's shares in Mound City were acquired in the regular course of securing or collecting a debt previously contracted in good faith.

[2] Voting for this action: Vice Chairman Mitchell and Governors Brimmer, Sheehan, Bucher and Holland. Absent and not voting: Chairman Burns and Governor Daane.

Applicant states that the proposed subsidiary would engage in the activities of an investment counselling firm specializing in managing money by providing continuous, impartial advice to individuals, institutional and corporate investors. Such activities have been specified by the Board in § 225.4(a) of Regulation Y as permissible for bank holding companies, subject to Board approval of individual proposals in accordance with the procedures of § 225.4(b).

Interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing proposes to submit or to elicit companied by a statement summarizing the evidence the person requesting the hearing on this question should be at the hearing and a statement of the reasons why this matter should not be resolved without a hearing.

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of Atlanta.

Any views or requests for hearing should be submitted in writing and received by the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, not later than February 12, 1974.

Board of Governors of the Federal Reserve System, January 16, 1974.

[SEAL] THEODORE E. ALLISON,
Assistant Secretary of the Board.

[FR Doc.74-1998 Filed 1-23-74; 8:45 am]

INTERIM COMPLIANCE PANEL (COAL MINE HEALTH AND SAFETY)

BRADY CLINE COAL CO., ET AL.

Notice of Opportunity for Public Hearing

Applications for Initial Permits for Noncompliance with the Electric Face Equipment Standard have been received for items of equipment in the underground coal mines listed below.

(1) ICP Docket No. 4187-000, BRADY CLINE COAL COMPANY, Mine No. 2, Mine ID No. 46 01460 0, Summersville, West Virginia.

(2) ICP Docket No. 4189-000, DEEP HOLLOW COAL COMPANY, Mine No. 1, Mine ID No. 40 00235 0, Briceville, Tennesseee.

(3) ICP Docket No. 4190-000, DAN GIBSON COAL COMPANY, Mine No. 1, Mine ID No. 15 00825 0, Pine Top, Kentucky.

(4) ICP Docket No. 4191-000, TRIPPLE G COAL COMPANY, Mine No. 1, Mine ID No. 15 03789 0, Argo, Kentucky.

(5) ICP Docket No. 4192-000, FALCON COAL COMPANY, INC., Mine No. 2, Mine ID No. 15 02775 0, Hazard, Kentucky.

(6) ICP Docket No. 4193-000, PECCO COAL COMPANY, INC., Mine No. 4, Mine ID No. 15 04236 0, Belfry, Kentucky.

(7) ICP Docket No. 4194-000, DILSTON MINING CORPORATION, Mine No. 1, Mine ID No. 44 02221 0, Grundy, Virginia.

(8) ICP Docket No. 4195-000, DILSTON MINING CORPORATION, Mine No. 3, Mine ID No. 44 01549 0, Grundy, Virginia.

(9) ICP Docket No. 4197-000, HOBBS BROTHERS COAL COMPANY, INC., Mine No. 7, Mine ID No. 44 02705 0, Whitewood, Virginia.

(10) ICP Docket No. 4198-000, ALFRED WHITED COAL COMPANY, INC., Mine No. 1, Mine ID No. 44 00239 0, Pilgrim Knob, Virginia.

In accordance with the provisions of section 305(a)(2) (30 U.S.C. 865(a)(2)) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Pub. L. 91-173), notice is hereby given that requests for public hearing as to an application for an initial permit may be filed on or before February 8, 1974. Requests for public hearing must be filed in accordance with 30 CFR Part 505 (35 FR 11296, July 15, 1970), as amended, copies of which may be obtained from the Panel upon request.

A copy of each application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Room 800, 1730 K Street NW., Washington, D.C. 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

JANUARY 21, 1974.

[FR Doc.74-1953 Filed 1-23-74; 8:45 am]

CLAY MINING CO., INC., ET AL.

Notice of Opportunity for Public Hearing

Applications for Initial Permits for Noncompliance with the Electric Face Equipment Standard have been received for items of equipment in the underground coal mines listed below.

(1) ICP Docket No. 4175-000, CLAY MINING COMPANY, INC., Mine No. 1, Mine ID No. 44 02238 0, Oakwood, Virginia.

(2) ICP Docket No. 4176-000, LOIS COAL COMPANY, Mine No. 1, Mine ID No. 44 03482 0, Grundy, Virginia.

(3) ICP Docket No. 4177-000, CONGLETON BROTHERS, INC., Pacemaker No. 6 Mine, Mine ID No. 15 02317 0, Beattyville, Kentucky.

(4) ICP Docket No. 4178-000, BANKS MINING COMPANY, INC., Mine No. 11, Mine ID No. 15 01098 0, Whitesburg, Kentucky.

(5) ICP Docket No. 4179-000, B. P. & W. COAL COMPANY, INC., Mine No. 2L, Mine ID No. 15 02742 0, Phyllis, Kentucky.

(6) ICP Docket No. 4180-000, PALMER COKING COAL COMPANY, INC., Rogers No. 3 Mine, Mine ID No. 45 00325 0, Black Diamond, Washington.

(7) ICP Docket No. 4181-000, B & S COAL COMPANY, INC., Mine No. 19, Mine ID No. 15 02368 0, Vicco, Kentucky.

(8) ICP Docket No. 4182-000, TOP NOTCH COAL COMPANY, INC., Mine No. 2, Mine ID No. 44 01695 0, Coeburn, Virginia.

(9) ICP Docket No. 4184-000, LITTLE ELKHORN COAL COMPANY, Mine No. 2, Mine ID No. 15 03177 0, Printer, Kentucky.

(10) ICP Docket No. 4186-000, GRIFFITH COAL COMPANY, Mine No. 6-C, Mine ID No. 15 03078 0, Feds Creek, Kentucky.

In accordance with the provisions of section 305(a)(2) (30 U.S.C. 865(a)(2)) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Pub. L. 91-173), notice is hereby given that requests for public hearing as to an application for an initial permit may be filed on or before February 8, 1974. Requests for public hearing must be filed in accordance with 30 CFR Part 505 (35 FR 11296, July 15, 1970), as amended, copies of which may be obtained from the Panel upon request.

A copy of each application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Room 800, 1730 K Street, NW, Washington, D.C. 20006.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

JANUARY 21, 1974.

[FR Doc.74-1952 Filed 1-23-74; 8:45 am]

HATTIE JARRELL COAL CO. ET AL.

Notice of Opportunity for Public Hearing

Applications for Initial Permits for Noncompliance with the Electric Face Equipment Standard have been received for items of equipment in the underground coal mines listed below.

(1) ICP Docket No. 4162-000, HATTIE JARRELL COAL COMPANY, Mine No. BX-54, Mine ID No. 15 03199 0, Lancer, Kentucky.

(2) ICP Docket No. 4163-000, WHITE DEER COAL COMPANY, Mine No. G-3, Mine ID No. 15 00460 0, Hite, Kentucky.

(3) ICP Docket No. 4164-000, WHITE DEER COAL COMPANY, Mine No. G-7, Mine ID No. 15 02211 0, Hite, Kentucky.

(4) ICP Docket No. 4165-000, ARKANSAS COALS, INC., Mine No. G-16, Mine ID No. 15 02215 0, Martin, Kentucky.

(5) ICP Docket No. 4166-000, DUNKARD MINING COMPANY, Dunkard Mine, Mine ID No. 36 01301 0, Dilliner, Pennsylvania.

(6) ICP Docket No. 4167-000, RELIABLE COAL CORPORATION, Kanes Creek Mine, Mine ID No. 46 01822 0, Kingwood, West Virginia.

(7) ICP Docket No. 4168-000, T & J COAL CORPORATION, Sewell No. 3 Mine, Mine ID No. 46 03915 0, Glady, West Virginia.

(8) ICP Docket No. 4169-000, HUGULEY & SON COAL COMPANY, INC., F & W Mine, Mine ID No. 01 00367 0, Winfield, Alabama.

(9) ICP Docket No. 4170-000, GRAY AND HELTON COAL COMPANY, Mine No. 2, Mine ID No. 15 02546 0, Barbourville, Kentucky.

(10) ICP Docket No. 4171-000, H & W COAL COMPANY, H & W Mine No. 2, Mine ID No. 40 00232 0, Devonia, Tennessee.

(11) ICP Docket No. 4173-000, INDIAN CREEK COAL COMPANY, Mine No. 1, Mine ID No. 44 02240 0, Grundy, Virginia.

(12) ICP Docket No. 4174-000, CLINTEAGLE MINING COMPANY, INC., Mine No. 1, Mine ID No. 44 03476 0, Grundy, Virginia.

In accordance with the provisions of section 305(a)(2) (30 U.S.C. 865(a)(2)) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Pub. L. 91–173), notice is hereby given that requests for public hearing as to an application for an initial permit may be filed on or before February 8, 1974. Requests for public hearing must be filed in accordance with 30 CFR Part 505 (35 FR 11296, July 15, 1970), as amended, copies of which may be obtained from the Panel upon request.

A copy of each application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Room 800, 1730 K Street, NW., Washington, D.C. 20006.

Dated: January 21, 1974.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

[FR Doc.74–1954 Filed 1–23–74;8:45 am]

TWIN PINES COAL, ET AL.

Notice of Opportunity for Public Hearing

Applications for Initial Permits for Noncompliance with the Electric Face Equipment Standard have been received for items of equipment in the underground coal mines listed below.

(1) ICP Docket No. 4150–000, TWIN PINES COAL, Twin Pines Mine, Mine ID No. 05 00252 0, Canon City, Colorado.
(2) ICP Docket No. 4152–000, THE POWELLTON COMPANY, Jane Ann No. 15–A Mine, Mine ID No. 46 01388 0, Mallory, West Virginia.
(3) ICP Docket No. 4153–000, THE POWELLTON COMPANY, Jane Ann No. 7–B Mine, Mine ID No. 46 01393 0, Mallory, West Virginia.
(4) ICP Docket No. 4154–000 THE POWELLTON COMPANY, Jane Ann No. 11 Mine, Mine ID No. 46 01389 0, Mallory, West Virginia.
(5) ICP Docket No. 4156–000, WEBB BROTHERS COAL COMPANY, Mine No. 5C, Mine ID No. 15 02406 0, Lick Creek, Kentucky.
(6) ICP Docket No. 4157–000, STOKER MINING COMPANY, Mine No. C–66, Mine ID No. 15 02225 0, Orkney, Kentucky.
(7) ICP Docket No. 4158–000, WHITE DEER COAL COMPANY, Mine No. G–2, Mine ID No. 15 00450 0, Hite, Kentucky.
(8) ICP Docket No. 4159–000, SUGAR LOAF COAL COMPANY, Mine No. BX–51, Mine ID No. 15 00388 0, Lancer, Kentucky.
(9) ICP Docket No. 4160–000, WHITE DEER COAL COMPANY, Mine No. G–6, Mine ID No. 15 02210 0, Hite, Kentucky.
(10) ICP Docket No. 4161–000, SPECIAL ELKHORN COAL COMPANY, Mine No. L–51, Mine ID No. 15 02204 0, Eastern, Kentucky.

In accordance with the provisions of section 305(a)(2) (30 U.S.C. 865(a)(2)) of the Federal Coal Mine Health and Safety Act of 1969 (83 Stat. 742, et seq., Pub. L. 91–173), notice is hereby given that requests for public hearing as to an application for an initial permit may be filed on or before February 8, 1974. Requests for public hearing must be filed in accordance with 30 CFR Part 505 (35 FR 11296, July 15, 1970), as amended, copies of which may be obtained from the Panel upon request.

A copy of each application is available for inspection and requests for public hearing may be filed in the office of the Correspondence Control Officer, Interim Compliance Panel, Room 800, 1730 K Street, NW., Washington, D.C. 20006.

Dated: January 21, 1974.

GEORGE A. HORNBECK,
Chairman,
Interim Compliance Panel.

[FR Doc.74–1955 Filed 1–23–74;8:45 am]

NATIONAL CREDIT UNION ADMINISTRATION

NATIONAL CREDIT UNION BOARD

Notice of Meeting and Agenda

Pursuant to the provisions of the Federal Advisory Committee Act, Pub. L. 92–463, 86 Stat. 770, notice is hereby given that the National Credit Union Board will hold its quarterly meeting on March 5, 6, and 7, 1974. The meeting on March 5, 1974, will be held at the Department of Transportation Headquarters Building (NASSIF Bldg.), 400 7th Street, SW., Room 2230, Washington, D.C.; the meetings on March 6 and 7, 1974, will be held at the offices of the National Credit Union Administration, 2025 M Street, NW., Room 4106, Washington, D.C. 20456. The March 5 meeting will commence at 9:30 a.m.; the March 6 and 7 meetings will commence at 9:00 a.m.

The meeting to be held on March 5, 1974, will include topics of particular interest to trade associations, leagues, and other credit union organizations, such as the Financial Institutions Act of 1973, H.R. 19/S. 401, and H.R. 7/S. 412. The agenda for the meetings on March 6 and 7, 1974, will consist of an update briefing regarding the activities of the several offices of the National Credit Union Administration, a briefing on the progress of the Administration's library project, a briefing on share insurance activities, a briefing on two-year insured Federal credit unions, and other aspects of the Administration. Matters for discussion will include legislative activities.

This meeting of the National Credit Union Board will be open to the public. Members of the public may file written statements with the Board either before or after the meeting. To the extent that time permits, interested persons may be permitted to present oral statements to the Board only on items listed in the aforementioned agenda. Requests to present such oral statements must be approved in advance by the Chairman of the Board. Such requests should be directed to the Chairman, National Credit Union Board, National Credit Union Administration, Washington, D.C. 20456.

HERMAN NICKERSON, Jr.,
Administrator.

JANUARY 17, 1974.

[FR Doc.74–2016 Filed 1–23–74;8:45 am]

NATIONAL SCIENCE FOUNDATION

ADVISORY PANEL FOR NEUROBIOLOGY

Notice of Meeting

Pursuant to the Federal Advisory Committee Act (Pub. L. 92–463), notice is hereby given of a meeting of the Advisory Panel for Neurobiology to be held at 9 a.m. on February 18 and 19, 1974, in Room 338 at 1800 G Street, NW, Washington, D.C. 20550.

The purpose of this Panel is to provide advice and recommendations as part of the review and evaluation process for specific proposals and projects. The agenda will be devoted to the review and evaluation of research proposals.

This meeting is concerned with matters which are within the exemptions of 5 U.S.C. 552 (b) and will not be open to the public in accordance with the determination by the Director of the National Science Foundation dated December 17, 1973, pursuant to the provisions of section 10 (d) of Pub. L. 92–463.

For further information concerning this Panel, contact Dr. James H. Brown, Program Director, Neurobiology Program, Room 333, 1800 G Street, NW, Washington, D.C. 20550.

ELDON D. TAYLOR,
Acting Assistant Director
for Administration.

JANUARY 15, 1974.

[FR Doc.74–2000 Filed 1–23–74;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[Release No. 34–10597; File No. 4–160]

DISCRIMINATION RULEMAKING PETITION

Commission Announces Conclusions

The Securities and Exchange Commission today made public its conclusions with regard to the petition submitted by the Office of Communication and Task Force on Women in Church and Society of the United Church of Christ, the Task Force on Women of the United Presbyterian Church, U.S.A., and the National Organization for Women. The petition asked that the Commission promulgate rules requiring national securities exchanges, national securities associations and registered broker dealers to demonstrate affirmatively that they have not discriminated in their employment practices. In a letter to counsel for those requesting these rules changes, the Commission explained why it had decided not to promulgate the rules requested. The text of that letter follows:

EARLE K. MOORE, ESQ.,
Moore, Berson & Bernstein,
660 Madison Avenue,
New York, N.Y.

DEAR MR. MOORE: On September 28, 1972, your clients, the Office of Communication and Task Force on Women in Church and Society of the United Church of Christ, the Task Force on Women of the United Presbyterian Church, U.S.A., and the National Organization for Women, filed a petition requesting that the Commission adopt rules which, among other things, would require

national securities exchanges, national securities associations and registered broker dealers to demonstrate affirmatively that they have not discriminated against women and minority groups in their employment practices. As you are aware, the Commission invited public comment on the rules proposed by your clients,[1] and similarly sought and obtained the views of various governmental agencies, including the Department of Justice and the Equal Employment Opportunity Commission. These comments have been carefully considered together with the petition and other views expressed by your clients. For the following reasons, the Commission has concluded not to adopt the rules your clients have suggested.

Although, consistent with the language and objectives of the federal securities laws, the Commission may act to assure that regulated entities do not follow practices (including employment practices) that may prove inimical to the investing public or may prove deleterious to other elements of the Commission's concern, that fact does not demonstrate that the Commission should take the specific action that your clients have proposed. Under present circumstances, the Commission is not persuaded, either by your clients' requests, or by the comments received thereon, that the adoption of the rules proposed would be appropriate

The employment statistics provided to the Commission by your clients may evidence a pattern of discrimination in our society, and do not appear inconsistent with the view that the apparently heavy concerntration of minorities and women in blue-collar and clerical positions in the securities industry could be a result of past employment discrimination within the industry itself.[2] But they do not, of course, present a definitive picture concerning the current employment practices of the industry—whether meaningful steps have been and are being taken to assure that current and future applicants for employment and promotion are fairly judged on their merits and not on the basis of sexual, racial, ethnic or other irrelevant considerations—and what the impact of such practices might be on investors and our capital markets.

If we were to accept the view that some action by the Commission might be appropriate, there would remain the question of what action the Commission should take. In this context, it is important to note that existing federal laws[3] already guarantee equal employment opportunities to all persons regardless of race, religion, color, sex or national origin, and an Equal Employment Opportunity Commission ("EEOC") has been established to administer those provisions. They are enforceable against all businesses engaged in interstate commerce with 15 or more employees. Thus, the securities exchanges, the NASD and firms that employ the overwhelming majority of persons employed by the brokerage industry are covered by these laws. While the jurisdiction of the EEOC in the area of employment discrimination is not exclusive and that agency has advised the Commission that it welcomes participation by other federal agencies, we are not persuaded, in light of the information currently at our disposal, that any rule we might adopt should require more than adherence to the antidiscrimination strictures already inherent in federal law. But such rules, if we were to adopt them, would at best be duplicative of existing law. For these reasons, the Commission would prefer a clearer demonstration that voluntary action within the securities industry, as well as effective enforcement of existing law by duly authorized agencies, will not prove adequate to meet the ills your clients perceive, before the Commission considers further what, if any, action should be taken or diverts its limited resources from other tasks.

Nevertheless, although the Commission does not believe it presently is appropriate for it to adopt rules of the type proposed by your clients, it recognizes that elimination of national concern. The Civil Rights Act of 1964 and the Equal Employment Opportunity Act of 1972 reflect that concern and are applicable to virtually all elements of the securities industry. The Commission's own Equal Employment Opportunity affirmative action plan includes provisions by which the Commission is undertaking, with the principal self-regulatory organizations, a joint campaign to recruit women and minority group members into professional level securities industry positions. And the Commission intends to initiate closer cooperation with the Equal Employment Opportunity Commission to gain the advantage of its insights and its sources of information.

Although the Commission has not adopted the rules proposed, it firmly believes that all persons and firms in the securities industry should take appropriate action to assure that federal antidiscrimination statutes are obeyed and that discriminatory employment practices are eliminated. And we have today asked the securities industry self-regulatory organizations to keep us informed concerning the progress they and their member firms make in furtherance of this important national goal.

For the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

JANUARY 14, 1974.

[FR Doc.74-1960 Filed 1-23-74;8:45 am]

[1] Securities Exchange Act Release No. 9908 (December 14, 1972). This comment period, after one extension (Securities Exchange Act Release No. 9964 (January 24, 1973)), expired on March 13, 1973.

[2] The type of showing made by your clients might be held sufficient as a prima facie showing of employment discrimination if, unlike the situation before us, a court or agency were adjudicating a question of employment discrimination. Such a showing might be refuted by an adversary party in such a context. Cf., e.g., National Labor Relations Board v. Mansion House Center Management Corp., 473 F. 2d 471 (C.A. 8, 1973). The present rulemaking context presents a different situation.

[3] See Title VII of the Civil Rights Act of 1964, 43 U.S.C. 2000(e) et. seq., and amendments thereto; Equal Employment Opportunity Act of 1972, Pub. L. 92-261 (March 24, 1972).

[File No. 1-5751]

ADDRESSOGRAPH-MULTIGRAPH INTERNATIONAL CORP.

Notice of Application and Opportunity for Hearing

JANUARY 9, 1974.

Notice is hereby given that Addressograph-Multigraph International Corporation (the "Applicant") has filed an application pursuant to section 12(h) of the Securities Exchange Act of 1934, as amended (the "Exchange Act"), for an order exempting the Company from the reporting provisions of section 13(a) of the Exchange Act.

Section 12(g) of the Exchange Act requires the registration of the equity securities of every issuer which is engaged in a business affecting interstate commerce, or whose securities are traded by use of the mails or any means or instrumentality of interstate commerce, and on the last day of the fiscal year has total assets exceeding $1 million and a class of equity securities held of record initially by 500 or more persons. Registration is terminated 90 days after the issuer files a certification with the Commission that the number of holders of the registered class of securities is fewer than 300 persons.

Section 12(h) of the Exchange Act empowers the Commission to exempt, in whole or in part, any issuer or class of issuers from the registration, periodic reporting and proxy solicitation sections of the Exchange Act, if the Commission finds by reason of the number of public investors, amount of trading interest in the securities, the nature and extent of the activities of the issuer, income or assets of the issuer, or otherwise, that such exemption is not inconsistent with the public interest or the protection of investors.

The application of the Applicant states in part:

The Applicant, a Delaware corporation, and a wholly-owned subsidiary of Addressograph-Multigraph Corporation ("AM"), a Deleware corporation, was organized by AM on April 13, 1968 for the principal purpose of obtaining funds for the capital requirements of the Applicant's international operations in a manner consistent with the Foreign Direct Investment Program of the United States Government. In April 1968 the Applicant issued in the Eurodollar market $15,000,000 principal amount of its 4¾ percent Convertible Guaranteed Debentures due 1988 (the "Debentures"). The Debentures are unconditionally guaranteed as to payment of principal, premium (if any) and interest by AM.

The Debentures are listed on the Luxembourg Stock Exchange and the New York Stock Exchange and are registered under the Exchange Act. No transactions in the Debentures on the New York Stock Exchange have occurred. As a result of the guarantee by AM, the significant and material financial statements should be those of AM rather than those of the Applicant. Since AM is subject to the requirements of the Act, the Applicant's security holders have the benefit of the

disclosure and reporting requirements of the Exchange Act as applied to AM. The Applicant contends in part therefore that the Debenture holders do not require the protection afforded by the Exchange Act.

For a more detailed statement of the information presented, all persons are referred to said application which is on file in the offices of the Commission at 500 North Capitol Street, NW., Washington, D.C.

Notice is further given that any interested person not later than February 4, 1974 may submit to the Commission in writing his views or any substantial fact bearing on this application or the desirability of a hearing thereon. Any such communication or request should be addressed: Secretary, Securities and Exchange Commission, 500 North Capitol Street, NW., Washington, D.C. 20549, and should state briefly the nature of the interest of the person submitting such information or requesting the hearing, the reason for such request, and the issues of fact and law raised by the application which he desires to controvert. At anytime after said date, an order granting application may be issued upon request or upon the Commission's own motion.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-1978 Filed 1-23-74;8:45 am]

[812-3558]

AMERICAN REPUBLIC ASSURANCE CO. ET AL.

Notice of Filing of Application for Order of the Act for Exemption

Notice is hereby given that American Republic Assurance Company ("Assurance Company") and American Republic Assurance Company Separate Account B and American Republic Assurance Company Separate Account C ("Separate Accounts") (hereinafter collectively referred to as "Applicants"), 601 Sixth Avenue, Des Moines, Iowa 50334, have filed an application pursuant to section 6(c) of the Investment Company Act of 1940 ("Act") for an order exempting Applicants from the provisions of section 22 (d) of the Act. All interested persons are referred to the application on file with the Commission for a statement of the representations therein which are summarized below.

Assurance Company is a stock insurance company organized on June 28, 1967 under Chapters 491 and 508 of the Code of Iowa. The Assurance Company established Separate Account B and Separate Account C by duly adopted resolutions on August 21, 1967, and October 24, 1969, respectively. The Separate Accounts are registered under the Act as management open-end diversified investment companies. They were organized for the purpose of providing, in accordance with Chapter 508 of the Code of Iowa and the regulations issued thereunder, segregated accounts for assets set aside for certain variable annuity contracts ("Contracts"). Separate Account B holds assets set aside with respect to group and individual variable annuity contracts initially meeting the requirements of section 403(b) of the Internal Revenue Code ("Code") or issued with respect to plans initially qualifying under section 401 of the Code. Separate Account C holds assets aside with respect to individual variable annuity contracts not necessarily qualifying for special tax treatment under the Code.

American Republic Insurance Company is a mutual life insurance company organized under the Iowa Insurance Code on April 4, 1929. It is the parent and sole owner of the Assurance Company and American Republic Life Insurance Company of New York, a life insurance company organized on September 2, 1971, under the New York Insurance Code.

Section 22(d) of the Act provides, in pertinent part, that no registered investment company shall sell any redeemable security issued by it to any person except at a current offering price described in the prospectus.

Applicants request an exemption from section 22(d) in order to eliminate the sales and administrative charges on the amounts derived from values accumulated under insurance policies and annuity contracts or from death benefits payable under such previously issued insurance policies or contracts issued by the Assurance Company, American Republic Insurance Company, American Republic Life Insurance Company of New York or any other life insurance company affiliated with American Republic Insurance Company when such amounts are used to purchase the Contracts issued by the Separate Accounts.

Applicants represent that the elimination of sales and administrative charges on said amounts payable under the insurance policies and contracts is consistent with the protection of investors since charges have previously been paid on such other policies and contracts. The elimination of such charges would avoid unnecessary duplication of charges, and under these circumstances would not arbitrarily or unfairly discriminate between different categories of investors. Applicants further represent that the elimination of sales charges would be consistent with the policies of the Act and would result in no unfair discrimination among participants.

Section 6(c) authorizes the Commission to exempt any person, security or transaction or any class or classes of persons, securities, or transactions from the provisons of the Act and rules promulgated thereunder if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than February 11, 1974, at 5:30 p.m., submit to the Commission in writing a request for a hearing on this matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the address stated above. Proof of such service (by affidavit, or in case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the Application herein will be issued as of course following said date unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74-1988 Filed 1-23-74;8:45 am]

[811-992]

AVIATION GROWTH INVESTMENTS, INC.

Notice of Proposal To Terminate Registration

Notice is hereby given that the Commission proposes, pursuant to section 8 (f) of the Investment Company Act of 1940 ("Act"), to declare by order upon its own motion that Aviation Growth Investments, Inc., ("Aviation"), 8645 Colesville Road, Silver Spring, Maryland 20910, a small business investment company registered under the Act as a closed-end, non-diversified management investment company, has ceased to be an investment company as defined in the Act.

Aviation was organized as a Maryland corporation on September 9, 1960, and filed a notification of registration on Form N-8A on October 13, 1960, and a registration statement on Form N-5 under the Act on November 9, 1960.

On August 13, 1973, Aviation was dissolved in accordance with the laws of the State of Maryland. In connection with the dissolution, all of the assets of Aviation, a wholly-owned subsidiary of AVEMCO Corporation ("AVEMCO"), were distributed to AVEMCO in complete cancellation of all of its shares of stock. Aviation presently has no assets, no stockholders, and no outstanding shares of stock.

Section 8(f) of the Act provides, in pertinent part, that when the Commis-

sion, on its own motion, finds that a registered investment company has ceased to be an investment company, it shall so declare by order, and, upon the effectiveness of such order, the registration of such company shall cease to be in effect.

Notice is further given, that any interested person may, not later than February 14, 1974, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicant at the address stated above. Proof of such service (by affidavit, or in case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. As provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application will be issued as of course following said date unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who requests a hearing, or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1980 Filed 1–23–74;8:45 am]

[File No. 500–1]

BOTAR CORP.

Notice of Suspension of Trading

JANUARY 17, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Botar Corporation being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, trading in such securties otherwise than on a national securities exchange is suspended, for the period from January 18, 1974 through January 27, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1982 Filed 1–23–74;8:45 am]

[File No. 500–1]

CANADIAN JAVELIN, LTD.

Notice of Suspension of Trading

JANUARY 17, 1974.

The common stock of Canadian Javelin, Ltd. being traded on the American Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Canadian Javelin, Ltd. being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to sections 19(a)(4) and 15(c)(5) of the Securities Exchange Act of 1934, trading in such securities on the above mentioned exchange and otherwise than on a national securities exchange is suspended, for the period from January 18, 1974 through January 27, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1981 Filed 1–23–74;8:45]

[70–5446]

COLUMBIA GAS SYSTEM, INC. AND COLUMBIA GAS DEVELOPMENT CORP.

Notice of Proposed Issuance and Sale of Common Stock by Non-Utility Subsidiary to Parent Holding Company

Notice is hereby given that The Columbia Gas System, Inc. ("Columbia"), a registered holding company, and Columbia Gas Development Corporation ("Development"), 20 Montchanin Road, Wilmington, Delaware 19807, a non-utility subsidiary of Columbia, have field an application-declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6, 7, 9, 10, and 12 of the Act and Rules 45(b)(1) and 50(a)(3) promulgated thereunder as applicable to the proposed transaction. All interested persons are referred to said application-declaration, which is summarized below, for a complete statement of the proposed transaction.

Development is currently participating with other, non-affiliated, companies in acquiring leases from the United States Bureau of Land Management ("Bureau") located off the coasts of Mississippi, Alabama, and Florida. To acquire said leases, which were offered by the Bureau at competitive bidding on December 20, 1973, Development entered into an agreement with the Atlantic Richfield Company and the Gulf Oil Corporation. A similar, but separate, agreement was entered into with Texaco, Inc., Tenneco Oil Company, and Gulf. It is stated that the parties' purpose in entering into these agreements was to share risks and to minimize the investment and expenses related to development of the leases.

Pursuant to each agreement, two or more of the parties thereto submitted successful joint bids; and under both agreements the joint bids covered a total of nine tracts aggregating 51,840 acres, at a total lease bonus cost of $168,722,000. Development is a participant in each of these joint bids; and its agreements provide that in respect of each tract the participants therein share equally in the acquisition cost and have equal interests therein. Developments share of the $168,722,000 aggregate acquisition costs is $55,754,583. Of this, Development has temporarily financed $55 million through cash emergency advances from Columbia and the balance from internal sources.

Development proposes to permanently finance the $55 million with proceeds from the sale of its common stock to Columbia. To that end, Development proposes to issue and sell, and Columbia to purchase, 3,666,667 shares of common stock, par value $15, for $55,000,005. These funds will be applied solely to the discharge of said emergency advance.

It is stated that the present application-declaration is limited solely to Development's above-stated initial cost of lease acquisitions; that Development's future obligations under the agreements for drilling activity on the acquired tracts will be met first by utilization of Development's internal funds; and that any additional financing requirements for that purpose will be included in annual future filings with the Commission concerning the financing needs of Columbia's subsidiary companies.

A statement of the fees and expenses incurred or to be incurred in connection with the proposed transactions will be supplied by amendment. It is stated that no State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than February 12, 1974, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application-declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be addressed personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicants-declarants at the above-stated address, and proof of service (by affidavit or, in case of an attorney-at-law, by certificate) should be filed with the request. At any time after said date, the application-declaration, as filed or as it may be amended, may be granted

and permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20 (a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.74-1987 Filed 1-23-74;8:45 am]

[812-3046]

CONTINENTAL ASSURANCE CO. ET AL.

Notice of Filing of Application of the Act for Exemptions From Provisions

Notice is hereby given that Continental Assurance Company ("Company"), an Illinois stock life insurance company, Continental Assurance Annuity Plan Account ("Account"), a unit investment trust registered under the Investment Company Act of 1940 ("Act"), and the Annuity Fund ("Fund"), 310 South Michigan Avenue, Chicago, Illinois 60604, a diversified open-end management company registered under the Act (collectively "Applicants"), have filed an application pursuant to section 6(c) of the Act for an order exempting Applicants, to the extent noted below, from the provisions of sections 22(d), 26(a), and 27 (c)(2) of the Act. All interested persons are referred to the application, as amended, on file with the Commission for a statement of the representations contained therein, which are summarized below.

Both the Account and the Fund were established in 1970 by resolution of the Company's board of directors and each is a separate account within the meaning of the Illinois Insurance Code. The Company is the depositor of the Account which presently has 125,000 accumulation units outstanding, all of which are owned by the Company. The assets of the Account are all invested in the Fund. The Company created the Fund as an investment medium for the Account, other separate accounts of the Company and unit investment trusts of other life insurance companies which are reinsured by the Company. The Fund does not intend to offer its investment units to the general public. Applicants request exemptions from the following provisions of the Act to the extent stated below.

Section 22(d). Section 22(d) of the Act provides, in pertinent part, that no registered investment company or principal underwriter thereof shall sell any redeemable security to the public except at a current offering price described in the prospectus.

Applicants usual sales charges are graduated as follows: 8.5 percent of each $5,000 of purchase payment; 6.5 percent of each purchase payment in excess of $5,000, but less than $15,000; 3 percent of each purchase payment in excess of $15,000, but less than $100,000; and 2 percent of any purchase payment in excess of $100,000. Applicants request an exemption from section 22(d) to permit a reduced sales charge on the first $15,000 of purchase payment when a variable annuity is purchased pursuant to a settlement option under a life, accident, or health insurance policy of the Company, affiliates of the Company, or on policies in which the Company is the reinsurer. The sales loads would be 3 percent of the first $100,000 of the purchase payment and 2 percent of the excess over $100,000. Applicants state that over all sales expenses will be lower, in dealing with such persons who are already known to the Company by virtue of their contracts with the Company, affiliates of the Company, or reinsurance clients of the Company, than they would be in locating potential purchasers from among the general public. Applicants contend that the requested exemption would allow deductions for sales expenses to more closely approximate the Company's actual expenses.

Applicant also request an exemption from section 22(d) to permit sales charges on variable annuity contracts issued by the Company, other than contracts issued pursuant to settlement options, to be based on the aggregate amount of purchase payments made for such contracts and for fixed annuity contracts offered by the Company. Applicants contend that the same sales expenses are generally involved in selling fixed and variable contracts of similar size.

Applicants further request an exemption from section 22(d) to permit the transfer, with no additional sales charges, of interests accumulated under fixed annuity contracts to a variable annuity contract. A charge of $10, however, will be imposed on such a transfer. Applicants represent that $10 is the approximate cost to the Company of effecting the transfer. Applicants contend that annuitants will already have paid sales loads on their investments and that the imposition of an additional sales charge upon conversion would result in total charges greater than the Company's actual sales expenses.

Sections 26(a) and 27(c)(2). Sections 26(a) and 27(c)(2), as here pertinent, provide that a registered unit investment trust, and any depositor and underwriter for the trust, are prohibited from selling periodic payment plan certificates unless the proceeds of all payments other than the sales load are deposited with a qualified bank as trustee or custodian and held under an indenture or agreement containing specified provisions. Such agreement must provide, in part, that (i) the custodian bank shall have possession of all the property of the unit investment trust and shall segregate and hold the same in trust; (ii) the custodian bank shall not resign until either the unit investment trust has been liquidated or a successor custodian has been appointed; (iii) the custodian may collect fees from the income and if necessary from the corpus of the trust for services performed and for reimbursement of expenses incurred; and (iv) that no payment to the depositor or principal underwriter shall be allowed the custodian bank as an expense, except a fee, not exceeding such reasonable amount as the Commission may prescribe, as compensation for performing bookkeeping and other administrative expenses normally performed by the custodian. Applicants request exemptions from sections 26(a) and 27(c)(2) so that the proceeds of all payments under the variable annuity contracts issued by the Account may be held by the Company rather than by a custodian or trustee as required under the Act and so that the Account may be administered directly by the Company in the manner described in the prospectus of the Account. Applicants state that under the provisions of the Illinois Insurance Code, the Account is not permitted to be organized under a trust indenture. Applicants represent, however, that a custodianship is unnecessary in this instance because of the manner in which the contracts will be administered and the state regulation of the Company. Applicants state that investment units of the Fund are the only security deposited in the Account and that substitution for such security is not permitted without the approval of the contract owners and the Commission. In addition, the Account will hold only non negotiable receipts showing the number of Fund Investment Units owned by the Account which are not transferable or assignable except to the Fund.

Applicants further assert that the Company is subject to extensive supervision and inspection by the Illinois Department of Insurance, and that such supervision and inspection provides assurance against misfeasance and affords the essential protections of trusteeship. There is a legally binding obligation of the Company to provide lifetime benefits under its contracts. The Company has combined capital and surplus in excess of $210 million, and its officers and employess are covered by a fidelity bond in the amount of $4 million. Moreover, Applicants state that the Account's assets are not chargeable with liabilities arising out of the other business of the Company.

Applicants have consented that the exemption requested from sections 26(a) and 27(c)(2) may be made subject to the conditions (1) that the charges to investors for administrative services shall not exceed such reasonable amounts as the Commission shall prescribe, jurisdiction being reserved to the Commission for such purpose, and (2) that the payment of sums and charges out of the assets of the separate accounts shall not be deemed to be exempted from regulation by the Commission by reason of this order, provided that Applicants' consent to this condition shall not be deemed to

be a concession to the Commission of authority to regulate the payment of sums and charges out of such assets other than charges for administrative services, and Applicants reserve the right, in any proceeding before the Commission or in any suit or action in any court, to assert that the Commission has no authority to regulate the payment of such other sums and charges.

Section 6(c) of the Act provides that the Commission, by order upon application, may conditionally or unconditionally exempt any person, security or transaction from any provision or provisions of the Act, or of any rule or regulation thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is hereby given that any interested person may, no later than February 12, 1974, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be converted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicants at the addresses stated above. Proof of such service (by affidavit or in case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. As provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application will be issued as of course following February 12, 1974, unless the Commission thereafter so orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered, will receive notice of further developments in the matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1986 Filed 1–23–74;8:45 am]

[812–3569]

FRANKLIN CUSTODIAN FUNDS, INC. AND FRANKLIN DISTRIBUTORS, INC.

Notice of Application of the Act for Exemption

Notice is hereby given that Franklin Custodian Funds, Inc. ("Fund"), a diversified, open-end management investment company registered under the Investment Company Act of 1940 ("Act"), and Franklin Distributors, Inc. ("FDI"), 155 Bovet Road, San Mateo, California 94402, principal underwriter of the Fund (hereinafter collectively called "Applicants"), have filed an application pursuant to Section 6(c) of the Act for an order of the Commission exempting from the provisions of section 22(d) of the Act and Rule 22d–1 thereunder sales of Fund shares at net asset value without a sales charge pursuant to reinvestment privileges to be offered by the Fund. All interested persons are referred to the application on file with the Commission for a statement of the representations made therein, which are summarized below.

Section 22(d) of the Act provides, in pertinent part, that no registered investment company or principal underwriter thereof shall sell any redeemable security issued by such company to any person except at a current public offering price as described in the prospectus. The prospectus of the Fund states that a sales commission is included in the offering price of the shares of such Fund.

Applicants request an exemption from section 22(d) of the Act and Rule 22d–1 thereunder to enable the Fund to sell its shares at their net asset value, i.e., without any sales charge, to persons who have caused their shares in the Fund to be redeemed. Investors will be permitted to reinvest up to the exact amount of their redemption proceeds (or to the nearest full share if fractional shares are not purchased). To be effective, notice from such persons of the exercise of the privilege must be received by Applicants, or be postmarked, within 15 days after the date the request for redemption had been received.

Applicants state that FDI will, at its expense, probably by a statement included with the redemption check, advise eligible shareholders of the right to reinvest the proceeds without any sales charges. Applicants also state that the proposed repurchases will be made at the net asset value per share next determined after receipt of the order, and that no sales commission will be received by FDI or any sales representative on such repurchases.

Applicants further state that the privilege of reinvesting the proceeds of a redemption without any sales charge will be limited to persons who have not previously exercised such privilege as to the Fund, and that because of this limitation, the proposed privilege will not afford an opportunity for speculative short-term trading in shares of the Fund.

Applicants contend that the proposed privilege will enable investors to be reminded of features of their investment which they may have overlooked, or of which they may have been unsure at the time they redeemed.

Section 6(c) of the Act provides that the Commission may, upon application, conditionally or unconditionally exempt any person or transaction from any provision or provisions of the Act if such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than February 11, 1974, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the address stated above. Proof of such service (by affidavit, or in case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application herein will be issued as of course following said date unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1985 Filed 1–23–74;8:45 am]

[812–3567]

HOME LIFE SEPARATE ACCOUNT D AND HOME LIFE INSURANCE CO.

Notice of Application for Exemption From Provisions

Notice is hereby given that Home Life Separate Account D ("Account D"), a unit investment trust registered under the Investment Company Act of 1940 ("Act") and Home Life Insurance Company ("Home Life"), 253 Broadway, New York, New York 10007, a mutual life insurance company incorporated under the laws of New York (hereinafter collectively called "Applicants") have filed an application pursuant to section 6(c) of the Act for an order exempting Applicants in certain circumstances from the provisions of section 22(d) of the Act. All interested persons are refered to the application on file with the Commission for a statement of the representations contained therein which are summarized below.

Account D is a separate account of Home Life established as the facility for issuing certain variable annuity contracts (the "Contracts"). All amounts allocated to Account D pursuant to the

Contracts will be invested in shares of Home Life Equity Fund, Inc., a diversified open-end investment company registered under the Act. Home Life is a registered broker-dealer under the Securities Exchange Act of 1934 and a member of the National Association of Securities Dealers, Inc., and is the principal underwriter of the Contracts participating in Account D.

Section 22(d) of the Act provides, in pertinent part, that no registered investment company or principal underwriter for such company shall sell any redeemable security to the public except at a current offering price described in the prospectus.

From each purchase payment made under the single payment deferred Contracts participating in Account D, Home Life deducts a sales charge of 4¼ percent of each payment and an administration charge of either 2 percent or 1 percent depending upon the size of the single payment. Applicants request an exemption from section 22(d) of the Act to permit Home Life to eliminate the sales and administration charges on amounts derived from values accumulated under other insurance policies or annuity contracts previously issued by Home Life or from death benefits payable under such previously issued insurance policies or annuity contracts, which amounts are used to purchase a single payment deferred Contract. Applicant will permit only one such transfer to be made by a participant in any one-year period.

Applicants state that the elimination of sales and administration charges on amounts transferred from other Home Life insurance policies or annuity contracts is appropriate in that it recognizes that such charges have already been paid on such other policies or contracts. The elimination of such charges will avoid unnecessary duplication of charges and, under these circumstances, will not arbitrarily or unfairly discriminate among purchasers.

Section 6(c) authorizes the Commission conditionally or unconditionally to exempt any person, security or transaction or any class or classes of persons, securities or transactions from the provisions of the Act or any rule or regulation thereunder, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than February 7, 1974 at 5:30 p.m. submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request, and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon Applicants at the address stated above. Proof of such service (by affidavit, or in case of an attorney-at-law, by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the rules and regulations promulgated under the Act, an order disposing of the application will be issued as of course following said date unless the Commission thereafter orders a hearing upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Investment Management Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1961 Filed 1–23–74;8:45 am]

[File No. 500–1]

HOME-STAKE PRODUCTION CO.

Notice of Suspension of Trading

JANUARY 14, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Home-Stake Production Company being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from January 15, 1974 through January 24, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1975 Filed 1–23–74;8:45 am]

[File No. 500–1]

KORACORP INDUSTRIES, INC.

Notice of Suspension of Trading

JANUARY 14, 1974.

The common stock of Koracorp Industries, Incorporated being traded on the New York Stock Exchange and the Pacific Coast Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Koracorp Industries, Incorporated being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such exchanges and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to sections 19(a)(4) and 15(c)(5) of the Securities Exchange Act of 1934, trading in such securities on the above mentioned exchanges and otherwise than on a national securities exchange is suspended, for the period from January 15, 1974 through January 24, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1974 Filed 1–23–74;8:45 am]

[File No. 500–1]

ROYAL PROPERTIES INC.

Notice of Suspension of Trading

JANUARY 17, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Royal Properties Incorporated being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from January 18, 1974 through January 27, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1979 Filed 1–23–74;8:45 am]

[File No. 500–1]

SEABOARD AMERICAN CORP.

Notice of Suspension of Trading

JANUARY 16, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Seaboard American Corp. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from January 17, 1974 through January 26, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.74–1976 Filed 1–23–74;8:45 am]

[File No. 500–1]

TECHNICAL RESOURCES, INC.

Notice of Suspension of Trading

JANUARY 16, 1974.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Technical Resources, Inc. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from January 17, 1974 through January 26, 1974.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS, *Secretary.*

[FR Doc.74-1977 Filed 1-23-74;8:45 am]

INTERSTATE COMMERCE COMMISSION

[Notice 430]

ASSIGNMENT OF HEARINGS

JANUARY 21, 1974.

Cases assigned for hearing, postponement, cancellation or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested. No amendments will be entertained after the date of this publication.

MC 109533 (Sub-No. 53), Overnite Transportation Company, now assigned February 19, 1974, at Lexington, Ky., will be held in the Campbell House Inn, 1375 Harrodsburg Road.

MC 127834 Sub 86, Cherokee Hauling & Rigging, Inc., now assigned February 19, 1974, hearing will be held in Room 204, 167 North Main Street, Memphis, Tenn.

MC 135797 Sub 11, J. B. Hunt Transport, Inc., now assigned February 20, 1974, hearing will be held in Room 204, 167 North Main Street, Memphis, Tenn.

MC-F-11971, Roadway Express, Inc.—Control and Merger—Shumpert Truck Line, Inc., now assigned February 21, 1974, will be held in Room 204, 167 North Main Street, Memphis, Tenn.

MC 107515 Sub 854, Refrigerated Transport Co., Inc., now assigned February 25, 1974, hearing will be held at the Holiday Inn-Downtown, 1015 Elm Street, Dallas, Texas.

MC 128319 Sub 2, Dowda Motor Freight, Inc., Extension-Acherokee County, Ala., application dismissed.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.74-2037 Filed 1-23-74;8:45 am]

[Ex Parte No. 302]

GRAIN, GRAIN PRODUCTS, AND RELATED COMMODITIES—1973

Increases in Export Rates

JANUARY 21, 1974.

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 18th day of January 1974.

It appearing that on December 3, 1973, the Nation's railroads filed a statement of position, which was accepted as a petition, and accompanying applications for special permission and for fourth-section relief with verified statements in support, seeking authority to publish increases in their export rates on grain and grain products (grain) of 10 percent, subject to a maximum of 6 cents per hundredweight, with an expiration date of one year; and that on December 12, 1973, a notice was issued inviting replies thereto on or before January 14, 1974; and that by letter request dated January 15, 1974, the respondents asked that the carriers be authorized to publish the proposed increase on or before January 23, 1974, to become effective February 1, 1974; and

It further appearing that the evidence submitted by the petitioners in support of the proposed increase shows:

1. That export rates on grain have been universally lower, and in most instances substantially lower, than the corresponding domestic rates as the result of competition between domestically-grown and foreign-grown grain, among and between domestic ports, and with grain transported by other modes under the exemptions of parts II and III of the Interstate Commerce Act;

2. That none of the above factors exists today, and therefore there is no basis for maintaining the depressed level of rates on the traffic;

3. That, contrary to earlier competition, there is today a great demand for domestically-grown grain in foreign markets and for its transportation; that the volume for export increased from 1.7 billion bushels in 1971, to nearly 2.9 billion bushels in the first 10 months of 1973; that at the same time the average price of wheat, corn, and soybeans rose from $1.34, $1.08, and $3.03 per bushel, respectively, to $3.25, $2.11, and $6.85;

4. That while the petitioners' competitors have increased their rates on export grain to levels substantially above the corresponding rail rates, the rail rates in the East, for example, are only about one-half of the rates in effect in 1963;

5. That the handling of the increased volume of export traffic in 1972 and 1973 resulted in increased operating cost in providing new and enlarged facilities and substitute equipment, and for payment of overtime wages;

6. That the proposed increase would produce total additional revenue of $37.4 million, or $6.5, $2.8, and $28.1 million, respectively, for the railroads in eastern, southern, and western districts;

7. That the proposal would conform to the criteria of Ex Parte No. 280, Special Procedures for Tariff Filings under the Wage and Price Stabilization Program; and

8. That approval of the proposal would not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969;

It further appearing that 35 replies have been received, including 11 in support of the proposal;

It further appearing that the principal objections are that the petitioners have failed to justify the proposal on a cost-of-service basis; that the rates on soybean meal which would be increased under the proposal are not on a depressed basis as contended by the carriers with respect to grain generally; that the export rates on grain from North Dakota and Montana origins are not on a depressed level; that the Department of Agriculture contends that the proposal would discriminate against shippers of single carloads in favor of shippers of multiple carloads; that some seek protection against any increases on shipments which are awaiting transportation under sales contracts previously negotiated; and that others urge that any increases should be conditioned upon an improvement in service;

It further appearing that the replies in support of the proposal generally are by domestic dealers in grain who take the position that those shipping at the domestic rates have, in effect, been subsidizing those shipping at the export rates;

And it further appearing that in consideration of the evidence submitted, namely, the changes in circumstances and conditions attending the movement of grain for export, and the accompanying increased operating cost in providing the services, the petitioners should be permitted to file the proposed increase in export rates, subject to protest and suspension; therefore,

It is ordered, That in publishing the proposed increase in accordance with the special permission authority hereinafter granted, subject to protest and suspension, the schedules shall be published to become effective on statutory notice (in view of the fact that opportunity to reply was afforded interested persons) on February 22, 1974; in view of the pendency of the railroads' proposal for a general increase of 5 percent (with certain exceptions) in Ex Parte No. 303, Increased Freight Rates and Charges, 1974, Nationwide, which they were authorized to file by order served January 4, 1974, which schedules were filed on January 8, 1974, to become effective on February 22, 1974 (the date on which the schedules herein authorized to be filed must be published to become effective), and which do not exclude export grain, concurrent consideration must necessarily be accorded both matters.

It is further ordered, That replies heretofore filed will be considered as supporting statements or as protests and the parties may rely thereon; other protests must be filed on or before February 11, 1974, and replies thereto must be filed on or before February 15, 1974. For the Commission's use, the original and 24 copies of all documents should be sent to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423, but a lesser number of copies may be filed upon a showing of good cause. One copy of each document shall be served (except that where parties are able to do so, 25 copies should be served) upon the representative of the petitioning railroads, Mr. Smith R. Brittingham, Jr.,

American Railroads Building, Room 527, 1920 L St., N.W., Washington, D.C. 20036.

It is further ordered, That any person or persons believing that the tariff proposal filed hereunder will have a significant effect upon the quality of the human environment are hereby invited to comment upon this matter in any statements that may be filed.

It is further ordered, That the request for fourth-section relief will be considered following the filing of protests and replies thereto.

And it is further ordered, That the petition in all other respects and the letter request dated January 15, 1974, be, and they are hereby, denied.

SPECIAL PERMISSION No. 74–2400

It is ordered, For good cause shown as hereinabove set forth:

1. All petitioning railroads, and water and motor carriers to the extent they have joint rates with said railroads, and their tariff-publishing agents, be, and they are hereby, authorized to depart from the Commission's tariff-publishing rules when publishing and filing supplements to tariffs, to become effective on February 22, 1974, upon not less than 30 days' notice to the Commission and to the public, providing for increased rates as set forth in the petition:

(a) By publication and filing of special supplements in individual or blanket form, (a common supplement issued to two or more tariffs) of increased rates providing increases by means of conversion tables as to effective rates up to and including 60 cents and a provision for increasing all other rates by a flat amount of 6 cents (without conversion tables).

The supplement in each instance shall bear an expiration date not beyond one year from the effective date which date may not be canceled or extended except upon specific authorization of this Commission, and all relief herein expires with that date. The supplement shall contain no matter other than that necessary to give effect to its provisions, and shall contain all such provisions governing its application, including exceptions, if any, thereto.

(b) The special notice (not conversion table) providing for the flat sum increase shall refer to the base rates as being increased by that amount, to correspond with the method of increase provided by the conversion table form, instead of making the rates subject to "an additional charge."

(c) The base rates referred to herein shall mean the rates in effect on the date of the effectiveness of the increase supplement(s) authorized herein. In applying the increase named in the supplement(s) authorized herein the base rate must first be increased by amount authorized in Ex Parte No. 303, unless suspended by the Commission.

2. The supplements may be reissued to make changes upon lawful notice, they shall be considered exempt from the tariff-publishing rules governing the number of supplements and the volume of supplemental matter permissible, and each shall bear on the title page thereof the notation:

Form of publication authorized, ICC permission No. 74–2400.

3. Outstanding orders of the Commission are hereby modified only to the extent necessary to permit the filing of tariff publications containing the proposed increases, and all tariff publications filed shall be subject to protest and possible suspension or rejection. In that regard, we direct petitioners' attention to our admonitions in prior general increase proceedings concerning maintenance and preservation of existing port relationships. See for example Increased Freight Rates and Charges, 1972, 341 I.C.C. 288, 336, and Increased Freight Rates, 1970 and 1971, 339 I.C.C. 125, 188.

And it is further ordered, That notice of this order be given by serving a copy thereof on each party to the proceeding in Ex Parte No. 295, Increased Freight Rates and Charges, 1972, and on each person and organization interested in export grain which was served by the petitioners, and 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, Division 2.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.74–1984 Filed 1–23–74;8:45 am]

[Notice 2]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

JANUARY 18, 1974.

The following letter-notices of proposals (except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application), to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969 (49 CFR 1042.4(c)(11)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 1042.4(c)(11)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 1042.4 (c)(12)) at any time, but will not operate to stay commencement of the proposed operations unless filed on or before February 25, 1974.

Successively filed letter-notices of the same carrier under the Commission's Revised Deviation Rules—Motor Carriers of Property, 1969, will be numbered consecutively for convenience in identification and protests, if any, should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC–2401 (Deviation No. 32), MOTOR FREIGHT CORPORATION, 114 Fifth Avenue, New York, New York 10011, filed December 17, 1973. Carrier proposes to operate as a *common carrier,* by motor vehicle, of *general commodities,* with certain exceptions, over a devious route as follows: From Findlay, Ohio, over U.S. Highway 224 to junction Interstate Highway 69 near Markle, Ind., thence over Interstate Highway 69 to junction Indiana Highway 18, thence over Indiana Highway 18 to Marion, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Findlay, Ohio, over U.S. Highway 23 and Ohio Highway 15 to Columbus, Ohio, thence over U.S. Highway 40 to West Jefferson, Ohio, thence over Ohio Highway 142 to London, Ohio, thence over U.S. Highway 42 to Xenia, Ohio, thence over U.S. Highway 35 and U.S. Highway 40 to Richmond, Ind., thence over U.S. Highway 35 to junction Indiana Highway 9, thence over Indiana Highway 9 to Marion, Ind., and return over the same route.

No. MC–44605 (Deviation No. 9), MILNE TRUCK LINES INC., 2200 South Third West, Salt Lake City, Utah 84115, filed December 26, 1973. Carrier proposes to operate as a *common carrier,* by motor vehicle, of *general commodities,* with certain exceptions, over a deviation route as follows: From junction Interstate Highway 10 and U.S. Highway 60 at or near Brenda, Ariz., over Interstate Highway 10 to Tonopah, Ariz., thence over unnumbered county road to Buckeye, Ariz., thence over U.S. Highway 80 to Phoenix, Ariz., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From junction Interstate Highway 10 and U.S. Highway 60 at or near Brenda, Ariz., over U.S. Highway 60 to Phoenix, Ariz., and return over the same route.

No. MC–48958 (Deviation No. 51), ILLINOIS-CALIFORNIA EXPRESS, INC. (CORRECTION), P.O. Box 9050, Amarillo, Texas 79105, filed December 7, 1973. Carrier proposes to operate as a *common carrier,* by motor vehicle, of *general commodities,* with certain exceptions, over a deviation route as follows: From Kansas City, Kans., over Interstate Highway 70 to Topeka, Kans., thence over Interstate Highway 35 to junction U.S. Highway 54, thence over U.S. Highway 54 to Tucumcari, N. Mex., thence over Interstate Highway 40 (U.S. Highway 66) to Albuquerque, N. Mex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follow: (1) From Omaha, Nebr., over U.S. Highway 73 to Victory Junction, Kans., thence over U.S. Highway 40 to Kansas City, Mo., (2) From Peoria, Ill., over U.S. Highway 150 to Galesburg, Ill., thence over U.S. Highway 34 via Lincoln, Nebr., to junction U.S. Highway 281, thence over U.S. High-

way 281 to Grand Island, Nebr., thence over U.S. Highway 30 via Brule, Nebr., to junction U.S. Highway 138, thence over U.S. Highway 138 to Sterling, Colo., thence over U.S. Highway 6 via Brush, Colo., to Denver, Colo., and (3) From Los Angeles, Calif., over U.S. Highway 66 via San Bernardino, Calif., to Albuquerque, N. Mex., thence over U.S. Highway 85 to Denver, Colo., and return over the same routes. The purpose of this republication is to correct the highway description of the proposed route.

No. MC–30319 (Sub-No. 65) (Deviation No. 1), SOUTHERN PACIFIC TRANSPORT COMPANY OF TEXAS AND LOUISIANA, 1517 West Front Street, Tyler, Texas 75701, filed November 28, 1973. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Fort Worth, Tex., over Interstate Highway 20 to junction Interstate Highway 10, thence over Interstate Highway 10 to Van Horn, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Fort Worth, Tex., over U.S. Highway 287 to junction Interstate Highway 35E, thence over Interstate Highway 35E to junction Interstate Highway 35, thence over Interstate Highway 35 to San Antonio, Tex., thence over U.S. Highway 90 to Van Horn, Tex., and return over the same route. The authority above is restricted against the transportation of traffic delivered to or received from connecting carriers at El Paso, Tex., or points in its commercial zone as defined by the Commission.

No. MC–116856 (Sub-No. 2) (Deviation No. 1), DON G. BREWER, Doing Business As JACKSON-VICTOR EXPRESS, Box 155, Jackson, Wyoming 83001, filed January 2, 1974. Carrier's representative: Leslie R. Kehl, Suite 1600 Lincoln Center, 1660 Lincoln Street, Denver, Colorado 80203. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Jackson, Wyo., over U.S. Highway 26 to Idaho Falls, Idaho, and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Jackson, Wyo., over Wyoming Highway 22 to junction Idaho Highway 33, thence over Idaho Highway 33 via Victor, Idaho, to junction U.S. Highway 191, thence over U.S. Highway 191 to junction Idaho Highway 48, thence over Idaho Highway 48 to junction U.S. Highway 26, thence over U.S. Highway 26 to Idaho Falls, Idaho, and return over the same route.

No. MC–133633 (Deviation No. 2), HIGHWAY EXPRESS, INC., P.O. Box 1326, Hattiesburg, Mississippi 39401, filed December 26, 1973. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Pascagoula, Miss., over U.S. Highway 90 and Interstate Highway 10 to Mobile, Ala., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Pascagoula, Miss., over Mississippi Highway 63 to Lucedale, Miss., thence over U.S. Highway 98 to Mobile, Ala., and return over the same route.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.74–1950 Filed 1–23–74;8:45 am]

[Notice 11]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

Synopses of orders entered by the Motor Carrier Board of the Commission pursuant to sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before February 18, 1974. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC–FC–74886. By order of January 14, 1974, the Motor Carrier Board approved the transfer to Dahlsten Truck Line, Inc., Clay Center, Nebr., of numerous certificates subsequently issued under docket series No. MC–115669 to Howard N. Dahlsten, doing business as Dahlsten Truck Line, Clay Center, Nebr., authorizing the transportation of numerous, specified commodities between and from and to points and areas in various States, principally in the Midwest, including, Illinois, Kansas, Iowa, Nebraska, Montana, Minnesota, North Dakota, South Dakota, Wyoming, Colorado, Missouri, Oklahoma, Arkansas, New Mexico, Texas, Wisconsin, Utah, Idaho, Indiana, and Michigan. Mr. Donald L. Stern, Attorney at Law, 530 Univac Building, 7100 West Center Road, Omaha, Nebr. 68106.

No. MC–FC–74894. By order of January 17, 1974, the Motor Carrier Board approved the transfer to D'Onofrio Drayage, Inc., San Leandro, Calif., of Certificate of Registration No. MC–99286 (Sub-No. 2) issued to D'Onofrio Doing Business As D'Onofrio Drayage-Record Express, San Leandro, Calif., authorizing the transportation of: Property, within a specified area of California. John Paul Fischer, Attorney, 140 Montgomery Street, San Francisco, Calif. 94104.

No. MC–FC–74897. By order of January 17, 1974, the Motor Carrier Board approved the transfer to Merlin C. Beck and L. E. Peabody, dba B & M Tank Lines, Downey, Calif., of Certificate of Registration No. MC 120999 (Sub No. 1) issued to Ray Kurtz, Orange, Calif., evidencing a right to engage in interstate or foreign commerce, in the transportation of: Petroleum and petroleum products, in tank vehicles, between points solely within California. Jerry Solomon Berger, Attorney, 9454 Wilshire Blvd., Beverly Hills, Calif. 90212.

No. MC–FC–74906. By order of January 17, 1974, the Motor Carrier Board approved the transfer to Tri Ess, Inc., Havertown, Pa., of Certificate No. MC–93228 and (Sub No. 3) issued to Frank L. Petrella, Philadelphia, Pa., authorizing the transportation of: New furniture and related items, between Phila., Pa., New York, N.Y., Wilmington, Del., and points in New Jersey. Robert B. Einhorn, Attorney, 12 South 12th St., Phila., Pa. 19107.

No. MC–FC–74920. By order of January 18, 1974, the Motor Carrier Board approved the transfer to High Adventure Tours, Inc., Syracuse, N.Y., Broker License No. MC–130113 issued to Raymond L. Swingle, dba Ideal Travel Service, Inc., authorizing the holder to engage in operations as a broker at Binghampton, N.Y., in arranging for the transportation of: Passengers and their baggage, in special and charter operations, between points in the United States, except Alaska and Hawaii. James H. Glavin, Attorney, P.O. Box 40, Waterford, N.Y. 12188.

No. MC–FC–74933. By order of January 18, 1974, the Motor Carrier Board approved the transfer to Terry L. Clausen and James C. Clausen, a partnership, doing business as Clausen Bros., Box 174, Treynor, Iowa 51575, of the operating rights in Certificate No. MC–49413 issued June 6, 1941, to J. C. Clausen, Box 174, Treynor, Iowa 51575, authorizing the transportation of livestock, grain, hay, scrap iron, building materials, feed, coal, salt, wood, iron, agricultural implements, petroleum oil and grease, steel articles, and household goods, between Treynor, Iowa, and points within 20 miles thereof, on the one hand, and, on the other, Omaha, Nebr.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.74–2038 Filed 1–23–74;8:45 am]

[Notice 8]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 17, 1974.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application,

for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication on or before February 8, 1974. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 42919 (Sub-No. 9 TA), filed January 9, 1974. Applicant: N. C. COASTAL MOTOR LINES, INC., P.O. Box 17226, Raleigh, N.C. 27609. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and/or bottled foodstuffs*, from Wilson, N.C., to points in New Jersey, New York, Connecticut, Rhode Island, Massachusetts, Delaware, Pennsylvania, except points in the Philadelphia Commercial Zone as defined by the Commission, and those points in Maryland east of the Chesapeake Bay and south of the Chesapeake-Delaware Canal, for 180 days. SUPPORTING SHIPPER: Bruce Foods Corporation, P.O. Box 1030, New Iberia, La. 70560. SEND PROTESTS TO: Archie W. Andrews, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 26896, Raleigh, N.C. 27611.

No. MC 51146 (Sub-No. 354 TA), filed January 8, 1974. Applicant: SCHNEIDER TRANSPORT, INC., 2661 S. Broadway, P.O. Box 2298 (Box zip 54306), Green Bay, Wis. 54304. Applicant's representative: Neil DuJardin (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and meat byproducts*, from Seymour, Wis., to points in New Jersey and New York, for 180 days. SUPPORTING SHIPPER: Delft Blue Farms, Inc., Route 3, Box 35-A, Seymour, Wis. 54165. SEND PROTESTS TO: John E. Ryden, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 100449 (Sub-No. 41 TA), filed January 8, 1974. Applicant: MALLINGER TRUCK LINE, INC., Route 4, Ft. Dodge, Iowa 50501. Applicant's representative: Thomas E. Leahy, Jr., 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from York, Nebr., to points in Illinois, Wisconsin, Missouri, Iowa, Minnesota, Texas, Michigan, Oklahoma, and Kansas, for 180 days. SUPPORTING SHIPPER: Sunflower Beef Packers of Nebraska, Inc., 13th & Division Avenue, York, Nebr. 68467. SEND PROTESTS TO: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 102616 (Sub-No. 888 TA), filed January 8, 1974. Applicant: COASTAL TANK LINES, INC., 215 East Waterloo Road, P.O. Box 7211 (Box zip 44306), Akron, Ohio 44319. Applicant's representative: James Annand (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products* (except Petrochemicals), in bulk, in tank vehicles, from Huntington, Ind., to points in Ohio, Michigan, and Illinois, for 180 days. SUPPORTING SHIPPER: Gladieux Refinery, Inc., 4133 New Haven Avenue, Fort Wayne, Ind. 46803. SEND PROTESTS TO: Franklin D. Bail, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, 1240 East Ninth Street, Cleveland, Ohio 44199.

No. MC 103051 (Sub-No. 294 TA), filed January 8, 1974. Applicant: FLEET TRANSPORT COMPANY, INC., 934 44th Avenue North, P.O. Box 90408, Nashville, Tenn. 37209. Applicant's representative: William G. North (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic resin*, in bulk, in tank vehicles, from Nashville, Tenn., to Lebanon, Tenn., for 180 days. SUPPORTING SHIPPER: Fortune Plastics of Tennessee, Inc., Box 666, Hartman Drive, Lebanon, Tenn. 37087. SEND PROTESTS TO: Joe J. Tate, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 803—1808 West End Building, Nashville, Tenn. 37203.

No. MC 103051 (Sub-No. 295 TA), filed January 8, 1974. Applicant: FLEET TRANSPORT COMPANY, INC., 934 44th Avenue North, P.O. Box 90408, Nashville, Tenn. 37209. Applicant's representative: William G. North (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Distillate fuel oil*, in bulk, in tank vehicles, from Woodward, Ala., to points in Virginia, for 180 days. SUPPORTING SHIPPER: The Mead Corporation, 118 W. First Street, Dayton, Ohio. 45402. SEND PROTESTS TO: Joe J. Tate, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 803—1808 West End Building, Nashville, Tenn. 37203.

No. MC 107403 (Sub-No. 875 TA), filed January 8, 1974. Applicant: MATLACK, INC., 10 W. Baltimore Avenue, Lansdowne, Pa. 19050. Applicant's representative: John Nelson (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fuel oil*, in bulk, in tank vehicles, from Groton, Conn., to Plattsburgh, N.Y., for 180 days. SUPPORTING SHIPPER: D. W. Patterson, Jr., Traffic Manager, Collins & Aikman Corporation, P.O. Box 1599, Charlotte, N.C. 28232. SEND PROTESTS TO: District Supervisor Ross A. Davis, Interstate Commerce Commission, Bureau of Operations, 600 Arch Street, Room 3238, Philadelphia, Pa. 19106.

No. MC 107496 (Sub-No. 927 TA), filed January 9, 1974. Applicant: RUAN TRANSPORT CORPORATION, Third and Keosauqua Way, P.O. Box 855 (Box zip 50304), Des Moines, Iowa 50309. Applicant's representative: E. Check (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fuel oil*, in bulk, in tank vehicles, from Mason City, Iowa, to points in New York, Ohio, Pennsylvania, and Illinois, for 180 days. SUPPORTING SHIPPER: Allied Mills, Inc., Mason City, Iowa 50401. SEND PROTESTS TO: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 111170 (Sub-No. 211 TA), filed January 8, 1974. Applicant: WHEELING PIPE LINE, INC., 2811 N. West Avenue, P.O. Box 1718, El Dorado, Ark. 71730. Applicant's representative: Tom E. Moore (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aqua Ammonia*, in bulk, from Helena, Ark., to Dallas, Tex., for 180 days. SUPPORTING SHIPPER: McKesson Chemical Company, 1805 E. 5th, P.O. Box 5032, North Little Rock, Ark. 72119. SEND PROTESTS TO: District Supervisor William H. Land, Jr., Interstate Commerce Commission, Bureau of Operations, 2519 Federal Office Building, 700 West Capitol, Little Rock, Ark. 72201.

No. MC 111729 (Sub-No. 414 TA), filed January 8, 1974. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success (NHP-PO) N.Y. 11040, Applicant's representative: John M. Delany (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Business papers, records, audit and accounting media, and advertising materials of all kinds*, (a) between Shippensburg, Pa., and Martinsburg, W. Va.; (b) between New Ulm, Minn., on the one hand, and, on the other, Plainview, Nebr.; Freeman and Parkston, S. Dak.; Alma, Blair, Boyceville, and Turtle Lake, Wis., and

points in Iowa; (c) between St. Cloud, Minn., on the one hand, and, on the other, Eau Claire, Wis., and Mason City, Iowa; and (d) between Minneapolis, Minn., and points in Illinois; (2) *Exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies, exposed and processed microfilm, and prints and advertising materials moving therewith* (excluding motion picture film used primarily for commercial theatre and television exhibition), (a) between Minneapolis, Minn., and points in Illinois; and (3) *External and internal cardiac pacemakers, leads, cables, magnets, pacemaker-generator batteries, carotid sinus nerve stimulators, drop foot stimulators, cardiac fibrillators, service kits, business papers, records, audit and accounting media, and advertising materials of all kinds pertaining thereto,* (a) between Atlanta, Ga., on the one hand, and, on the other, points in Alabama, Arkansas, Florida, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee, on traffic having an immediately prior or subsequent movement by air or motor vehicle, for 180 days. SUPPORTING SHIPPERS: (1) Associated Milk Producers, Inc., 1526 N. Front, New Ulm, Minn.; (2) Fingerhut Mfg. Co., 847 Howe Ave., Mora, Minn.; (3) Landy Packing Company, P.O. Box 851, St. Cloud, Minn.; (4) Pako Photo Inc., 9 W. 14th St., Minneapolis, Minn.; (5) Medtronic, Inc., 1001 International Blvd., Suite 910, Atlanta, Ga.; and (6) Cressler Foods, Inc., 209 West King St., Shippensburg, Pa. SEND PROTESTS TO: Anthony D. Giamio, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 112617 (Sub-No. 311 TA), filed January 9, 1974. Applicant: LIQUID TRANSPORTERS, INC., 1292 Fern Valley Road, P.O. Box 21395 (Box zip 40221), Louisville, Ky. 40219. Applicant's representative: Bruce H. Kraemer (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Dry urea,* in bulk, from Maysville, Ky., to Cincinnati, Ohio, for 180 days. SUPPORTING SHIPPER: Mr. David J. Hurlbut, Manager, Rail Truck Distribution, Cargill Bldg., Minneapolis, Minn. 55402. SEND PROTESTS TO: Wayne L. Merilatt, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 426 Post Office Building, Louisville, Ky. 40202.

No. MC 113855 (Sub-No. 288 TA), filed January 8, 1974. Applicant: INTERNATIONAL TRANSPORT, INC., 2450 Marion Street SE., Rochester, Minn. 55901. Applicant's representative: Thomas J. Van Osdel, 502 First National Bank Bldg., Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Building, roofing, and insulation materials* (except iron and steel articles and commodities in bulk), and *materials* used in the manufacture, installation, and distribution thereof, between the plantsites and warehouse facilities of Certain-teed Products Corp., located in Scott County, Minn., on the one hand, and, on the other, points in Illinois, Indiana, Iowa, Kentucky, Michigan, Montana, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin, and Wyoming, for 180 days. SUPPORTING SHIPPER: Certain-teed Products Corporation, P.O. Box 860, Valley Forge, Pa. 19482. SEND PROTESTS TO: A. N. Spath, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 448 Federal Building & U.S. Court House, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 114274 (Sub-No. 24 TA), filed January 4, 1974. Applicant: VITALIS TRUCK LINES, INC., 137 NE. 48th St. Place, Mail: P.O. Box 1703 (Box zip 50306), Des Moines, Iowa 50313. Applicant's representative: William H. Towle, 127 North Dearborn Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except commodities in bulk), from Iowa City, Iowa, to points in Illinois (except Chicago and Rock Island and points in their commercial zones as defined by the Commission), and Wisconsin, restricted to traffic originating at the facilities of Heinz U.S.A., Division of H. J. Heinz Company at Iowa City, Iowa, and destined to points in the named destination states, for 180 days. SUPPORTING SHIPPER: Heinz U.S.A., Division of H. J. Heinz Company, P.O. Box 57, Pittsburgh, Pa. 15230. SEND PROTESTS TO: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 116254 (Sub-No. 140 TA), filed January 9, 1974. Applicant: CHEMHAULERS, INC., 1510 Martin Avenue, Sheffield, Ala. 35660. Applicant's representative: Walter Harwood, Suite 1822, Parkway Towers, 404 James Robertson Parkway, Nashville, Tenn. 37219. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Muriatic acid,* in bulk, in tank vehicles, from Weeks, La., to Gary, Ind., for 180 days. SUPPORTING SHIPPER: Morton Chemical Company, 110 North Wacker Drive, Chicago, Ill. 60606. SEND PROTESTS TO: Clifford W. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 814, 2121 Building, Birmingham, Ala. 35203.

No. MC 118060 (Sub-No. 4 TA) (CORRECTION), filed December 21, 1973, published in the FEDERAL REGISTER issue of January 14, 1974, and republished as corrected this issued. Applicant: CAPITOL PACKING CO., a Corporation, 1050 Yuma Street, Suite 109, Denver, Colo. 80204. Applicant's representative: Chester Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Fresh meat and packinghouse products,* frozen and unfrozen, from the plantsite and storage facilities of Rath Packing Co. at Waterloo, Iowa, to points in Massachusetts, Connecticut, Pennsylvania, New Jersey, and the District of Columbia, for 180 days. SUPPORTING SHIPPER: The Rath Packing Co., Sycamore and Elm Streets, Waterloo, Iowa. SEND PROTESTS TO: District Supervisor Herbert C. Ruoff, Bureau of Operations, Interstate Commerce Commission, 2022 Federal Bldg., Denver, Colo. 80202.

NOTE.—The purpose of this republication is to show that the applicant now has a new sub number and name, which was published in the FEDERAL REGISTER in error.

No. MC 126899 (Sub-No. 70 TA), filed January 7, 1974. Applicant: USHER TRANSPORT, INC., 3925 Old Benton Road, P.O. Box 3051, Paducah, Ky. 42001. Applicant's representative: William P. Whitney, Jr., 703–706 McClure Building, Frankfort, Ky. 40601. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Malt beverages, in containers, and related advertising materials, and empty malt beverage containers* on return, from Dubuque, Iowa, to points in Illinois, Indiana, and the Lower Peninsula of Michigan and Wisconsin, for 180 days. SUPPORTING SHIPPER: Pickett Brewing Co., East 4th Street Extension, Dubuque, Iowa 52001. SEND PROTESTS TO: District Supervisor Floyd A. Johnson, Interstate Commerce Commission, Bureau of Operation, 435 Federal Office Building, 167 North Main Street, Memphis, Tenn. 38103.

No. MC 129973 (Sub-No. 11 TA), filed January 7, 1974. Applicant: FIELD MARKETING SERVICES, INC., 825 Third Avenue, Mail: 466 Lexington Avenue, New York, N.Y. 10017. Applicant's representative: William J. Lippman, Suite 550, 1819 H Street NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Books and educational materials, equipment, and supplies,* between points in Hudson, Essex, and Union Counties, N.J., and New York City, N.Y., on the one hand, and, on the other hand, points in Nassau, Orange, Rockland, Suffolk, and Westchester Counties, N.Y., and points in New Jersey, for 180 days. SUPPORTING SHIPPER: Field Enterprises Educational Corporation, Att: Paul E. Luehr, Merchandise Mart Plaza, Chicago, Ill. 60654. SEND PROTESTS TO: Stephen P. Tomany, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 134114 (Sub-No. 6 TA), filed January 8, 1974. Applicant: ELMER WILSON, doing business as NEBRASKA BEEF EXPRESS, 8024 State Street, Ralston, Nebr. 68051. Applicant's representative: Donald L. Stern, Suite 530, Univac Building, 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses,* as described in Sections A and C of Appendix I to the report in

Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides and commodities in bulk) from the plantsite and storage facilities of Beefland International, Inc., at Omaha, Nebr., and Council Bluffs, Iowa, to Chicago, Ill., and points in its commercial zone, for 180 days. SUPPORTING SHIPPER: American Beef Packers, Inc., 7002 West Center Road, Omaha, Nebr. SEND PROTESTS TO: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza Building, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 134401 (Sub-No. 8 TA), filed December 28, 1973. Applicant: SHERWOOD W. HUME, doing business as HUME EQUIPMENT COMPANY, 734 Main Street East, R.R. #1, Milton, Ontario L9T 2X5, Canada. Applicant's representative: Frank J. Kerwin, Jr., 22725 Greater Mack Avenue, St. Clair Shores, Mich. 48082. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Contractors machinery and equipment, vehicles, wheeled or tracked* (except automobiles and tractors designed for hauling highway trailers), *parts, accessories, and attachments* for the above, from Prentice, Wis.; Harvey, Ill.; and Zebulon, N.C., to ports of entry on the International Boundary line between the United States and Canada located in Michigan and New York, for furtherance in foreign commerce, for 180 days. SUPPORTING SHIPPER: Capital Equipment Limited, 2 Royalcrest Road, Weston, Ontario M9V 2L5, Canada. SEND PROTESTS TO: George M. Parker, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 612 Federal Bldg., 111 West Huron Street, Buffalo, N.Y. 14202.

No. MC 135387 (Sub-No. 1 TA), filed January 8, 1974. Applicant: HARBOR TRANSFER, INC., B Street below Erie Avenue, Philadelphia, Pa. 19134. Applicant's representative: Eugene T. Liipfert, 1660 L Street NW., Suite 1100, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities* in containers or in trailers, having prior or subsequent movement by water and (2) *empty containers, trailers, and chassis*, (a) between points within the commercial zone of Philadelphia, Pa., as defined by the Commission; (b) between points within the commercial zone of Baltimore, Md., as defined by the Commission; and (c) between points within a territory consisting of the commercial zones of Norfolk, Portsmouth, Chesapeake, Virginia Beach, Hampton, and Newport News, Va., as defined by the Commission, for 180 days.

NOTE.—The above authorities may not be tacked among themselves, and applicant holds not existing Interstate Commerce Commission authority. Applicant intends to operate only within east of the three respective territories described in (a), (b), and (c) above; applicant does not seek authority to operate between these three territories or any combination thereof.

SUPPORTING SHIPPERS: Francis J. Barry, Senior Vice President—Traffic, United States Navigation, Inc., 17 Battery Place, New York, N.Y., 10004, and Henry Bieg, Traffic Manager-Container Lines, Nippon Yusin Kaisha (NYK Line New York), World Trade Center, New York, N.Y. 10048. SEND PROTESTS TO: F. W. Doyle, District Supervisor, Interstate Commerce Commission, Federal Bldg., 600 Arch Street, Room 3238, Philadelphia, Pa. 19106.

No. MC 135874 (Sub-No. 28 TA) (CORRECTION), filed December 12, 1973, published in the FEDERAL REGISTER issue of January 4, 1974, and republished as corrected this issue. Applicant: LTL PERISHABLES, INC., 132nd & Q Streets, Mlg: P.O. Box 37468 (Box zip 68152), Omaha, Nebr. 68137. Applicant's representative: Donald L. Stern, 530 Univac Building, 7100 West Center Road, Omaha, Nebr. 68106.

NOTE.—The purpose of this partial republication is to add more supporting shippers which were omitted in previous publication in the Federal Register in error. These supporting shippers are: (1) Schwartz Meat Company, P.O. Box 971, Norman, Okla. 73069; (2) Standard Meat Company, 3709 E. First St., Ft. Worth, Tex.; (3) Field's, Inc., P.O. Box 7, Pauls Valley, Okla. 73075; (4) American Packing Company, P.O. Box 429, Booneville, Miss. 38829; and (5) Odom Sausage Co., Inc., Neely's Bend Rd., Madison, Tenn. 37115. The rest of the application will remain the same.

No. MC 136318 (Sub-No. 16 TA), filed January 8, 1974. Applicant: COYOTE TRUCK LINE, INC., 395½ B West Fleming Drive, Morganton, N.C. 28655. Applicant's representative: Walter F. Jones, Jr., 601 Chamber of Commerce Bldg., Indianapolis, Ind. 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Carpet and yarn*, from Rome and Plainville, Ga., and Chattanooga, Tenn., to Elk Grove Village, Ill.; Dallas, Tex.; and Commerce, Calif., for 180 days. SUPPORTING SHIPPER: Champion International—Trend Mills Div., Manager of Traffic & Transportation, P.O. Box 162, Rome, Ga. 30161. SEND PROTESTS TO: District Supervisor Terrell Price, Interstate Commerce Commission, Bureau of Operations, 800 Briar Creek Road—CC516, Charlotte, N.C. 28205.

No. MC 136408 (Sub-No. 15 TA), filed January 9, 1974. Applicant: CARGO CONTRACT CARRIER CORP., P.O. Box 206, U.S. Highway 20, Sioux City, Iowa 51102. Applicant's representative: William J. Hanlon, 60 Park Place, Newark, N.J. 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk, in tank vehicles), from Sioux City, Iowa, to Ivor, Va., Philadelphia, Pa., and the New York, N.Y., Commercial Zone as described by the Commission in the report in *New York, N.Y. Commercial Zone*, 1 M.C.C. 665, the operations authorized are limited to a transportation service to be performed under a continuing contract with Armour Food Company, for 180 days. SUPPORTING SHIPPER: Armour Food Company, Fresh Meat Division, Greyhound Tower, Phoenix, Ariz. 85077. SEND PROTESTS TO: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza Bldg., 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 136877 (Sub-No. 2 TA), filed January 8, 1974. Applicant: P & G MOTOR EXPRESS, INC., 601 Collinsville Avenue, East St. Louis, Ill. 62201. Applicant's representative: Ernest A. Brooks, II, 1301 Ambassador Building, St. Louis, Mo. 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients, and pesticides*, in containers, from the facilities of Swift Chemical Company, East St. Louis, Ill., and Fairmont City, Ill., to points in Wisconsin, for 180 days. SUPPORTING SHIPPER: J. A. Griffin, Transportation Manager, Swift Chemical Company, 111 West Jackson Boulevard, Chicago, Ill. 60604. SEND PROTESTS TO: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Leland Office Building, 527 East Capitol Avenue, Room 414, Springfield, Ill. 62701.

No. MC 136989 (Sub-No. 6 TA), filed January 8, 1974. Applicant: R. F. BOX, doing business as R. F. BOX TRUCKING, 1401 Dartmouth Dr. NE., Albuquerque, N. Mex. 87106. Applicant's representative: Edwin E. Piper, Jr., 1115 Simms Building, Albuquerque, N. Mex. 87101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Plastic film* (other than cellulose), from the plantsite of Allied Chemical Corp. at or near Pottsville, Pa., to points in California; (2) *Synthetic fiber yarn*, from the plantsites of Allied Chemical Corp. at or near Bermuda Hundred, Va., Moncure, N.C., and from the plantsite of Meadowns Industry at or near Milledgeville, Ga., to points in California; and (3) *Synthetic staple fiber*, from the plantsite of Allied Chemical Corp. at or near Irmo, S.C., to points in California, for the account of Allied Chemical Corp., for 180 days. SUPPORTING SHIPPER: Allied Chemical Corp., 1 Time Square, New York, N.Y. 10036. SEND PROTESTS TO: William R. Murdoch, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1106 Federal Office Building, 517 Gold Ave. SW., Albuquerque, N. Mex. 87101.

No. MC 139407 TA, filed January 7, 1974. Applicant: AMERICAN PARCEL SERVICE, INC., 71 Genessee Avenue, Paterson, N.J. 07503. Applicant's representative: Copeland G. Bertsche, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Business records*

and memoranda, printed material and printing proofs, EDP material, business machines, and spare parts of small size not required special handling, between Passaic and adjoining counties of Bergen, Essex, and Morris in New Jersey, on the one hand, and New York City, Long Island, Westchester, and Orange Counties, N.Y., Cambridge, Mass., and Philadelphia and Easton, Pa., on the other hand, for 180 days. SUPPORTING SHIPPERS: (1) Popular Services, Inc., 128 Daytor Avenue, Passaic, N.J.; (2) Sandvick Conveyor, Inc., 1650 McBridge Avenue, Fairlawn, N.J.; and (3) The Beckley Press, 2 Sperry Road, Fairfield, N.J. SEND PROTESTS TO: District Supervisor Joel Morrows, Interstate Commerce Commission, Bureau of Operations, 9 Clinton Street, Newark, N.J. 07102.

No. MC 139408 TA, filed January 8, 1974. Applicant: BULMAN TRUCKING SERVICE, INC., P.O. Box 268, Waukon, Iowa 52172. Applicant's representative: Thomas E. Leahy, Jr., 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Butter*, from Waukon, Iowa, to New York, N.Y., for 180 days. SUPPORTING SHIPPER: Meadow Land Dairy Association, Waukon, Iowa 52172. SEND PROTESTS TO: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 139409 TA, filed January 8, 1974. Applicant: JOHN OAKES, 5 Jackie Lane, Billings, Mont. 59102. Applicant's representative: John Oakes (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat byproducts, dairy products, and articles distributed by meat packing houses*, from Billings, Mont., to points in Arizona, California, Colorado, Idaho, Iowa, Illinois, Kansas, Minnesota, Missouri, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, Wisconsin, and Wyoming, with return movements of *such commodities* as are used by meat packers in the conduct of their business when destined to and for use by meat packers, for 180 days. SUPPORTING SHIPPER: Midland Empire Packing Co., Inc., 800 Minnesota Ave., Billings, Mont. 59101. SEND PROTESTS TO: Paul J. Labane, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 222, U.S. Post Office Building, Billings, Mont. 59101.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.74-1949 Filed 1-23-74;8:45 am]

[Notice 6]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 15, 1974.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, or or before February 8, 1974. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 22195 (Sub-No. 154 TA) (CORRECTION), filed November 30, 1973, published in the FEDERAL REGISTER issue of December 14, 1973, and republished as corrected this issue. Applicant: DAN DUGAN TRANSPORT COMPANY (S. Dak. Corp.), 41st & Grange Avenue, P.O. Box 946, Sioux Falls, S. Dak. 57101. Applicant's representative: Fred Fischer (same address as above).

NOTE.—The purpose of this partial republication is add the state of South Dakota, as a destination point, which was omitted in previous publication. The rest of the application will remain the same.

No. MC 48423 (Sub-No. 2 TA), filed January 7, 1974. Applicant: G. E. BELMORE, doing business as MOTOR TRANSIT COMPANY, 5822 N. Interstate Avenue, Portland, Oreg. 97217. Applicant's representative: Philip G. Skofstad, 3076 E. Burnside, Portland, Oreg. 97214. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Structural iron or steel*, from Portland, Oreg., to the International Boundary line between the United States and Canada at or near Blaine, Wash., for 180 days. SUPPORTING SHIPPER: Woodbury & Company, 5851 N. Lagoon, Swan Island, Portland, Oreg. 97217. SEND PROTESTS TO: District Supervisor W. J. Huetig, Bureau of Operations, Interstate Commerce Commission, 114 Pioneer Court House, 520 SW. Morrison, Portland, Oreg. 97204.

No. MC 61396 (Sub-No. 263 TA), filed January 7, 1974. Applicant: HERMAN BROS., INC., P.O. Box 189, Downtown Station, 2501 N. 11th, Omaha, Nebr. 68101. Applicant's representative: J. R. Chesney (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer solutions*, in bulk, in tank vehicles, (1) from Doniphan, Nebr., and Kansas City, Mo., to points in Kansas, and (2) from Kansas City, Mo., and Kansas City, Kans., to points in Nebraska, for 180 days. SUPPORTING SHIPPER: Agrico Chemical Company, P.O. Box 2166, Tulsa, Okla. 74101. SEND PROTESTS TO: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza Building, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 106274 (Sub-No. 18 TA), filed January 8, 1974. Applicant: RAEFORD TRUCKING COMPANY, P.O. Box 219, Off: Landis Street, Sanford, N.C. 27330. Applicant's representative: R. B. Guthrie (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont, to points in North Carolina, South Carolina, and points in Virginia on and south of U.S. Highway 460, for 180 days. SUPPORTING SHIPPERS: David Martin Lumber Sales, P.O. Box 767, Lake George, N.Y. 12845; Lawrence R. McCoy & Co., Inc., 120 Front St., Worcester Center, Worcester, Mass. 01608; and Rosco Forest Products, Inc., 86 St. Paul St., Burlington, Vt. 05401. SEND PROTESTS TO: Archie W. Andrews, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 26896, Raleigh, N.C. 27611.

No. MC 106674 (Sub-No. 122 TA), filed January 7, 1974. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, Ind. 47977. Applicant's representative: Carl L. Steiner, 39 So. LaSalle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Rock salt*, in bulk, from Evansville, Ind., to points in Kentucky and Tennessee, for 180 days. SUPPORTING SHIPPER: Domtar Chemicals, Inc., Sifto Salt Division, 9950 West Lawrence Ave., Schiller Park, Ill. 60176. SEND PROTESTS TO: District Supervisor J. H. Gray, Interstate Commerce Commission, Bureau of Operations, 345 West Wayne St., Room 204, Fort Wayne, Ind. 46802.

No. MC 110563 (Sub-No. 123 TA), filed January 2, 1974. Applicant: COLDWAY

FOOD EXPRESS, INC., P.O. Box 747, 113 N. Ohio Avenue, Ohio Building, Sidney, Ohio 45365. Applicant's representative: John L. Maurer (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products, and articles distributed by meat packinghouses* (except hides and commodities in bulk), as described in Sections A and C of Appendix I to the report in *Description in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Omaha, Nebr., Sioux City, Iowa, and Fargo, N. Dak., to points in Ohio, Michigan, Wisconsin, Illinois, Indiana, Florida, Georgia, North Carolina, South Carolina, Tennessee, and Alabama, for 180 days. SUPPORTING SHIPPER: Flavorland Industries, Inc., 500 Sioux City Federal Plaza Bldg., Sioux City, Iowa. SEND PROTESTS TO: Keith D. Warner, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 313 Federal Office Building, 234 Summit St., Toledo, Ohio 43604.

No. MC 111401 (Sub-No. 406 TA), filed January 7, 1974. Applicant: GROENDYKE TRANSPORT, INC., 2510 Rock Island Blvd., P.O. Box 632, Enid, Okla. 73701. Applicant's representative: Victor R. Comstock (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Cotton Valley, La., to Mulberry, Ft. Smith, Cove, Murfreesboro, and Clarksville, Ark.; Magnolia, Miss.; Caney, Kans.; Texarkana, Livingston, Timpson, Houston, and Dallas, Tex., for 180 days. SUPPORTING SHIPPER: Wood Treating Chemicals Dept., Koppers Company, Inc., H. P. Struessel, T. M. 5137 SW. Ave., St. Louis, Mo. 63110. SEND PROTESTS TO: C. L. Phillips, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 240, Old P.O. Bldg., 215 NW. Third, Oklahoma City, Okla. 73102.

No. MC 114965 (Sub-No. 53 TA), filed January 7, 1974. Applicant: CYRUS TRUCK LINE, INC., P.O. Box 327, R.F.D. No. 1, Iola, Kans. 66749. Applicant's representative: Charles H. Apt, Box 328, Iola, Kans. 66749. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Propane*, in bulk, in tank vehicles, from the Ringer Pipeline Terminal at or near Paola, Kans., to points in Missouri, for 180 days. SUPPORTING SHIPPERS: Skelly Oil Company, P.O. Box 1650, Tulsa, Okla. 74102, and Phillips Petroleum Company, 2801 Fairfax Road, Kansas City, Kans. 66115. SEND PROTESTS TO: M. E. Taylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 501 Petroleum Building, Wichita, Kans. 67202.

No. MC 115654 (Sub-No. 25 TA), filed January 7, 1974. Applicant: TENNESSEE CARTAGE CO., INC., P.O. Box 1193, No. 1, Candy Lane, Nashville, Tenn. 37202. Applicant's representative: Walter Harwood, 1822 Parkway Towers, Nashville, Tenn. 37219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hospital solutions, drugs, and toilet preparations*, moving in vehicles equipped with temperature control, from Cincinnati, Ohio, to points in Kentucky, for 180 days. SUPPORTING SHIPPER: Abbott Laboratories, 14th Street and Sheridan Road, North Chicago, Ill. 60064. SEND PROTESTS TO: Joe J. Tate, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 803–1808 West End Building, Nashville, Tenn. 37203.

No. MC 119654 (Sub-No. 25 TA), filed January 7, 1974. Applicant: HI-WAY DISPATCH, INC., 1401 W. 26th Street, Marion, Ind. 46952. Applicant's representative: Alki E. Scopelitis, 815 Merchants Bank Building, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Glass containers, caps, covers, and tops therefor*, and *paper cartons*, from Lapel, Ind., to Milwaukee, Wis., and (2) *rejected shipments of glass containers, caps, covers, and tops therefor, paper cartons*, and *pallets*, from Milwaukee, Wis., to Lapel, Ind., for 180 days. SUPPORTING SHIPPER: Brockway Glass Co., Inc., Lapel, Ind. 46051. SEND PROTESTS TO: District Supervisor J. H. Gray, Interstate Commerce Commission, Bureau of Operations, 345 West Wayne St., Room 204, Fort Wayne, Ind. 46802.

No. MC 126539 (Sub-No. 17 TA), filed January 7, 1974. Applicant: KATUIN BROS., INC., 102 Terminal Street, Dubuque, Iowa 52001. Applicant's representative: Carl E. Munson, 469 Fischer Building, Dubuque, Iowa 52001. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* including *meats, foodstuffs, and nonedible foods*, when moving in vehicles requiring mechanical units, from the facilities of Terminal Ice & Cold Storage Co., Bettendorf, Iowa, to points in Illinois, Missouri, and Wisconsin, for 90 days. SUPPORTING SHIPPERS: Terminal Ice & Cold Storage Company, 1618 SW. First Avenue, Portland, Oreg. 97201, and Lamb-Weston, Inc., P.O. Box 23507, Portland, Oreg. 97223. SEND PROTESTS TO: Herbert W. Allen, Transportation Specialist, Interstate Commerce Commission, Bureau of Operations, 875 Federal Building, Des Moines, Iowa 50309.

No. MC 128030 (Sub-No. 50 TA) (CORRECTION), filed November 7, 1973, published in the FEDERAL REGISTER issue of November 26, 1973, and republished as corrected this issue. Applicant: THE STOUT TRUCKING CO., INC., RR #1, P.O. Box 177, Urbana, Ill. 61801. Applicant's representative: R. C. Stout (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, (1) from Fort Wayne, Ind., to Champaign, Ill.; (2) from St. Paul, Minn., to Urbana, Ill., and Attica, Ind.; (3) from Newport, Ky., and LaCrosse, Milwaukee, and Sheboygan, Wis., to Decatur, Ill., and Attica, Ind.; and (4) from Peoria, Ill., Detroit, Mich., Columbus, Ohio, and St. Louis, Mo., to Attica, Ind., for 180 days. SUPPORTING SHIPPERS: (1) Maurer Distributing Company, 2802 N. Woodford, Decatur, Ill.; (2) Champaign Distributing Company, 803 W. Pioneer, Champaign, Ill.; (3) Rear's Distributing Co., 205 N. Broadway, Urbana, Ill.; (4) Little Beverage Co., 103 West Sycamore St., Attica, Ind.; and (5) Cole Distributing Co., 701 N. Van Dyke St., Decature, Ill. SEND PROTESTS TO: Robert G. Anderson, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Bldg., 219 South Dearborn Street, Room 1086, Chicago, Ill. 60604.

NOTE.—The purpose of this republication is to redescribe the territory descriptions in Part (1), (2), (3), and (4) above.

No. MC 136168 (Sub-No. 1 TA), filed January 7, 1974. Applicant: WILSON CERTIFIED EXPRESS, INC., 27th and Y Streets, Omaha, Nebr. 68107. Applicant's representative: J. Max Harding, 605 South 14th Street, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and warehouse facilities utilized by Wilson & Co. at Albert Lea, Minn., to points in Connecticut, District of Columbia, Georgia, Indiana, Maryland, Massachusetts, New Jersey, Michigan, New York, North Carolina, Ohio, Pennsylvania, South Carolina, and Tennessee, for 180 days. SUPPORTING SHIPPER: Wilson & Co. Inc., 4545 Lincoln Boulevard, Oklahoma City, Okla. 73105. SEND PROTESTS TO: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza Building, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 138772 (Sub-No. 2 TA), filed January 4, 1974. Applicant: DELBERT D. McCLELLAND, doing business as ALL WAYS FREIGHT LINE, 215 North 18th Street, Leavenworth, Kans. 66048. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), (1) Between Kansas City, Mo.-Kansas, and its commercial zone and Marysville, Kans., serving all intermediate points north and west of the inter-

section of U.S. Highway 59 and U.S. Highway 159 and the off-route points of Soldier, Circleville, Onaga, Wheaton, Blaines, Vermillion, Vilets, Axtell, and Beattie; (a) from Kansas City, Mo.-Kansas, Commercial Zone over U.S. Highway 40 to its intersection with Kansas Highway 16, thence north over Kansas Highway 16 to its junction with U.S. Highway 59, thence north over U.S. Highway 59 to its junction with U.S. Highway 159 (near Nortonville, Kans.), thence north over U.S. Highway 159 to its junction with Kansas Highway 9, thence over Kansas Highway 9 to its junction with Kansas Highway 63, thence over Kansas Highway 63 to its junction with U.S. Highway 36, thence over U.S. Highway 36 to Marysville, Kans. and return over the same route; (b) from the junction of Kansas Highway 9 and Kansas Highway 63, thence via Kansas Highway 9 to junction of U.S. Highway 77, thence via U.S. Highway 77 to Marysville, Kans., and return over the same route; and (c) from junction Kansas Highway 9 and Kansas Highway 63, thence south via Kansas Highway 63 to Havensville, Kans., and return over the same route, for 180 days. SUPPORTING SHIPPERS: There are aproximately 14 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: Thomas P. O'Hara, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 234 Federal Building, Topeka, Kans. 66603.

No. MC 138869 (Sub-No. 3 TA), filed January 8, 1974. Applicant: W. T. MYLES TRANSPORTATION COMPANY, 4481 Moreland Avenue, P.O. Box 321, Conley, Ga. 30027. Applicant's representative: Archie B. Culbreth, Suite 246, 1252 West Peachtree St. NW., Atlanta, Ga. 30309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Polypropylene waste* (except in bulk), from Hazlehurst, Nashville, and Bainbridge, Ga., to Cleveland, Ohio, and Ypsilanti, Mich., for 180 days. SUPPORTING SHIPPER: Patchogue-Plymouth Company, Alma Road, Hazlehurst, Ga. 31539. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree St. NW., Atlanta, Ga. 30309.

No. MC 139248 (Sub-No. 2 TA) (CORRECTION), filed December 12, 1973, published in the Federal Notice No. 2, dated January 7, 1974, and republished as corrected this issue. Applicant: CONTRACT CARRIERS, INC., 1006 E. 11th, Ellensburg, Wash. 98926. Applicant's representative: George R. LaBissoniere, 130 Andover Park East, Seattle, Wash. 98188.

NOTE.—The purpose of this republication is to show the correct MC number as No. MC 139248 (Sub-No. 2 TA), in lieu of No. MC 139264 TA, which was published in the FEDERAL REGISTER in error. The rest of the application will remain the same.

No. MC 139352 (Sub-No. 1 TA), filed January 2, 1974. Applicant: VICTOR D. GOERING & TOM N. WEEMS, doing business as WEGO, 701 East Second Street, Hutchinson, Kans. 67501. Applicant's representative: Clyde N. Christey, 641 Harrison, Topeka, Kans. 66603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Component parts* for mobile homes and recreational vehicles, between Hutchinson, Kans., on the one hand, and points in Adams, Antelope, Burt, Dodge, Fillmore, Hall, Hamilton, Merrick, Richardson, Scottsbluff, and York Counties, Nebr., on the other, for 180 days. SUPPORTING SHIPPER: City Transfer and Storage Co., Inc., Merchandise Warehouse Division, 701 East Second Street, Hutchinson, Kans. 67201. SEND PROTESTS TO: M. E. Taylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 501 Petroleum Building, Wichita, Kans. 67202.

No. MC 139363 (Sub-No. 1 TA), filed December 19, 1973. Applicant: CLIFFORD M. WEBSTER, ALVIN R. OTT, & JEROME M. OTT, doing business as J A C CO., 3913 Sycamore Avenue, Madison, Wis. 53714. Applicant's representative: Clifford M. Webster (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber products*, (A) from East Asiatic Co., Inc., Deerfield, Wis., to Cedar Rapids, Davenport, Des Moines, and Des Moines, Iowa, Commercial Zone, Fort Dodge, and Waterloo, Iowa; Chicago, Peoria, Rockford, and St. Charles, Ill.; Albert Lea, Minneapolis, and Minneapolis, Minn., Commercial Zone; Rochester, and St. Paul, and St. Paul, Minn., Commercial Zone; Omaha and Omaha, Nebr., Commercial Zones; Detroit, Mich., and Detroit, Mich., Commercial Zone; St. Louis, Mo., and St. Louis, Mo., Commercial Zone, and (B) from Production Finishing Corp., 2305 Evergreen Rd., Middleton, Wis. 53562 (Madison, Wis., Commercial Zone, to Chicago, Ill., and Chicago, Ill., Commercial Zone; Detroit, Mich., and Detroit, Mich., Commercial Zone; and Minneapolis, Minn., and Minneapolis, Minn., Commercial Zone, for 180 days. SUPPORTING SHIPPERS: The East Asiatic Co., Inc., Timberlane Division, P.O. Box 63, Deerfield, Wis. 53531, and Production Finishing Corp., 2305 Evergreen Road, Middleton, Wis. 53562. SEND PROTESTS TO: Barney L. Hardin, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 139 W. Wilson St., Room 202, Madison, Wis. 53702.

No. MC 139367 (Sub-No. 1 TA), filed January 3, 1974. Applicant: AKRON EXPRESS, INC., 1821 East Market Street, Akron, Ohio 44306. Applicant's representative: Mark J. Sheriff, 88 East Broad Street, Suite 1660, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* dealt in by rubber and rubber products manufacturers, (1) Between the warehouses or plant site of the B. F. Goodrich Company at Columbus, Ohio, Medina, Ohio, and Akron, Ohio, on the one hand, and, on the other, points in the Detroit, Mich., commercial zone, and (p) Between the plant site of the B. F. Goodrich Company at Akron, Ohio, on the one hand, and, on the other, the warehouse of the B. F. Goodrich Company at Medina, Ohio, for 180 days. RESTRICTION: The operations authorized herein will be limited to a transportation service to be performed under a continuing contract or contracts with B. F. Goodrich Company. SUPPORTING SHIPPER: B. F. Goodrich Company, 500 South Main Street, Akron, Ohio 44318. SEND PROTESTS TO: Franklin D. Bail, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Bldg., 1240 East Ninth Street, Cleveland, Ohio 44199.

No. MC 139386 TA, filed January 3, 1974. Applicant: DONALD W. JENSEN AND DAN C. JENSEN, doing business as JENSEN TRANSIT CO., 250 Summit Street, River Falls, Wis. 54022. Applicant's representative: Michael J. Wyngaard, 329 W. Wilson St., Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wine and related advertising materials, equipment, and supplies* when shipped therewith, from Atlanta, Ga., to points in Minnesota and Wisconsin, for 180 days. SUPPORTING SHIPPER: Monarch Wine Company of Georgia, P.O. Box 6847, Lakewood Station, Atlanta, Ga. 30315. SEND PROTESTS TO: District Supervisor Raymond T. Jones, Interstate Commerce Commission, Bureau of Operations, 448 Federal Bldg. & U.S. Court House, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 139387 TA, filed January 3, 1974. Applicant: J. BALLEW AND SON, INCORPORATED, P.O. Box 47, Stuarts Draft, Va. 24477. Applicant's representative: R. B. Willetts, P.O. Box 788, Waynesboro, Va. 22980. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural commodities and more specifically, nitrogen chemical solution, liquid feed, bulk and bag feed, insecticides, and herbicides*, from Baltimore, Md., to points in Maryland, Virginia, and North Carolina and from Richmond, Va., to points in Virginia, North Carolina, Delaware, Maryland, New Jersey, and Pennsylvania, for 180 days. SUPPORTING SHIPPER: Ralston Purina Company, 2101 Westmoreland Street, Richmond, Va. 23230. SEND PROTESTS TO: Clatin M. Harmon, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

No. MC 139388 TA, filed January 3, 1974. Applicant: DAVIE TRUCKERS, INC., Route 1, Advance, N.C. 27006. Applicant's representative: W. P. Sandridge, Jr., 2400 Wachovia Building, P.O. Drawer

84, Winston Salem, N.C. 27102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Brewers grains, wet spent grain, and manufactured feed* using brewers grains or wet spent grain, from points in Forsyth County, N.C., to various locations in Virginia, South Carolina, Tennessee, and North Carolina, for 180 days. Points of destination in these states would be farms in various locations in each state. SUPPORTING SHIPPER: Murphy Products Company, Inc., Barnes Road, Winston Salam, N.C. SEND PROTESTS TO: District Supervisor Terrell Price, Interstate Commerce Commission, Bureau of Operations, 800 Briar Creek Road, Room CC516, Charlotte, N.C. 28205.

No. MC 139390 TA, filed January 4, 1974. Applicant: NATHANIEL DUPONT, doing business as DUPONT TRUCKING COMPANY, 820 Experiment Station Road, Quincy, Fla. 32351. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Sand, gravel, and fertilizer*, in bulk, in dump trucks, between points in Florida, Georgia, and Alabama, for 180 days. SUPPORTING SHIPPERS: Fletcher Co., Inc., 2121 W. Jefferson St., Quincy, Fla.; Solomon Construction of Quincy, P.O. Box 973, Quincy, Fla. 32351; McNeill Co., Inc., U.S. 319 S. Woodville Highway, Tallahassee, Fla. 32301; and Woodward Farm Service Center, Inc., P.O. Box 922, Quincy, Fla. 32351. SEND PROTESTS TO: District Supervisor G. H. Fauss, Jr., Interstate Commerce Commission, Bureau of Operations, Box 35008, 400 W. Bay St., Jacksonville, Fla. 32202.

No. MC 139391 TA, filed January 7, 1974. Applicant: G & H TRANSPORTATION CO., INC., P.O. Box 157, Widener, Ark. 72394. Applicant's representative: Frank B. Hand, The Union Trust Building, 740 Fifteenth St. NW., Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Magazines and periodicals*, from the plant of Arcata Graphics at Depew, N.Y., to Phoenix, Ariz.; Burbank, Los Angeles, San Diego, Sacramento, San Francisco, and Westminster, Calif.; Denver, Colo.; Oklahoma City and Tulsa, Okla.; and Dallas and Huston, Tex., for 180 days. SUPPORTING SHIPPER: Select Magazines, Inc., 229 Park Avenue South, New York, N.Y. 10003. SEND PROTESTS TO: District Supervisor William H. Land, Jr., Interstate Commerce Commission, Bureau of Operations, 2519 Federal Office Building, 700 West Capitol, Little Rock, Ark. 72201.

MOTOR CARRIERS OF PASSENGERS

No. MC 2832 (Sub-No. 8 TA), filed January 7, 1974. Applicant: THE KELLEY TRANSIT COMPANY, INC., 30 Railroad Square, Torrington, Conn. 06790. Applicant's representative: Thomas A. Kelley, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in round trip, special operations, beginning and ending at points in Litchfield County, Conn., and Waterbury, Conn., and extending to ski areas located at Manchester, Waitsfield, Wilmington, Jay, Marlboro, Killington, Warren, and Stowe, Vt.; New Ashford and Great Barrington, Mass.; and Hillsdale, N.Y., for 180 days. SUPPORTING SHIPPERS: There are approximately 14 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. SEND PROTESTS TO: District Supervisor David J. Kiernan, Interstate Commerce Commission, Bureau of Operations, 324 U.S. Post Office Building, 135 High Street, Hartford, Conn. 06101.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.74-1947 Filed 1-23-74;8:45 am]

[Notice 7]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 16, 1974.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67, (49 CFR 1131) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication on or before February 8, 1974. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 732 (Sub-No. 9 TA), filed January 7, 1974. Applicant: ALBINA TRANSFER COMPANY, INC., 705 N. Cook Street, Portland, Oreg. 97204. Applicant's representative: Kenneth G. Thomas, 620 S. W. Fifth Avenue, Suite 1010, Portland, Oreg. 97204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Tillamook, Oreg., to Vancouver, Wash., for 180 days. SUPPORTING SHIPPER: Publishers Forest Products, 6637 S. E. 100th Avenue, Portland, Oreg. 97266. SEND PROTESTS TO: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 114 Pioneer Court House, 520 S. W. Morrison, Portland, Oreg. 97204.

No. MC 22301 (Sub-No. 17 TA), filed January 8, 1974. Applicant: SIOUX TRANSPORTATION COMPANY, INC., 1230 Steuben Street, P.O. Box 3088 (Box zip 51102), Sioux City, Iowa 51105. Applicant's representative: Paul Beck (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh and frozen meats and packinghouse products* (except commodities in bulk or tank vehicles), from the plantsites and warehouses of Iowa Beef Processors, Inc., at or near LeMars, Fort Dodge, and Denison, Iowa, and West Point, Nebr., to Chicago, Ill., and its commercial zone, for 180 days. SUPPORTING SHIPPER: Iowa Beef Processors, Inc., P.O. Box 515, Dakota City, Nebr. 68731. SEND PROTESTS TO: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite 620, Union Pacific Plaza Building, 110 North 14th Street, Omaha, Nebr. 68102.

No. MC 111545 (Sub-No. 195 TA), filed January 8, 1974. Applicant: HOME TRANSPORTATION COMPANY, INC., 1425 Franklin Road, S.E., P.O. Box 6426, Station A, Marietta, Ga. 30060. Applicant's representative: Robert E. Born (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel strapping*, from Pittsburg, Calif., to points in the United States in and east of Minnesota, Iowa, Nebraska, Kansas, Oklahoma, and Texas, for 180 days. SUPPORTING SHIPPER: Stanley Strapping Systems, Division of the Stanley Works, 855 North Parkside Drive, Pittsburg, Calif. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 West Peachtree Street NW., Room 309, Atlanta, Ga. 30309.

No. MC 117568 (Sub-No. 10 TA), filed January 8, 1974. Applicant: KEMPT TRUCK LINES, INC., P.O. Box 1047, W. 20th Street, Joplin, Mo. 64801. Applicant's representative: Russell Kempt (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Muratic acid and/or hydrochloric acid*, from Vulcan Materials, Inc., plantsite or storage facilities at Wichita, Kans., to the plantsite of Hoffman-Taff, Inc., at Verona and Springfield, Mo., for 180 days. SUPPORTING SHIPPER: Hoffman-Taff, Inc., 1915 West Sunshine, Springfield, Mo. 65805. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut St., Kansas City, Mo. 64106.

No. MC 119493 (Sub-No. 107 TA), filed January 8, 1974. Applicant: MONKEM COMPANY, INC., P.O. Box 1196, W. 20th Street Rd., Joplin, Mo. 64801. Applicant's representative: Ray F. Kempt (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer, fertilizer ingredients and pesticides*, in containers, from the plantsite and facilities of Swift Chemical Co., East St. Louis, Ill., and Fairmont City, Ill., to points in Arkansas, Iowa, Kansas, Missouri, Nebraska, and Oklahoma, for 180 days. SUPPORTING SHIPPER: Swift Chemical Company, 111 West Jackson Blvd., Chicago, Ill. 60604. SEND PROTESTS TO: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 600 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 126139 (Sub-No. 1 TA), filed January 4, 1974. Applicant: AARON SMITH TRUCKING CO. INC., U.S. No. 117, Dudley, N.C. 28333. Applicant's representative: Jerry W. Jarrett, P.O. Box 12, Goldsboro, N.C. 27530. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer materials*, between points in Darlington County, S.C., and Wayne, Wilson, Duplin, Lenoir, and Johnston Counties, N.C., for 180 days. SUPPORTING SHIPPER: Rainbow Farm Service Center, 2102 N. Williams St., Goldsboro, N.C. 27530, and International Minerals and Chemical Corporation, IMC Plaza, Libertyville, Ill. 60048. SEND PROTESTS TO: Archie W. Andrews, District Supervisor, Interstate Commerce Commission, Bureau of Operations, P.O. Box 26896, Raleigh, N.C. 27611.

No. MC 129870 (Sub-No. 19 TA), filed January 8, 1974. Applicant: GAS INCORPORATED, 95 East Merrimack St., Lowell, Mass. 01853. Applicant's representative: John T. Hildemann, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid methane*, in bulk, in cryogenic tank vehicles, between Everett, Mass., and Ashton, R.I., for 180 days. SUPPORTING SHIPPER: Valley Gas Co., 1595 Mendon Road, Cumberland, R.I. 02864. SEND PROTESTS TO: Darrell W. Hammons, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 150 Causeway St., 5th Floor, Boston, Mass. 02114.

No. MC 138274 (Sub-No. 7 TA), filed January 8, 1974. Applicant: SHIPPERS BEST EXPRESS, INC., 1656 West 14600 South, Riverton, Utah 84065. Applicant's representative: Chester A. Zyblut, 1522 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen inedible meat and meat products for animal feed*, from points in Utah and Idaho, to points in California, Oregon, Washington, Colorado, Kansas, Missouri, Nebraska, Iowa, Arizona, Minnesota, Wisconsin, North Daktota, South Dakota, Michigan, Illinois, Ohio, and Indiana, for 180 days. SUPPORTING SHIPPERS: C.U.I. International, a Div. of Beatrice Foods Co., P.O. Box 546, Ogden, Utah 84402 (Eric F. Teutsch, Manager), and Utah Pet Food, Inc., P.O. Box 7707, Salt Lake City, 84107 (Abe Gus, President). SEND PROTESTS TO: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 5239 Federal Building, 125 South State Street, Salt Lake City, Utah 84138.

January 8, 1974. Applicant: FLOYD A. CALLIHAN, INMAN CALLIHAN, AND JULIA CALLIHAN, doing business as CALLIHAN PRODUCE CO., P.O. Box 73, Pine Mountain Valley, Ga. 31823. Applicant's representative: E. Earl Seals, P.O. Box 347, Hamilton, Ga. 31811. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum oil, lubricants*, in cans, packages, barrels, drums, containers, etc., not in bulk, from St. Marys, W. Va., to Columbus, Ohio, for 180 days. SUPPORTING SHIPPER: Ebco Battery Company, P.O. Box 5305, Columbus, Ga. 31906. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 West Peachtree Street NW., Room 309, Atlanta, Ga. 30309.

No. MC 139397 TA, filed January 8, 1974. Applicant: MACKEY STINETT, doing business as WAGNER ELECTRIC SALES CORPORATION, 3836 Northeast Freeway Access Road, Atlanta, Ga. 30340. Applicant's representative: Archie B. Culbreth, Suite 246, 1252 West Peachtree St. NW., Atlanta, Ga. 30309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Automotive parts, brake shoes, brake drums, brake fluid, automotive lamps, and related articles*, from the plantsite of Wagner Electric Sales Corporation, at or near Atlanta, Ga., to Orlando, Tampa, and Miami, Fla., and (2) *Used brake cores* (for rebuilding), from Orlando, Tampa, and Miami, Fla., to the plantsite of Wagner Electric Sales Corporation at or near Atlanta, Ga., for 180 days. SUPPORTING SHIPPER: Wagner Electric Sales Corporation, 3836 Northeast Freeway Access Road, Atlanta, Ga. 30340. SEND PROTESTS TO: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1252 West Peachtree St., NW., Room 309, Atlanta, Ga. 30309.

MOTOR CARRIERS OF PASSENGERS

No. MC 139389 TA, filed January 4, 1974. Applicant: COURTESY CAB COMPANY, INC., 45 Euclid Avenue, Sharon, Pa. 16146. Applicant's representative: William C. Kuhn, First Seneca Bank Bldg., 7 West State Street, Sharon, Pa. 16146. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, specifically operating railroad trainmen, or train crews, between the railroad freight yard terminals of the Penn Central Transportation Co. and the Erie-Lackawanna Railroad Co., situated in cities in Commonwealth of Pa. and points in Ohio, as set forth and described in the attached exhibit hereto and made a part hereof, between freight yard situated in Sharon, Erie, Albion, Linesville, Jamestown, Shenango, Transfer, Wheatland, New Castle, Wampum, Koppel, Conway, Edinburg, and Bessemer in the Commonwealth of Pennsylvania, and Youngstown, Cleveland, Ashtabula, Niles, Hubbard, Girard, Campbell, Struthers, and the Youngstown Airport, in the state of Ohio, for 180 days. SUPPORTING SHIPPER: Penn Central Transportation Company, P.O. Box 308, Wheatland, Pa. 16161. SEND PROTESTS TO: John J. England, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 2111 Federal Building, 1000 Liberty Avenue, Pittsburgh, Pa. 15222.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary*.

[FR Doc.74-1948 Filed 1-23-74;8:45 am]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

JANUARY 18, 1974.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule § 1.245 of the Commission's Rules of Practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

California Docket No. 54104, filed June 12, 1973. Applicant: TED PETERS TRUCKING COMPANY, INC., P.O. Box F, Gustine, Calif. 95322. Applicant's representative: Marshall G. Berol, 100 Bush Street, San Francisco, Calif. 94104. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities* except: (1) Used household goods, personal effects, and office, store, and institutional furniture, fixtures and equipment not packed in salesmen's hand sample cases, suitcases, overnight or boston bags, brief cases, hat boxes, valises, traveling bags, trucks, lift vans, barrels, boxes, cartons, crates, cases, baskets, pails, kits, tubs, drums, bags (jute, cotton, burlap or gunny) or bundles (completely wrapped in jute, cotton, burlap, gunny, fibreboard, or straw matting); (2) Automobiles, trucks,

and buses when transported on truck or trailer equipment specially designed for the transportation of vehicles; (3) Livestock, viz.: bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, oxen, pigs, sheep, sheep camp outfits, sows, steers, stags, or swine; (4) Liquids, compressed gases, commodities in semiplastic form, and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles; (5) Commodities when transported in conventional tilt dump trucks; (6) Commodities when transported in vehicles equipped for mechanical mixing in transit; (7) Fruits and vegetables having origin in fields of growth and consigned to cold storage, canneries, packing sheds, packing houses, or other processing facilities; (8) Cans, metal, tin plated or not tin plated, with or without ends; (9) Cotton, cotton linters, and cotton motes; (10) Liquid dairy products, fresh, in straight shipments in bulk in tank trucks or tank trailers, or in mixed shipment partially in bulk in such tank vehicles and partially in packages in trucks or trailers other than tank vehicles; and (11) Logs. From, to and between: (a) All points and places on or within 20 miles of: (1) U.S. Highway 40 between San Francisco and Roseville; (2) U.S. Highway 99 between Sacramento and Redlands; (3) U.S. Highway 50 between San Francisco and Stockton; (4) State Highway 4 between its intersection with U.S. Highway 40, near Pinole, and Stockton; (5) State Highway 33 between its intersection with U.S. Highway 50, near Tracy, and Maricopa; (6) U.S. Highways 101 and 101–A between Santa Rosa and San Ysidro; (7) U.S. Highway 99–E between Chico and Roseville; (8) State Highway 48 between Ignacio and Vallejo; (9) U.S. Highway 395 between Riverside and San Diego; (10) State Highway 152 between Gilroy and Califa; (11) State Highway 17 between Oakland and San Jose; and (12) Interstate Highway 5 between Wheeler Ridge and its junction with Interstate Highway 580, near Tracy. Intrastate and interstate authority sought.

HEARING: Date, time and place not shown. Requests for procedural information should be addressed to the California Public Utilities Commission, State Building, Civic Center, 455 Golden Gate Avenue, San Francisco, Calif. 94102, and should *not* be directed to the Interstate Commerce Commission.

California Docket No. 54297 (Extension) filed September 4, 1973. Applicant: DI SALVO TRUCKING CO., 660 Mariposa Street, San Francisco, Calif. 94107. Applicant's representative: Marshall G. Berol, 100 Bush Street, 21st Floor, San Francisco, Calif. 94104. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities*, except: (1) Used household goods, personal effects and office, store and institution furniture, fixtures and equipment not packed in accordance with the crated property requirements set forth in Item 5 of Minimum Rate Tariff 4–B; (2) Automobiles, trucks, and buses, viz.: new and used, finished or unfinished passenger automobiles (including jeeps), ambulances, hearses, and taxis; freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailers combined, buses and bus chassis; (3) Livestock, viz.: barrows, boars, bulls, butcher hogs, calves, cattle, cows, dairy cattle, ewes, feeder pigs, gilts, goats, heifers, hogs, kids, lambs, oxen, pigs, rams (bucks), sheep, sheep camp outfits, sows, steers, stags, swine, or wethers; (4) Liquids, compressed gases, commodities in semiplastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles; (5) Commodities when transported in bulk in dump trucks or in hopper-type trucks; (6) Commodties when transported in motor vehicles equipped for mechanical mixing in transit; (7) Fruits or vegetables, fresh or green (not cold pack or frozen). From, to and between all points and places located: (18) On or within ten miles of U.S. Highway 101 between San Francisco and Petaluma, including both San Francisco and Petaluma; (19) On or within five miles of U.S. Highway 101 between Petaluma and Cloverdale, including Cloverdale; (20) On or within five miles of California Highway 29 between Calistoga and its junction with Interstate Highway 80, including Calistoga; (21) On or within three miles of California Highway 116 and unnumbered highway between Graton and junction California Highway 116 and California Highway 121, including Graton; (22) On or within five miles of California Highway 12, between Sebastopol and its junction with Interstate Highway 80 including Sebastopol; (23) On or within ten miles of California Highway 37 between its junctions with U.S. Highway 101 and California Highway 29; (24) On or within ten miles of California Highway 116 between Petaluma and Schellville, including both Petaluma and Schellville; (25) On or within ten miles of California Highway 121 between its junctions with California Highways 37 and 12; and (26) On or within five miles of California Highway 128 between Geyserville and Calistoga.

NOTE.—Applicant's present authority contains routes numbered 1–17, and therefore the above routes are numbered 18–26. Intrastate and interstate authority sought.

HEARING: Date, time, and place not shown. Requests for procedural information should be addressed to the California Public Utilities Commission, State Building, Civic Center, 455 Golden Gate Avenue, San Francisco, Calif. 94102, and should not be directed to the Interstate Commerce Commission.

Georgia Docket No. 6384–M, filed December 28, 1973. Applicant: PIKE TRANSFER COMPANY, INC., P.O. Box 799, Newnan, Ga. 30263. Applicant's representative: Guy H. Postell, Suite 713, 3384 Peachtree Rd. NE., Atlanta, Ga. 30326. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of property: (1) Between Newnan, Ga., and Moreland, Ga., via Georgia State Highway Nos. 16 and 14 and U.S. Highway 27 Alternate, serving all intermediate points; and (2) Between Newnan, Ga., and Peachtree City, Ga., via Georgia State Highway Nos. 16, 14 and 54 and U.S. Highway 27 Alternate, serving all intermediate points. Intrastate, interstate and foreign commerce authority sought.

HEARING: February 12, 1974, at the Commission Hearing Room at 177 State Office Building, 244 Washington Street SW., Atlanta, Ga., at 10:00 A.M. Requests for procedural information should be addressed to the Georgia Public Service Commission, 162 State Office Building, 244 Washington Street SW., Atlanta, Ga., 30334, and should not be directed to the Interstate Commerce Commission.

New York Docket No. T–1093, filed October 9, 1973. Applicant: VICTORIA N. MANCUSO, et al., doing business as EMPIRE STATE MOTOR EXPRESS, 8414 East Main Road, Leroy, N.Y. 14482. Applicant's representative: William J. Hirsch, 35 Court Street, Buffalo, N.Y. 14202. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *General commodities* as defined in Title 16 NYCRR 800.1: Between all points in a territory comprised of the following counties: Erie, Genesee, Livingston, Monroe, Orleans, and Wyoming. Intrastate and foreign commerce authority sought.

HEARING: Date, time and place not shown. Requests for procedural information should be addressed to the New York State Department of Transportation, 1220 Washington Avenue, State Campus, Albany, N.Y., 12226, and should not be directed to the Interstate Commerce Commission.

New York Docket No. T–4281, filed December 21, 1973. Applicant: SHORTY'S EXPRESS, INC., 132 Seeley Avenue, Syracuse, N.Y. 13202. Applicant's representative: Murray J. S. Kirshtein, 118 Bleecker Street, Utica, N.Y. 13501. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *Meats, meat products, meat byproducts, and packinghouse articles* in vehicles equipped with mechanical refrigeration, from the City of Syracuse, N.Y., to all points in the Counties of Broome, Cayuga, Onondaga, Ontario, Seneca, Tioga, Chemung, Cortland, Oswego, Schuyler, Steuben, Tompkins, and Wayne; Returned, refused and rejected commodities of the same description in the reverse direction. Intrastate, interstate and foreign commerce authority sought.

HEARING: Date, time and place not shown. Requests for procedural information should be addressed to the New York State Department of Transportation, 1220 Washington Avenue, State Campus,

Albany, N.Y., 12226, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] ROBERT L. OSWALD, *Secretary.*

[FR Doc.74-1951 Filed 1-23-74;8:45 am]

[Notice 6]

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER APPLICATIONS

JANUARY 18, 1974.

The following applications (except as otherwise specifically noted, each applicant (on applications filed after March 27, 1972) states that there will be no significant effect on the quality of the human environment resulting from approval of its application), are governed by Special Rule 1100.247[1] of the Commission's general rules of practice (49 CFR, as amended), published in the FEDERAL REGISTER issue of April 20, 1966, effective May 20, 1966. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one (1) copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d)(4) of the special rules, and shall include the certification required therein.

Section 247(f) of the Commission's rules of practice further provides that each applicant shall, if protests to its application have been filed, and within 60 days of the date of this publication, notify the Commission in writing (1) that it is ready to proceed and prosecute the application, or (2) that it wishes to withdraw the application, failure in which the application will be dismissed by the Commission.

Further processing steps (whether modified procedure, oral hearing, or other procedures) will be determined generally in accordance with the Commission's general policy statement concerning motor carrier licensing procedures, published in the FEDERAL REGISTER issue of May 3, 1966. This assignment will be by Commission order which will be served on each party of record. Broadening amendments will not be accepted after the date of this publication except for good cause shown, and restrictive amendments will not be entertained following publication in the FEDERAL REGISTER of a notice that the proceeding has been assigned for oral hearing.

No. MC 76 (Sub-No. 7), filed December 14, 1973. Applicant: MAWSON & MAWSON, INC., Old Lincoln Highway, P.O. Box 125, Langhorne, Pa. 19047. Applicant's representative: Paul F. Sullivan, 711 Washington Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities* the transportation of which by reason of size or weight require the use of special equipment or special handling (a) between Philadelphia and points in Pennsylvania within 150 miles thereof, on the one hand, and, on the other, Milesburg and Carlisle, Pa., and (b) between points in New York, on the one hand, and, on the other, North East and Bradford, Pa.; restricted to service at Milesburg, Carlisle, North East, and Bradford, Pa., for the purpose of interchange of traffic with Al Zeffiro Transfer & Storage, Inc.

NOTE.—Common control was approved in Docket No. MC-F-10040. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa., or Washington, D.C.

No. MC 730 (Sub-No. 358), filed December 19, 1973. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO., a Corporation, 1417 Clay Street, P.O. Box 958, Oakland, Calif. 94604. Applicant's representative: Alfred G. Krebs (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the facilities of Western Electric Company located at or near Martinsburg, W. Va., as an off-route point in connection with carrier's regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Baltimore, Md.

No. MC 1977 (Sub-No. 21), filed November 29, 1973. Applicant: NORTHWEST TRANSPORT SERVICE, INC., 5231 Monroe Street, Denver, Colo. 80216. Applicant's representative: Leslie R. Kehl, Suite 1600 Lincoln Center, 1660 Lincoln Street, Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between junction Interstate Highway 25 and Colorado Highway 14 and Laramie, Wyo., serving the intermediate point of Cheyenne, Wyo., and serving the designated termini for purposes of joinder only with carriers existing route, from junction Interstate Highway 25 and Colorado Highway 14 north over Interstate Highway 25 to Cheyenne, Wyo., thence west over Interstate Highway 80 to Laramie, Wyo., and return over the same route.

NOTE.—Common control was approved in Dockets No. MC-F-9760 and MC-F-9396. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 2229 (Sub-No. 179) (AMENDMENT), filed June 4, 1973, published in the FEDERAL REGISTER issue of August 16, 1973, and republished as amended this issue. Applicant: RED BALL MOTOR FREIGHT, INC., 3177 Irving Boulevard, P.O. Box 47407, Dallas, Tex. 75247. Applicant's representative: Douglas Anderson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, commodities in bulk, articles requiring special equipment), serving points in Adams, Arapahoe, Boulder, and Jefferson Counties, Colo., as off-route points in connection with carrier's regular-route operations to and from Denver, Colo., restricted to traffic having a prior or subsequent movement over applicant's authorized routes.

NOTE.—The purpose of this republication is to indicate the addition of: (1) the off-route point in Boulder County, Colo.; and (2) the restriction as described above. If a hearing is deemed neeessary, applicant requests it be held at a time and place convenient to the Commission.

No. MC 2366 (Sub-No. 3), filed December 19, 1973. Applicant: WILLIAM CORBITT, INC., 129 Davidson Avenue, Somerset, N.J. 08873. Applicant's representative: Frank J. Weiner, 15 Court Square, Boston, Mass. 02108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Power transmission materials, equipment, and supplies* which because of size or weight require the use of special equipment or special handling or rigging, and related *accessories and parts* moving in connection therewith from Westboro, Mass., to points in the United States (except Alaska and Hawaii).

[1] Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority in the lead certificate at Westboro, Mass., to provide a through service from points in Pennsylvania, Maryland, Delaware, New Jersey, New York, Connecticut, Rhode Island, Virginia, Massachusetts, and the District of Columbia to points in the United States. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass., or Washington, D.C.

No. MC 2392 (Sub-No. 94), filed December 14, 1973. Applicant: WHEELER TRANSPORT SERVICE, INC., 7722 F Street, P.O. Box 14248 West Omaha Station, Omaha, Nebr. 68114. Applicant's representative: Keith D. Wheeler (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer*, in bulk, in tank vehicles, (1) from Doniphan, Nebr., and Kansas City, Mo., to points in Kansas; and (2) from Kansas City, Mo., and Kansas City, Kans., to points in Nebraska.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr.

No. MC 2860 (Sub-No. 141), filed December 6, 1973. Applicant: NATIONAL FREIGHT, INC., 57 West Park Avenue, Vineland, N.J. 08360. Applicant's representative: Jacob P. Billig, 1126 16th Street NW., Suite 300, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Containers, and container ends* and *accessories, materials, and equipment* used in the manufacture, sale, and distribution of containers (except commodities in bulk), from Albany, N.Y., to Columbus and Worthington, Ohio.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority at Albany, N.Y., to provide a through service from the Middle Atlantic territory to Columbus and Worthington, Ohio. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 4405 (Sub-No. 508) (CORRECTION), filed November 8, 1973, published in the FEDERAL REGISTER issue of December 20, 1973, and republished as corrected this issue. Applicant: DEALERS TRANSIT, INC., 2200 E. 170th Street, P.O. Box 361, Lansing, Ill. 60438. Applicant's representative: Robert E. Joyner, 2008 Clark Tower, 5100 Poplar Ave., Memphis, Tenn. 38137. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Trailers* (other than those designed to be drawn by passenger automobiles), in initial truckaway and driveaway service; (2) *self-propelled street sweepers* (other than those which because of size or weight require the use of special equipment), in truckaway service; (3) *self-propelled street sweepers* in driveaway service, from Chilton, Wis., to points in the United States (except Alaska and Hawaii); and (4) *tractors* in secondary driveaway service only when drawing trailers in initial driveaway service, from Chilton, Wis., to points in Arizona, Nevada, Oregon, and Vermont, restricted to traffic originating at Chilton, Wis.

NOTE.—The purpose of this republication is to correctly indicate applicant's name and to clarify the commodity description in (1) above. Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Madison, Wis., or Chicago, Ill.

No. MC 11207 (Sub-No. 340), filed December 19, 1973. Applicant: DEATON, INC., 317 Avenue W., P.O. Box 938, Birmingham, Ala. 35201. Applicant's representative: A. Alvis Layne, 915 Pennsylvania Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood, plywood paneling, and moulding*, from the facilities of Vanply, Inc., located in Manatee County, Fla., to Charlotte, N.C.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C., or Washington, D.C.

No. MC 22229 (Sub-No. 81), filed November 26, 1973. Applicant: TERMINAL TRANSPORT COMPANY, INC., 248 Chester Avenue SE., Atlanta, Ga. 30316. Applicant's representative: Harold H. Clokey, 414 The Equitable Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) Between Nashville, Tenn., and New Orleans, La.: From Nashville over U.S. Highway No. 31 to Mobile, thence over U.S. Highway No. 90 to New Orleans, and return over the same route, serving the intermediate point of Mobile, Ala., and serving Birmingham, and Evergreen, Ala., for the purpose of joinder only; (2) Between Evergreen, Ala., and Pensacola, Fla.: From Evergreen, over Alabama Highway No. 41 to Brewton, Ala., thence over U.S. Highway No. 29 to Pensacola, and return over the same route, serving all points in Escambia County, Fla., and Pace, Fla., as off-route points, and serving Evergreen, Ala., for the purpose of joinder only; (3) Between Pensacola, Fla., and Mobile, Ala.: From Pensacola, over U.S. Highway 90 to Mobile, and return over the same route, serving Mobile, Ala., for the purpose of joinder only; (4) Between Nashville, Tenn., and New Orleans, La.: From Nashville, over U.S. Highway No. 70 to Memphis, Tenn., thence over U.S. Highway No. 51 to LaPlace, La., thence over U.S. Highway No. 61 to New Orleans and return over the same route, serving Memphis, Tenn., Winona, Jackson, and Brookhaven, Miss., for the purpose of joinder only; (5) Between Nashville, Tenn., and Wichita Falls, Tex.: From Nashville, over U.S. Highway No. 70 to Little Rock, Ark., thence over U.S. Highway No. 67 to Texarkana, Tex., thence over U.S. Highway No. 82 to Wichita Falls, and return over the same route, serving Memphis, Tenn., for the purpose of joinder only; (6) Between Winona, Miss., and Texarkana, Tex.: From Winona, over U.S. Highway No. 82 to Texarkana, serving Winona, Miss., for the purpose of joinder only; (7) Between Jackson, Miss., and Ft. Worth, Tex.: From Jackson, over U.S. Highway No. 80 to Ft. Worth, and return over the same route serving Jackson, Miss., for the purpose of joinder only; (8) Between Brookhaven, Miss., and Waco, Tex.: From Brookhaven, over U.S. Highway No. 84 to Waco, and return over the same route serving Brookhaven, Miss., for the purpose of joinder only; (9) Between New Orleans, La., and San Antonio, Tex.: From New Orleans, over U.S. Highway No. 90 to San Antonio, and return over the same route; (10) Between Texarkana, Tex., and Ft. Worth, Tex.: From Texarkana, over U.S. Highway No. 67 to Dallas, Tex., thence over U.S. Highway No. 80 to Ft. Worth, and return over the same route, (11) Between Texarkana, Tex., and Beaumont, Tex.: From Texarkana, over U.S. Highway No. 59 to Tenaha, Tex., thence over U.S. Highway No. 96 to Beaumont, and return over the same route; (12) Between Dallas, Tex., and Galveston, Tex.: From Dallas, over U.S. Highway No. 75 to Galveston, and return over the same route; (13) Between Houston, Tex., and Laredo, Tex.: From Houston, over U.S. Highway No. 59 to Laredo and return over the same route; (14) Between San Antonio, Tex., and Corpus Christi, Tex.: From San Antonio, over U.S. Highway No. 181 to Corpus Christi, and return over the same route; (15) Between Wichita Falls, Tex., and Brownsville, Tex.: From Wichita Falls, over U.S. Highway No. 287 to Bowie, Tex., thence over U.S. Highway No. 81 to Laredo, Tex., and thence over U.S. Highway No. 83 to Brownsville, and return over the same route; in connection with Routes 4 through 15 serving all intermediate points in Louisiana and Texas, and all points in Louisiana and points in that part of Texas east of U.S. Highway No. 281 between Wichita Falls and the Texas-Oklahoma boundary line, east of U.S. Highway No. 287 between Wichita Falls and Bowie and east of U.S. Highway No. 81 between Bowie and the Mexican Border as off-route points; (1) through (15) restricted against joinder to provide a through service between points in Texas on the one hand, and, on the other, points in Louisiana.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Nashville, Tenn., Dallas, Tex., and New Orleans, La.

No. MC 22254 (Sub-No. 70), filed December 11, 1973. Applicant: TRANS-AMERICAN VAN SERVICE, INC., 12301 W. Freeway, P.O. Box 12608, Ft. Worth, Tex. 76116. Applicant's representative: Elliott Bunce, 618 Perpetual Bldg. NW., Washington, D.C. 20004. Authority

sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motorcycles, uncrated, and parts and accessories thereof*, between York, Pa., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 25798 (Sub-No. 253), filed November 12, 1973. Applicant: CLAY HYDER TRUCKING LINES, INC., 502 East Bridgers Avenue, Auburndale, Fla. 33823. Applicant's representative: Tony G. Russell (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and preserved foodstuffs*, (1) from Parksley, Va., to points in North Carolina, South Carolina, and Florida; and (2) from points in Michigan and Wisconsin, to points in Alabama, Arkansas, Florida, Georgia, Iowa, Kansas, Louisiana, Nebraska, North Carolina, Oklahoma, and Texas.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla., or Chicago, Ill.

No. MC 29886 (Sub-No. 303), filed December 14, 1973. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. 46627. Applicant's representative: Charles Pieroni (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled articles* weighing 15,000 pounds or more, and related *machinery, tools, parts, and supplies* moving in connection therewith, between points in Spotsylvania County, Va., on the one hand, and, on the other, points in Connecticut, Delaware, District of Columbia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Pennsylvania, Rhode Island, South Dakota, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

NOTE.—Common control was approved in MC-F-4796. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 30844 (Sub-No. 490), filed December 3, 1973. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125 Commercial Street, P.O. Box 5000, Waterloo, Iowa 50702. Applicant's representative: Truman A. Stockton, The 1650 Grant Street Bldg., Denver, Colo. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Confectionery*, from the plantsites and facilities of Curtiss Candy Company in Chicago, Ill., and its Commercial Zone, to points in North Carolina, South Carolina, Tennessee, Virginia, and West Virginia.

NOTE.—Common control was approved in MC-F-8722 and MC-F-9750. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 30887 (Sub-No. 200), filed December 5, 1973. Applicant: SHIPLEY TRANSFER, INC., 49 Main Street, P.O. Box 55, Reistertown, Md. 21136. Applicant's representative: Theodore Polydoroff, 1250 Connecticut Ave. NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry plastic granules* in bulk, in tank vehicles, having a prior movement by rail, from Baltimore, Md., to Marshallton, Del.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 34087 (Sub-No. 6), filed November 1, 1973. Applicant: NORMAN HILLS, Rt. 60, R. D. #1, Fredonia, N.Y. 14063. Applicant's representative: S. Michael Richards, 44 North Avenue, Webster, N.Y. 14580. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, (except in bulk), from the H. J. Heinz Company facilities in Allegheny County, Pa., to those points in that part of New York on and west of a line beginning at the intersection of the New York-Pennsylvania State Boundary line and Interstate Highway 81, and extending northerly along Interstate Highway 81 to its intersection with New York Highway 12, thence northerly along New York Highway 12 to the St. Lawrence River, under contract with H. J. Heinz Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa., or Buffalo, N.Y.

No. MC 35890 (Sub-No. 42), filed November 23, 1973. Applicant: BLODGETT FURNITURE SERVICE, INC., 3801 36th St. SE., Grand Rapids, Mich. 49508. Applicant's representative: Kenneth T. Johnson, Bankers Trust Bldg., Jamestown, N.Y. 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Voting machines, and voting machine accessories*, (1) between Jamestown, N.Y., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Washington, and Wyoming; and (2) between Marion, S.C., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Montana, Nebraska, Nevada, New Mexico, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin, and Wyoming.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 36509 (Sub-No. 22), filed December 17, 1973. Applicant: LOOMIS ARMORED CAR SERVICE, INC., 55 Battery Street, Seattle, Wash. 98121. Applicant's representative: George H. Hart, 1100 IBM Bldg., Seattle, Wash. 98101. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Coin, currency, securities, and negotiable instruments*, (1) between Portland, Oreg., and points in Skamania, Klickitat, Wahkiakum, Pacific, and Lewis Counties, Wash.; (2) between Seattle, Wash., and points in Umatilla County, Oreg.; and (3) between San Francisco, Calif., and points in Washoe, Ormsby, and Douglas Counties, Nev., under contract with various banks and banking institutions.

NOTE.—Dual operations and common control may be involved. If a hearing is deemed necessary, applicant requests it be held at San Francisco, Calif., or Seattle, Wash.

No. MC 41432 (Sub-No. 136), filed December 10, 1973. Applicant: EAST TEXAS MOTOR FREIGHT LINES, INC., 2355 Stemmons Freeway, P.O. Box 10125, Dallas, Tex. 75207. Applicant's representative: W. P. Furth (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between junction of U.S. Highways 67 and 270 and the plant site of DLM, Inc.: From junction U.S. Highways 67 and 270, over U.S. Highway 270 to the plant site of DLM, Inc., and return over the same route.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 43963 (Sub-No. 4), filed December 13, 1973. Applicant: CHIEF TRUCK LINES, INC., Joliet Road & 79th Street, Hinsdale, Ill. 60521. Applicant's representative: James C. Hardman, 127 North Dearborn Street, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metals and metal articles*, from Northbrook and Joliet, Ill., to points in Iowa.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority at Northbrook and Joliet, Ill., to provide a through service: (a) from points in Illinois and Indiana within 40 miles of Grant Park, Chicago, Ill., on other than size and weight items; and (b) from points in Wisconsin, Illinois and Indiana on and north of U.S. Highway 40 on size and weight items, (a) and (b) to points in Iowa. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 51146 (Sub-No. 346), filed December 7, 1973. Applicant: SCHNEIDER TRANSPORT, INC., 2661 South Broadway, Green Bay, Wis. 54304. Applicant's representative: Charles W. Singer, Suite 1000, 327 South La Salle St., Chicago, Ill. 60604. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wood products*, from Seymour, Wis., to points in New York, Pennsylvania, Vermont, Indiana, Michigan, and Ohio.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 51146 (Sub-No. 351), filed December 17, 1973. Applicant: SCHNEIDER TRANSPORT, INC., 2661 South Broadway, Green Bay, Wis. 54304. Applicant's representative: Neil DuJardin, P.O. Box 2298, Green Bay, Wis. 54306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from Appleton, Wis., to points in the United States (except Alaska and Hawaii).

NOTE.—Common control may be involved. Applicant states that the requested authority can be tacked in Sub-No. 204, at Appleton, Wis., to provide a through service from Green Bay, Neenah, Menasha, Oshkosh, Fond du Lac, Waupun, and West Bend, Wis., and Chicago, Ill., to those destination points named above. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 51518 (Sub-No. 6), filed December 17, 1973. Applicant: EDWARD VESELY AND FRANCES VESELY, a Partnership, doing business as VESELY BROTHERS, "THE MOVERS," P.O. Box 455, Fayette City, Pa. 15438. Applicant's representative: William J. Lavelle, 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise, equipment, and supplies* sold, used, distributed or dealt in by a manufacturer of cosmetics (except in bulk), from Washington Township (Fayette County), Pa., to points in that part of Pennsylvania west of the eastern boundaries of Bradford, Sullivan, Lycoming, Montour, Northumberland, Perry, Franklin, and Adams Counties, Pa.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 52460 (Sub-No. 132), filed November 26, 1973. Applicant: HUGH BREEDING, INC., 1420 West 35th Street, Tulsa, Okla. 74107. Applicant's representative: Steve B. McCommas (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Petroleum products*, in containers, (a) from Wichita, Kans., to points in California, Florida, Georgia, North Carolina, and South Carolina; (b) from Enid, Okla., to points in Florida, North Carolina, South Carolina, Georgia, Mississippi, Alabama, Louisiana, Tennessee, Arizona, California, Nevada, Idaho, Utah, Wyoming, and Colorado; (c) from El Dorado, Kans., to points in Colorado and those in that part of Missouri north of U.S. Highway 50; (d) from Stroud, Okla., to points in Florida, North Carolina, South Carolina, Georgia, Mississippi, Alabama, Louisiana, Tennessee, Arizona, California, Nevada, Idaho, Utah, Wyoming, and Colorado; (e) from Oklahoma City, Okla., to points in Alabama, Arizona, Colorado, Florida, Georgia, Iowa, Louisiana, Mississippi, Nebraska, North Carolina, South Carolina, Tennessee, Utah, and Wyoming; (f) from Ponca City, Okla., to points in Alabama, Arizona, Colorado, Florida, Georgia, Louisiana, Mississippi, Montana, North Carolina, South Carolina, Tennessee, Utah, and Wyoming; (g) from Cyril, Okla., to points in Arizona, Iowa, Kansas, Missouri, those in that part of New Mexico south of U.S. Highway 60, and those in that part of Texas on west and south of a line beginning at the New Mexico State Boundary line and extending along U.S. Highway 87 to Lubbock, Tex., thence along U.S. Highway 84 to Snyder, Tex., thence along U.S. Highway 180 to Dallas, Tex., thence along U.S. Highway 67 to the Texas-Louisiana State Boundary line; and (h) from Tulsa, Okla., to points in Alabama, Arizona, Colorado, California, Georgia, Florida, Idaho, Kentucky, Louisiana, Mississippi, Nevada, Tennessee, North Carolina, South Carolina, Utah, and Wyoming; (2) *petroleum products*, in bulk, in tank vehicles, from Oklahoma City, Okla., to points in Georgia, Iowa, Minnesota, Nebraska, South Dakota, and Wisconsin; (3) *advertising materials* and *articles* distributed or used by wholesale or retail suppliers, marketers, or distributors of petroleum products, when moving in the same vehicle and at the same time with petroleum products, in containers, from Ponca City, Okla., to points in Alabama, Arizona, Colorado, Florida, Georgia, Louisiana, Mississippi, Montana, North Carolina, South Carolina, Tennessee, Utah, and Wyoming; and (4) *petroleum treating compounds*, in bulk, in tank vehicles, and in packages, from Sand Springs, Okla., to points in Alabama, California, Colorado, Idaho, Montana, Mississippi, Utah, and Wyoming.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City or Tulsa, Okla., or Wichita, Kans.

No. MC 52460 (Sub-No. 133), filed October 17, 1973. Applicant: HUGH BREEDING, INC., 1420 West 35th Street, Tulsa, Okla. 74107. Applicant's representative: Steve B. McCommas (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products* in packages, from St. Louis, Mo., to points in Tennessee, Kentucky, Alabama, and Mississippi.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, the applicant requests it be held at St. Louis or Kansas City, Mo.

No. MC 58923 (Sub-No. 41), filed October 31, 1973. Applicant: GEORGIA HIGHWAY EXPRESS, INC., 2090 Jonesboro Road SE., Atlanta, Ga. 30315. Applicant's representative: Robert C. Dryden (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment and those injurious or contaminating to other lading), between points in that part of Florida on and east of a line beginning at the Georgia-Florida State Boundary line and extending along U.S. Highway 19 to New Port Richey, thence along the Gulf of Mexico to Naples, and points on and north of a line beginning at Naples and U.S. Highway 41, thence along U.S. Highway 41 to the junction of Florida Highway 27, and points on and east of a line extending south along Florida Highway 27 to the junction of SW. 344th Street (Palm Drive) and points on and north of a line extending eastward along SW. 344th Street (Palm Drive) to the Atlantic Ocean, restricted to the transportation of traffic having an immediately prior or an immediately subsequent movement by rail between Atlanta, Ga., on the one hand, and, on the other a point in the above-described area in Florida.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Applicant seeks to redefine and extend the territorial description previously authorized in Sub-No. 33. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Miami, Fla.

No. MC 59054 (Sub-No. 5), filed December 11, 1973. Applicant: TRI-STATE CARRIER, INC., 212 Washington Ave., Carlstadt, N.J. 07072. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cleaning compounds, refrigerants, or dispersant gases, in containers*, from the facilities of Lenape Equipment Company at Jersey City, Carlstadt, and Hillside, N.J., to points in Nassau, Suffolk, Orange, and Rockland Counties, N.Y., and Fairfield County, Conn.; (2) *paints, solvents, adhesives, bleaches, inks, and dyes*, in containers, from the facilities of Inmont Corporation at Lodi and Hawthorne, N.J., to points in Nassau, Suffolk, Orange, and Rockland Counties, N.Y., and Fairfield County, Conn.; (3) *paints, solvents, adhesives, bleaches, inks, and dyes*, in containers from the facilities of Converters Ink, Inc., at Linden, N.J., to points in Nassau, Suffolk, Orange, and Rockland Counties, N.Y., and Fairfield County, Conn.; and (4) *refrigerants or dispersant gases*, in containers, from the facilities of Abco Refrigerant Supply Corp.,

at Jersey City, Carlstadt, and Plainfield, N.J., to points in Nassau, Suffolk, Orange, and Rockland Counties, N.Y., and Fairfield County, Conn.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Newark, N.J.

No. MC 59583 (Sub-No. 140), filed December 13, 1973. Applicant: MASON AND DIXON LINES, INC., Eastman Road, P.O. Box 969, Kingsport, Tenn. 37662. Applicant's representative: A. Alvis Layne, 915 Pennsylvania Building, Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those which because of size or weight require the use of special equipment), serving the plant site of Charlotte Pipe and Foundry Company, at or near Bakers, N.C., as an off-route point in connection with applicant's regular route operations.

NOTE.—Common control may be involved. If a hearing is deeemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 59680 (Sub-No. 211), filed December 10, 1973. Applicant: STRICKLAND TRANSPORTATION CO., INC., 3011 Gulden Avenue, P.O. Box 5689, Dallas, Tex. 75222. Applicant's representative: Oscar P. Peck (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities*, (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), (1) serving the site of Holiday Industrial Park, at Desoto County, Miss.; and (2) serving the plant site and warehouse facilities of DLM, Inc., located near Malvern, Ark., both as off-route points in connection with carrier's authorized regular route operations.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 61231 (Sub-No. 74), filed December 12, 1973. Applicant: ACE LINES, INC., 4143 East 43rd Street, Des Moines, Iowa 50317. Applicant's representative: William L. Fairbank, 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Irrigation systems, pipe, tubing, light poles, mast arms, brackets, bases, and transmission poles*, and (2) *materials and supplies* used in the manufacture and installation of the commodities named in (1) above, between Valley, Nebr., on the one hand, and, on the other, points in Arizona, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Texas, Wisconsin, and Wyoming.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 61592 (Sub-No. 314), filed December 17, 1973. Applicant: JENKINS TRUCK LINE, INC., 3708 Elm Street, Bettendorf, Iowa 52722. Applicant's representative: E. A. DeVine (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Charcoal, charcoal briquettes, wood chips, lighter fluid, grille liner, fireplace logs, fly ash, and activated carbon*, (1) from Dickinson, N. Dak., to points in South Dakota, Iowa, Nebraska, Kansas, Colorado, Oklahoma, New Mexico, Texas, and Missouri; (2) from Jacksonville, Ocala, and Romeo, Fla., to points in Mississippi, Alabama, Georgia, North Carolina, South Carolina, Tennessee, Kentucky, Virginia, West Virginia, Ohio, Pennsylvania, Maryland, New Jersey, Delaware, and the District of Columbia; and (3) from Branson, Mo., to points in Nebraska, Iowa, Kansas, Oklahoma, Texas, Missouri, Arkansas, Louisiana, Illinois, Indiana, Michigan, Ohio, Kentucky, Tennessee, Mississippi, Alabama, Florida, Georgia, North Carolina, South Carolina, Virginia, West Virginia, Maryland, Pennsylvania, New Jersey, Delaware, District of Columbia, Wisconsin, Minnesota, Colorado, Arizona, New Mexico, and New York.

NOTE.—Common control was approved in MC-F-10387 and MC-F-10697. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga.

No. MC 66886 (Sub-No. 43), filed December 10, 1973. Applicant: BELGER CARTAGE SERVICE, INC., 2100 Walnut Street, Kansas City, Mo. 64108. Applicant's representative: Frank W. Taylor, 1221 Baltimore Avenue, Suite 600, Kansas City, Mo. 64105. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Modular ovens*, and (2) *machinery and equipment* used in carpet tufting, finishing, and manufacturing, between Chattanooga, Tenn., and Dalton, Ga., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chattanooga, Tenn., or Kansas City, Mo.

No. MC 66900 (Sub-No. 43), filed December 11, 1973. Applicant: HOUFF TRANSFER, INCORPORATED, P.O. Box 91, Weyers Cave, Va. 24486. Applicant's representative: Harold G. Hernly, 118 North Asaph Street, Alexandria, Va. 22314. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products* and *activated carbon*, from Covington and points in Augusta Counties, Va., to points in that part of Pennsylvania, in, east and south of Franklin, Cumberland, Perry, Dauphin, Lebanon, Berks, Lehigh, and Northampton Counties, Pa. (except Philadelphia, Pa.); and (2) *materials, equipment, and supplies* used in the manufacture of paper and paper products and activated carbon, from points in the above-described destination territory and Maple Shade, N.J., to Covington and points in Augusta County, Va.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority in the lead certificate and in Sub-No. 36 at Covington and Augusta Counties, Va., to provide a through service from points in Virginia and West Virginia to the destination points named above. Applicant requests handling under modified procedure, however if a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 71883 (Sub-No. 8), filed December 14, 1973. Applicant: JACKSON TRUCKING, INC., P.O. Box 786, 89 River Street, Jamestown, N.Y. 14701. Applicant's representative: Arthur L. Jackson (same address as applicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, mean by-products, and articles distributed by meat packinghouses as* described in Sections A, B, and C of Appendix I to the report of *Descriptions of Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Jamestown, N.Y., to points in Crawford and Venago Counties, Pa., and points in Erie County, Pa., west of Pennsylvania Highway 8, and *returned shipments* in the reverse direction, under continuing contracts with John Morrell & Co., Joseph Malecki, Inc., Krey Packing Co., Oscar Meyer & Co., and Wilson & Co.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 72094 (Sub-No. 4), filed December 13, 1973. Applicant: KRUSE TRUCKING CO., a Corporation, 639 Ramsey Ave., Hillside, N.J. 07205. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials* (except commodities in bulk), between the facilities of Symons Manufacturing Co., Fairfield, N.J., on the one hand, and, on the other, points in Westchester, Nassau, Suffolk, Columbia, Dutchess, Greene, Orange, Putnam, Rockland, Sullivan, Ulster Counties, N.Y., and King of Prussia, Pa.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J., or Washington, D.C.

No. MC 73165 (Sub-No. 333), filed October 23, 1973. Applicant: EAGLE MOTOR LINES, INC., P.O. Box 11086, 830 North 33rd Street, Birmingham, Ala. 35202. Applicant's representative: R. Connor Wiggins, Jr., 909 100 North Main Building, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Heat exchangers and equalizers* for air, gas, or

liquids, *machinery and equipment* for heating, cooling, conditioning, humidifying, dehumidifying, and moving of air, gas, or liquids, *and parts, attachments, and accessories* for use in the installation and operation of the above-named items (except commodities in bulk); and (2) *commodities* used in the manufacturing of items listed in (1) above (except commodities in bulk), (a) from Jackson County, Ala., to points in the United States (except Alaska and Hawaii); and (b) from points in the United States (except Alaska and Hawaii) to Jackson County, Ala.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, the applicant requests it be held at Birmingham, Ala.

No. MC 73165 (Sub-No. 336), filed December 7, 1973. Applicant: EAGLE MOTOR LINES, INC., 830 North 33rd Street, Birmingham, Ala. 35202. Applicants representative: Eugene T. Liipfert, 1660 L Street NW., Suite 1100, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from Milwaukee, Wis., to points in Missouri, Oklahoma, Arkansas, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 75320 (Sub-No. 169), filed December 17, 1973. Applicant: CAMPBELL SIXTY-SIX EXPRESS, INC., P.O. Box 807, Springfield, Mo. 65801. Applicant's representative: Phineas Stevens, 700 Petroleum Bldg., P.O. Box 22567, Jackson, Miss. 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, tranporting: *General commodities* (except Classes A and B explosives, commodities in bulk, those of unusual value, household goods as defined by the Commission, and commodities requiring special equipment), Between Dallas, Tex., and junction Interstate Highway 40 and U.S. Highway 71 at or near Alma, Ark., in connection with carrier's presently authorized regular-route operations, serving no intermediate points and serving the junction of Interstate Highway 40 and U.S. Highway 71 for purposes of joinder only: From Dallas over U.S. Highway 75 to junction U.S. Highway 69, thence over U.S. Highway 69 to junction U.S. Highway 266, at or near Checotah, Okla., thence over U.S. Highway 266 to junction Interstate Highway 40, thence over Interstate Highway 40 to junction U.S. Highway 71, at or near Alma, Ark., and return over the same route.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Springfield, Mo., or Jackson, Miss.

No. MC 76032 (Sub-No. 304), filed October 29, 1973. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo. 80223. Applicant's representative: Edward G. Bazelon, 39 South La Salle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: (1) *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), Between Washington, D.C., and Amarillo, Tex.: From Washington, D.C., over U.S. Highway 50 to junction Interstate Highway 81 at or near Winchester, Va., thence over Interstate Highway 81 to junction Interstate Highway 40 at or near Knoxville, Tenn., thence over Interstate Highway 40 to Amarillo, Tex., and return over the same route, as an alternate route for operating convenience only, in connection with carrier's regular route operations, serving no intermediate points, restricted against the transportation of traffic originating at or destined to Amarillo, Tex.; and (2) *general commodities* (except explosives, heavy machinery, livestock, fresh fish, coal, ore, sand, gravel, and household goods as defined by the Commission). Serving Davenport, Iowa, as an intermediate point in connection with carrier's regular route operations between Chicago, Ill., and Denver, Colo., restricted at Davenport, Iowa, to traffic moving from or to points west of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas.

NOTE.—Common control may be involved. Applicant indicates that the proposed operations are related to the finance proceeding in MC-F-11300, and if granted would only authorize that service to Navajo Freight Lines, Inc., which was previously performed in joint-line service with General Expressways, Inc. If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 76177 (Sub-No. 329), filed December 11, 1973. Applicant: BAGGETT TRANSPORTATION COMPANY, a Corporation, 2 South 32nd Street, Birmingham, Ala. 35233. Applicant's representative: Harold G. Hernly, Jr., 118 North Asaph Street, Alexandria, Va. 22314. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), Between Chattanooga, Tenn., and Huntsville, Ala.: From Chattanooga, over U.S. Highway 72 to Huntsville, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with carrier's regular route operations.

NOTE.—Common control may be involved. Applicant requests handling under modified procedure and if a hearing is deemed necessary, applicant does not specify a location.

No. MC 90369 (Sub-No. 4), filed November 23, 1973. Applicant: ADKINS TRANSFER, INC., 2537 Eighth Avenue, Huntington, W. Va. 25701. Applicant's representative: John M. Friedman, 2930 Putnam Avenue, Hurricane, W. Va. 25526. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods*, as defined in *Practices of Motor Common Carriers of Household Goods*, 17 M.C.C. 467, from points in Cabell, Putnam, and Wayne Counties, W. Va.; Boyd, Greenup, and Lawrence Counties, Ky., and Lawrence County, Ohio, to points in Georgia, Florida, Tennessee, South Carolina, and Michigan.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Charleston, W. Va., or Columbus, Ohio.

No. MC 95084 (Sub-No. 97), filed October 29, 1973. Applicant: HOVE TRUCK LINE, Stanhope, Iowa 50246. Applicant's representative: Kenneth F. Dudley, 611 Church Street, P.O. Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural implements and machinery, farm implements and machinery, fertilizer equipment, industrial equipment, parts, attachments, and accessories, and materials equipment and supplies used in the manufacture, processing, sale, and distribution of agricultural implements and machinery, fertilizer equipment, industrial equipment parts and attachments and accessories*, between points in the United States (except Alaska and Hawaii) on shipments originating at and/or destined to the plantsites, warehouses, affiliates, or subsidiaries of United Farm Tools, Inc.

NOTE.—Applicant indicates that all tacking possibilities would duplicate in part with the requested authority held herein. If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill., or Kansas City, Mo.

No. MC 95224 (Sub-No. 5), filed December 20, 1973. Applicant: R. COMEAU, INC., Lime Street, Adams, Mass. 01220. Applicant's representative: Thomas W. Murrett, 342 North Main Street, West Hartford, Conn. 06117. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lime, limestone, and limestone products* in bulk, in pneumatic style trailers, and in bags, from the plantsite of Pfizer, Inc., in Adams, Mass., to points in the District of Columbia, Delaware, Maryland, Pennsylvania, and those in that part of New Jersey south of New Jersey Highway 33 and those in that part of New York west of New York Highway 26.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Hartford, Conn.

No. MC 95540 (Sub-No. 892), filed December 10, 1973. Applicant: WATKINS MOTOR LINE, INC., 1940 Monroe Drive NE., P.O. Box 1636, Atlanta, Ga. 30301. Applicant's representative: Jerome F. Marks, P.O. Box 1636, Atlanta, Ga. 30301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods* (except in bulk), in vehicles equipped with mechanical refrigeration, from the plant sites of Banquet Foods,

Corporation at Carrollton, Macon, Marshall, Moberly, and Milan, Mo., to points in Arkansas, Louisiana, and Mississippi.

NOTE.—Common control was approved in MC-F-7942 and MC-F-8308. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., or Washington, D.C.

No. MC 95920 (Sub-No. 30), filed December 10, 1973. Applicant: SANTRY TRUCKING COMPANY, a Corporation, 11552 SW. Pacific Highway, Portland, Oreg. 97223. Applicant's representative: George R. LaBissoniere, 130 Andover Park East, Seattle, Wash. 98188. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Malt beverages, malt beverage containers, cartons, bottles, and can openers, advertising matter, and brewery products, materials, and supplies machinery* moving incidently to the movement of malt beverages from Olympia, Wash., to points in Illinois; and (2) *empty containers, rejected or spoiled malt beverages, hops*, in bales, *rice, grain, infusorial earth, brewers malt, advertising matter, and other materials, ingredients or supplies, and machinery and equipment* used in the manufacture of malt beverages from points in Illinois, to Olympia, Wash., under continuing contract with Olympia Brewing Company.

NOTE.—Applicant holds common carrier authority in MC-123265, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 100449 (Sub-No. 40), filed December 3, 1973. Applicant: MALLINGER TRUCK LINE, INC., R.F.D. 4, Fort Dodge, Iowa 50501. Applicant's representative: William L. Fairbank, 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packinghouses* (except hides and commodities in bulk), as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site and warehouse facilities of Wilson & Co., Inc., at Albert Lea, Minn., to points in Illinois, Iowa, Kansas, and Missouri, restricted to traffic originating at the above-named origin and destined to the named destination states.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Paul, Minn.

No. MC 110563 (Sub-No. 121), filed December 13, 1973. Applicant: COLDWAY FOOD EXPRESS, INC., P.O. Box 747, Ohio Building, Sidney, Ohio 45365. Applicant's representative: Joseph M. Scanlan, 111 W. Washington, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and storage facilities of Banquet Foods Corporation located at or near Wellston, Ohio, to points in West Virginia, Maryland, District of Columbia, New Jersey, New York, Massachusetts, Pennsylvania, Connecticut, Rhode Island, New Hampshire, Maine, and Vermont, restricted to traffic originating at the above plantsite and storage facilities:

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus or Cincinnati, Ohio.

No. MC 100666 (Sub-No. 262), filed December 14, 1973. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, Shreveport, La. 71107. Applicant's representative: Wilburn L. Williamson, 3535 NW. 58th, 280 National Fdn. Life Bldg., Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Raceways and fittings therefor*, from Donora, Pa., to points in Alabama, Arkansas, Colorado, Illinois, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, New Mexico, Oklahoma, Tennessee, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 103993 (Sub-No. 791), filed December 7, 1973. Applicant: MORGAN DRIVE-AWAY, INC., 2800 West Lexington Ave., Elkhart, Ind. 46514. Applicant's representative: Paul D. Borghesani (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Kitchen, bathroom, and utility modules*, on undercarriages, from Eaton Rapids, Mich., to points in the United States (except Alaska and Hawaii).

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 105007 (Sub-No. 29), filed December 17, 1973. Applicant: MATSON TRUCK LINES, INC., 1407 St. John Avenue, Albert Lea, Min. 56007. Applicant's representative: Val M. Higgins, 1000 First National Bank Bldg., Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Reinforced concrete slabs, sections, slats, and beams*, from Hollandale, Minn., to points in Iowa, Nebraska, Illinois, South Dakota, Wisconsin, and Missouri.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at either Minneapolis or St. Paul, Minn.

No. MC 105566 (Sub-No. 98), filed December 3, 1973. Applicant: SAM TANKSLEY TRUCKING, INC., P.O. Box 1119, Cape Girardeau, Mo. 63701. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter*, from Gallatin, Tenn., to points in Mississipi, Louisiana, Texas, Florida, New Mexico, Colorado, Wyoming, Montana, Idaho, Utah, Nevada, Arizona, California, Oregon, and Washington.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 105566 (Sub-No. 100), filed December 3, 1973. Applicant: SAM TANKSLEY TRUCKING, INC., P.O. Box 1119, Cape Girardeau, Mo. 63701. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Citrus juice and citrus products* (except in bulk, in tank vehicles) and *these commodities in mixed loads with exempt commodities*, from points in Tulare County, Calif., to points in Minnesota, Iowa, Nebraska, Kansas, Oklahoma, and Texas, and points in the United States east thereof.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 106163 (Sub-No. 32), filed December 14, 1973. Applicant: RED LINE TRANSFER AND STORAGE CO., INC., 132 Legion Street, P.O. Box 1516, Johnson City, Tenn. 37601. Applicant's representative: H. M. Cook (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), Between Pine Bluff, Ark., and Hickory Ridge, Ark.: From Pine Bluff, Ark., over U.S. Highway 79 to its junction with Arkansas Highway 11, thence over Arkansas Highway 11 to its junction with U.S. Highway 70, thence over U.S. Highway 70 to its junction with Arkansas Highway 39, thence over Arkansas Highway 39 to Hickory Ridge, Ark., and return over the same route, serving the intermediate point of Hazen, Ark.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Little Rock, Ark., or Memphis, Tenn.

No. MC 106398 (Sub-No. 694), filed December 3, 1973. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles in initial movements, from West Point, Miss., to Alabama, Tennessee, Arkansas, Florida, Georgia, Louisiana.

NOTE.—Common control and dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn.

No. MC 106398 (Sub-No. 695), filed December 10, 1973. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles in initial movements, from points in Vance County, N.C., to points in the United States (except Alaska and Hawaii.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Common control and dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MCC 105566 (Sub-No. 101), filed December 3, 1973. Applicant: SAM TANKSLEY TRUCKING, INC., P.O. Box 1119, Cape Girardeau, Mo. 63701. Applicant's representative: Thomas F. Kilroy, P.O. Box 624, Springfield, Va. 22150. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed matter, plastic articles, and plastic products*, in straight or mixed shipments, from Olive Branch, Miss., to points in Montana, Wyoming, Colorado, New Mexico, Idaho, Utah, Nevada, Arizona, California, Oregon, and Washington.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Memphis, Tenn., or Washington, D.C.

No. MC 106565 (Sub-No. 13), filed December 19, 1973. Applicant: JULIUS R. TAYLOR, JR., NED R. TAYLOR, AND ALEX TAYLOR, a partnership, doing business as, TAYLOR TRUCK LINE, 402 South Clay, Charleston, Miss. 38921. Applicant's representative: Donald B. Morrison, 717 Deposit Guaranty Bank Bldg., P.O. Box 22628, Jackson, Miss. 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Memphis, Tenn., and Clarksdale, Miss.: From Memphis over U.S. Highway 61 to junction with Mississippi Highway 6; thence over Mississippi Highway 6 to Clarksdale and return over the same route, serving no intermediate points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Clarksdale, Miss., or Memphis, Tenn.

No. MC 106644 (Sub-No. 164), filed November 15, 1973. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW., P.O. Box 916, Atlanta, Ga. 30318 (30301). Applicant's representative: W. Randall Tye, 1500 Candler Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Self-propelled sweeping machines, brush cutters, stump cutters, catch basin cleaners and flushers and parts and accessories thereof*, from Pomona, Calif., to Oklahoma, Texas, Arkansas, Louisiana, Mississippi, Tennessee, Alabama, Georgia, North Carolina, South Carolina, Virginia, Florida, Kentucky, and West Virginia.

NOTE.—Applicant states that the requested authority can be tacked with the authority sought in MC-F-11318 at Texas and with its existing authority MC-106644 Sub-41 at North Carolina and at Tennessee with Sub-106, to provide service from Pomona, Calif., to Maryland, Pennsylvania, New York, New Jersey, Massachusetts, Rhode Island, Ohio, Indiana, Illinois, Iowa, and Missouri. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif., or Washington, D.C.

No. MC 106644 (Sub-No. 169), filed December 10, 1973. Applicant: SUPERIOR TRUCKING COMPANY, INC., 2770 Peyton Road NW., P.O. Box 916, Atlanta, Ga. 30301. Applicant's representative: W. Randall Tye, 1500 Candler Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flexible steel conduit*, from the plant site of American Flexible Conduit Co., Inc., at or near Tifton, Ga., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 106674 (Sub-No. 117), filed December 10, 1973. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, Ind. 47977. Applicant's representative: Leonard R. Kofkin, 39 South LaSalle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Propane*, in bulk, in tank vehicle, from Kokomo, Ind., to Tuscola, Ill.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 106674 (Sub-No. 119), filed December 3, 1973. Applicant: SCHILLI MOTOR LINES, INC., P.O. Box 123, Remington, Ind. 47977. Applicant's representative: William P. Jackson, Jr., 919 18th St. NW., Suite 425, Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Construction materials* (except in bulk), from the facilities of the Celotex Corporation at or near Chicago, Ill., to points in Indiana, Kentucky, Michigan, Ohio, and Wisconsin.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary applicant requests it be held at Tampa, Fla., or Washington, D.C.

No. MC 106674 (Sub-No. 120), filed December 6, 1973. Applicant: SCHILLI MOTOR LINES, Incorporated, P.O. Box 123, Remington, Ind. 47977. Applicant's representative: Leonard R. Kofkin, 39 South LaSalle Street, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Compressed wood, fireplace logs, and briquettes*, from Monticello, Ind., to points in Illinois, Kentucky, Michigan, Ohio, and Pennsylvania.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 107002 (Sub-No. 441), filed October 29, 1973. Applicant: MILLER TRANSPORTERS, INC., P.O. Box 1123, U.S. Highway 80 West, Jackson, Miss. 39205. Applicant's representative: John J. Borth, P.O. Box 8573, Battlefield Station, Jackson, Miss. 39204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Petroleum and petroleum products*, in bulk, in tank vehicles, from Bucks, Ala., to points in Mississippi, and (2) *fuel oil*, in bulk in tank vehicles, (a) from Greenville, Miss., to Camden, Crossett, Fordyce, and Pine Bluff, Ark., Bastrop, Monroe, and Springhill, La., and Atlanta, Tex., and (b) from Vicksburg, Miss., to Camden, Crossett, Fordyce, and Pine Bluff, Ark., and Atlanta, Tex.

NOTE.—Applicant states that the requested authority can be tacked (1) at points in Mississippi to serve points in Georgia and Tennessee, in the lead certificate, Item No. 1; (2) at Greenville and Vicksburg, Miss., to provide a through service from Tuscaloosa, Ala., in the lead certificate, Item No. 3, to those destination points named above in 2a and 2b; (3) at Greenville and Vicksburg, Miss. to provide a through service from the site of the pipeline terminal of Oklahoma-Mississippi River Products Line, Inc., near West Memphis, Ark., in the Memphis, Tenn., Commercial Zone, in the lead certificate, Item No. 17, to those destination points named above in 2a and 2b; (4) at Greenville, and Vicksburg, Miss., to provide a through service from Mobile, Ala., in the lead certificate, Item No. 27, to those destination points named above in 2a and 2b; (5) at Greenville, Miss., to provide a through service from Shelby County, Tenn., to points named in 2a, in the lead certificate, Item No. 51; (6) at Greenville, Miss., and Vicksburg, Miss., to provide a through service from Moscow, Ala., to those destination points named in 2a and 2b, in the lead certificate, Item No. 58; (7) at Greenville, Miss. and Vicksburg, Miss., to provide a through service from Moundville, Ala., and points within 10 miles, to those destination points named in 2a and 2b, in the lead certificate, Item No. 52;

(8) At Greenville and Vicksburg, Miss., to provide a through service from points in Desha County, Ark., to those destination points named in 2a and 2b, in the lead certificate, Item No. 65; (9) at Greenville, and Vicksburg, Miss., to provide a through service from Helena, Ark., to those destination points named in 2a and 2b, in the lead certificate, Item No. 66; (10) at points in Adams County, Miss., to serve points in Louisiana, in the lead certificate, Item No. 86; (11) at

points in Hancock, Harrison and Jackson Counties, Miss., to serve points in Louisiana, in the lead certificate, Item No. 87; (12) at points in Lincoln, Marion, and Walthall Counties, Miss., to serve points in Louisiana, in the lead certificate, Item No. 88; (13) at points in Pike County, Miss., to serve points in Louisiana, in the lead certificate, Item No. 89; (14) at points in Washington County, Miss., to serve points in Arkansas north and west of U.S. Highways 67, 270, 79, and 49, and points in Oklahoma, in the lead certificate, Item No. 90; (15) at points in Union County, Miss., to serve Memphis, Tenn., in the lead certificate, Item No. 91; (16) at points in Crupp and Rogerslacy, Miss., to serve points in Arkansas, in the lead certificate, Item No. 92; (17) at Friars Point, Miss., to serve points in Arkansas, in the lead certificate, Item No. 95; (18) at Rogerslacy and Crupp, Miss., to serve points in Tennessee, in the lead certificate, Item No. 96; (19) at Jackson, Miss., to serve points in Arkansas and Tennessee, in the lead certificate, Item No. 98, and at Bucks, Ala., to provide a through service from Jackson, Miss., to points in Mississippi; (20) at Greenville, Miss., to provide a through service from points in Arkansas north and east of U.S. Highways 270 and 70, Arkansas Highway 1, and U.S. Highway 49, in the lead certificate, Item No. 101, to those destination points named in 2a; (21) at Hazlehurst, Miss., to serve points in Arkansas, in the lead certificate, Item No. 104; (22) at the plant site of Spencer Chemical Co., Vicksburg, Miss., to serve points in Arkansas and Louisiana, in the lead certificate, Item No. 105; (23) at the plant site of Mississippi Chemical Corporation, Yazoo City, Miss., to serve points in Arkansas, in the lead certificate, Item No. 106 and 107;

(24) At the plant site of Coastal Chemical Corporation, Pascagoula, Miss., to serve points in Arkansas and Louisiana, in the lead certificate, Item No. 79; (25) at the plant site of Mid-South Chemical Company, Friars Point, Miss., to serve points in Tennessee on and west of U.S. Highways 45E and 45, in the lead certificate, Item No. 111; (26) at Greenville and Vicksburg, Miss., to provide a through service from Memphis, Tenn., in the lead certificate, Item No. 127, to those destination points named in 2a and 2b; (27) at Vicksburg, Miss., to serve points in Arkansas and Louisiana, on Item No. 311; (28) at Hattiesburg, Miss., to serve points in Arkansas, Louisiana, Oklahoma, Tennessee, and Texas, in the lead certificate, Item No. 313; (29) at Vicksburg, Miss., to serve points in Louisiana, in the lead certificate, Sub-No. 344; (30) at Vicksburg, Miss., to serve points in Texas, in the lead certificate, Sub-No. 355; (31) at points in Harrison County, Miss., to serve points in Texas, in the lead certificate, Sub-No. 359; (32) at Lumberton, Miss., to serve points in Louisiana, in the lead certificate, Sub-No. 390; (33) at points in Washington County, Miss., to serve points in Louisiana and Arkansas on, south, and west of U.S. Highways 270 and 79, Arkansas Highway 1 and U.S. Highway 49, in the lead certificate, Sub-No. 390; (34) at Jackson, Miss., to serve points in Louisiana and Tennessee, in the lead certificate, Sub-No. 391; (35) at Louisville, Miss., to serve points in Arkansas and Tennessee on, west, and south of U.S. Highways 27 and 70, in the lead certificate, Sub-No. 394;

(36) At Hamilton, Miss., to serve points in Arkansas and Tennessee, in the lead certificate, Sub-No. 400; (37) at Greenville, Miss., and Vicksburg, Miss., to provide a through service from points in Mississippi to those destination points named above in 2a and 2b, in the lead certificate, Item No. 83; (38) at Greenville and Vicksburg, Miss., to provide a through service from Concordia, Catahoula, and Tensas Parishes, La., to those destination points named in 2a and 2b, by combining the lead certificate, Item No. 309 with the lead certificate, Item No. 83; (39) at Greenville and Vicksburg, Miss., to provide a through service from the plantsites and storage facilities utilized by American Mineral Spirits Company at Birmingport, Ala., to those destination points named in 2a and 2b, by combining Sub-No. 357 with the lead certificate, Item No. 83; and (40) at Greenville, and Vicksburg, Miss., to provide a through service from Jacksonville, and Lynn Haven, Fla., to those destination points named in 2a and 2b, by combining Sub-No. 407 with the lead certificate, Item No. 83. If a hearing is deemed necessary, the applicant requests it be held at Jackson, Miss., or Mobile, Ala.

No. 107064 (Sub-No. 103) filed December 3, 1973. Applicant: STEERE TANK LINES, INC., 2808 Fairmount, P.O. Box 2998, Dallas, Tex. 75221. Applicant's representative: Hugh T. Matthews, 630 Fidelity Union Tower, Dallas, Tex. 75201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, from points in New Mexico, to points in Arizona, Colorado, and Utah.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority in the lead certificate at points in New Mexico to provide a through service from those points in Texas located on and west of U.S. Highway 83 to the destination points named above. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., or Sante Fe, N. Mex.

No. MC 107515 (Sub-No. 888), filed December 14, 1973. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 30050. Applicant's representative: Alan E. Serby, P.O. Box 872, Atlanta, Ga. 30301. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products and articles distributed by meat packinghouses* (except hides and commodities in bulk), as defined in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite and warehouse facility of Wilson & Co., Inc., at Marshall, Mo., to points in Louisiana and Mississippi, restricted to the transportation of traffic originating at the above named origins and destined to the named destinations.

NOTE.—Dual operations and common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Atlanta, Ga.

No. MC 107557 (Sub-No. 1), filed October 4, 1973. Applicant: FERRARO TRANSPORTATION CO., INC., 305 Tenth Street, Jersey City, N.J. 07302. Applicant's representative: Morris Honig, 150 Broadway, New York, N.Y. 10038. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Packing house products, meats, meat products and meat by-products; dairy products; poultry and poultry products; fish*, fresh and frozen; *turkeys and turkey parts; salad dressings and prepared salads; frozen foods; canned goods; bakery products; candy; jams and jellies; and animal parts and organs* for pharmaceutical purposes, between points in Bergen, Essex, Hudson, Mercer, Morris, Middlesex, Monmouth, Passaic, Sussex, and Union Counties, N.J., on the one hand, and, on the other, points in New York and New Jersey.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Newark, N.J.

No. MC 108207 (Sub-No. 380), filed December 10, 1973. Applicant: FROZEN FOOD EXPRESS, a Corporation, 318 Cadiz Street, P.O. Box 5888, Dallas, Tex. 75222. Applicant's representative: J. B. Ham, P.O. Box 5888, Dallas, Tex. 75222. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cooked bakery goods*, not frozen, in cans, in cartons, from Little Rock, Ark., to points in Arizona, California, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Mississippi, Missouri, Nebraska, New Mexico, Ohio, Oklahoma, Tennessee, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., or Little Rock, Ark.

No. MC 108676 (Sub-No. 58), filed December 10, 1973. Applicant: A. J. METLER HAULING & RIGGING, INC., 117 Chicamauga Avenue NW., Knoxville, Tenn. 37917. Applicant's representative: Carl U. Hurst, P.O. Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1)(a) *Anti-pollution systems, equipment, and parts; liquid cooling and vapor condensing systems, equipment, and parts;* and (b) *equipment, materials, and supplies, used in the construction or installation of antipollution and environmental control and protective systems and liquid cooling and vapor condensing systems*, between Memphis, Tenn., on the one hand, and, on the other, points in the United States (except Alaska and Hawaii).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at either Memphis, Nashville, or Knoxville, Tenn.

No. MC 109638 (Sub-No. 27), filed December 13, 1973. Applicant: WOODROW EVERETTE, doing business as W. EVERETTE TRUCK LINE, P.O. Box 145 Washington Heights, Washington, N.C. 27889. Applicant's representative: Harry J. Jordan, 1000 Sixteenth Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Logs of compressed wood, bark, or sawdust*, from Plymouth, N.C., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Maine, Massachusetts, Michigan, Mis-

sissippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, and (2) *returned shipments* of the above-described commodity from the designated destination states, to Plymouth, N.C.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109638 (Sub-No. 28), filed December 13, 1973. Applicant: WOODROW EVERETTE, doing business as W. EVERETTE TRUCK LINE, P.O. Box 145, Washington Heights, Washington, N.C. 27889. Applicant's representative: Harry J. Jordan, 1000 Sixteenth Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Furniture rounds, wooden turned, finished or unfinished;* (2) *paper, paper products, and pulpboard;* (3) *wallboard, including building board and building insulation board;* and (4) *composition board*, from Plymouth, N.C., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Maine, Massachusetts, Michigan, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, and *returned shipments* of the above-described commodities and *packaging material* from the designated destination states, to Plymouth, N.C.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109638 (Sub-No. 29), filed December 13, 1973. Applicant: WOODROW EVERETT, doing business as W. EVERETTE TRUCK LINE, P.O. Box 145, Hodges Avenue, Washington, N.C. 27889. Applicant's representative: Harry J. Jordan, 1000 Sixteenth Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Woodpulp*, from Askin, N.C., to points in Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, West Virginia, Wisconsin, and the District of Columbia; (2) *lumber*, (a) from Plymouth, N.C., to points in North Carolina and (b) from Askin, N.C., to points in North Carolina and Virginia; and (3) *plywood*, from Kelium, N.C., to points in Connecticut, Delaware, Florida, Georgia, Kentucky, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 109649 (Sub-No. 18), filed December 6, 1973. Applicant: L. P. TRANSPORTATION, INC., Cross and Main Streets, Chester, N.Y. 10918. Applicant's representative: John L. Alfano, 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquified natural gases*, in bulk, in tank vehicles, between points in Connecticut, Delaware, Maryland, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, and the District of Columbia.

NOTE.—Common control was approved in MC-F-8905. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 110098 (Sub-No. 142), filed December 14, 1973. Applicant: ZERO REFRIGERATED LINES, a Corporation, 1400 Ackerman Road, P.O. Box 20380, San Antonio, Tex. 78220. Applicant's representative: Donald L. Stern, 530 Univac Building, 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat by-products, and articles distributed by meat packinghouses* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Roswell, N. Mex., to points in Texas, Arizona, California, Nevada, Oregon, Washington, Idaho, Utah, Colorado, Wyoming, Montana, North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Minnesota, Iowa, Missouri, Arkansas, Wisconsin, Illinois, Indiana, Ohio, and Michigan, restricted to traffic originating at the named origin and destined to the named destination States.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at San Antonio or Dallas, Tex.

No. MC 110525 (Sub-No. 1082), filed December 18, 1973. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downington, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Soybean oil*, in bulk, in tank vehicles, from East Rochester, N.Y., to Rockland, Maine, and (2) *hydrochloric acid*, in bulk, in tank vehicles, from Rensselaer, N.Y., to Winsted, Conn.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass., or New York, N.Y.

No. MC 110563 (Sub-No. 122), filed December 13, 1973. Applicant: COLDWAY FOOD EXPRESS, INC., P.O. Box 747, Ohio Building, Sidney, Ohio 45365. Applicant's representative: Mr. Joseph M. Scanlan, 111 W. Washington, Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Minden, Nebr., to points in Connecticut, Delaware, Maryland, New Jersey, New York, Pennsylvania, District of Columbia, and Massachusetts, restricted to traffic originating at Minden, Nebr.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Lincoln or Omaha, Nebr.

No. MC 110686 (Sub-No. 45), filed November 28, 1973. Applicant: McCORMICK DRAY LINE, INC., Avis, Pa. 17721. Applicant's representative: David A. Sutherlund, 2001 Massachusetts Ave. NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cable assemblies and cable parts*, from Avis and Williamsport, Pa., and Martinsburg, W. Va., to points in Illinois, Indiana, Michigan, Missouri, Wisconsin, that portion of Ohio west of a line extending from the Ohio State Boundary line at Lake Erie, thence along Ohio State Highway 13 to the intersection of Ohio State Highway 93, and thence along Ohio State Highway 93 to the Ohio-Kentucky State Boundary line, and Martinsburg, W. Va.; and (2) *materials and supplies*, used in the manufacture of cable assemblies and cable parts (except commodities in bulk and those requiring special handling or equipment), from points in Illinois, Indiana, Michigan, Missouri, Wisconsin, and that portion of Ohio west of a line extending from the Ohio State Boundary line at Lake Erie, thence along Ohio State Highway 13 to the junction of Ohio State Highway 93, and thence along Ohio State Highway 93 to the Ohio-Kentucky State Boundary line, and Martinsburg, W. Va., to Avis and Williamsport, Pa., and Martinsburg, W. Va.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 111045 (Sub-No. 111), filed December 13, 1973. Applicant: REDWING CARRIERS, INC., P.O. Box 426, Tampa, Fla. 33601. Applicant's representative: J. V. McCoy (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Benzene Sulfonylchloride*, in bulk, in tank vehicles, from Reserve, La., to LeMoyne, Ala.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Mobile, Ala. or Tampa, Fla.

No. MC 111383 (Sub-No. 37), filed December 10, 1973. Applicant: BRASWELL MOTOR FREIGHT LINES, INC., 3925 Singleton Boulevard, P.O. Box 4447, Dallas, Tex. 75208. Applicant's representative: James Smith (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) Between Memphis, Tenn., and Birmingham, Ala.: From Memphis over U.S. Highway 78 to Birmingham, and return over the same route; (2) Between Memphis, Tenn., and Tuscaloosa, Ala.: From Memphis over U.S. Highway 78 to junction U.S. Highway 45, thence over U.S. Highway 45 to junction U.S. Highway 82, thence over U.S. Highway 82 to Tuscaloosa, and return over the same routes; (3) Between Tuscaloosa, Ala., and Montgomery, Ala.: From Tuscaloosa over U.S. Highway 82 to Montgomery, and return over the same route; and (4) Between Memphis, Tenn., and Gadsden, Ala.: From Memphis over U.S. Highway 72 to junction U.S. Highway Alternate 72, thence over U.S. Highway Alternate 72 to Decatur, Ala., thence over U.S. Highway 31 to junction Alabama Highway 67, thence over Alabama Highway 67, to junction U.S. Highway 231, thence over U.S. Highway 231 to junction U.S. Highway 278, thence over U.S. Highway 278 to Gadsden, Ala., and return over the same route, (1) through (4) above serving no intermediate points, as alternate routes for operating convenience only in connection with carrier's regular route operations.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 111729 (Sub-No. 410), filed December 3, 1973. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies, and advertising material* moving therewith, (excluding motion picture film used primarily for commercial theatre and television exhibition), between points in Oklahoma, restricted to the transportation of traffic having an immediately prior or subsequent movement by air, or motor vehicle, (2) *Exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies*, and *advertising material* moving therewith (excluding motion picture film used primarily for commercial theatre and television exhibition), and *exposed, unexposed, and processed microfilm and prints*, (a) between St. Paul, Minn., on the one hand, and, on the other, points in North Dakota, South Dakota, and Wisconsin; (b) between Minneapolis, Minn., on the one hand, and, on the other, points in Iowa, Nebraska, North Dakota, South Dakota, and Wisconsin; and (c) between Hastings, Minn., on the one hand, and, on the other, points in Illinois, Iowa, Nebraska, Wisconsin, and the Northern Peninsula of Michigan, and (3) *Business papers, records, audit and accounting media* and *advertising material* of all kinds, (a) between St. Paul, Minn., on the one hand, and, on the other, points in North Dakota, South Dakota, and Wisconsin; (b) between Minneapolis, Minn., on the one hand, and, on the other, points in Iowa, Nebraska, North Dakota, South Dakota, and Wisconsin; (c) between Hastings, Minn., on the one hand, and, on the other, points in Illinois, Iowa, Nebraska, Wisconsin, and the Northern Peninsula of Michigan, and (d) between Oak Brook, Ill.; and Benton Harbor and Niles, Mich.

NOTE.—Applicant holds contract carrier authority in MC 112750 and subs thereunder, therefore dual operations may be involved. Common control may also be involved. Applicant states that the requested authority can be tacked with its existing authority as follows: on (1) above at points in Oklahoma to provide a through service from Tulsa and Oklahoma City, Okla., to Dallas, Tex. (Sub-No. 194); on (2a) above at points in Wisconsin to provide a through service between St. Paul, Minn., on the one hand, and, on the other, specified points in Illinois, Sub-Nos. 88, 169, 172, 234, and 239; on (2b) above at points in Wisconsin to provide service between Minneapolis, Minn., on the one hand, and, on the other, specified points in Illinois, Sub Nos. 88, 169, 172, 234, and 239 at points in Nebraska to provide service between Minneapolis, Minn., on the one hand, and, on the other, points in Missouri Sub-No. 143; and at points in Iowa to provide service between Minneapolis, Minn., on the one hand, and, on the other, Chicago, Ill., and points in Indiana, Sub-Nos. 143 and 169; on (2c) above; at points in Illinois to provide service between Hastings, Minn., and points in Indiana (Sub-Nos. 69, 143, and 169), Missouri (Sub-Nos. 143, 169, and 179), Ohio (Sub-Nos. 266, 300, and 321), and points in Jefferson County, Ky. (Sub-No. 169); at points in the Northern Peninsula of Michigan to provide service between Hastings, Minn., and points in Indiana and Kentucky (Sub-No. 300), Ohio (Sub-Nos. 275 and 300); and at points in Wisconsin to provide service between Hastings, Minn., and points in Missouri, Illinois, and Indiana (Sub-Nos. 88, 169, 172, 234, and 239), Nebraska (Sub-No. 143) and Iowa (Sub-Nos. 143 and 169); on (3a) above at points in Wisconsin to provide service between St. Paul, Minn., on the one hand, and, on the other, specified points in Illinois (Sub-Nos. 180, 211, 219, 230, 240, 252, 278, 304, 321, 324, 327, 331, 341, and 353), Iowa (Sub-Nos. 141, 278, 314, and 321), and Indiana (Sub-Nos. 188 and 321); on (3b) above; at points in Iowa to provide service between Minneapolis, Minn., on the one hand, and, on the other, specified points in Illinois (Sub-Nos. 48, 141, 206, 207, 295, 321, 324, 331, 333, 338, and 353), and points in Wisconsin to provide service between Minneapolis, Minn., on the one hand, and, on the other, points in Illinois and Indiana; on (3c) above; at points in Illinois to provide service between Hastings, Minn., on the one hand, and, on the other, specified points in Ohio (Sub-Nos. 114, 266, 275, 292, 295, 302, 321, and 346), Indiana (Sub-Nos. 146 185, 282, 327, and 331), Kentucky (Sub-Nos. 258, 292, and 331), Michigan (Sub-Nos. 185 and 292) and the cities of St. Louis, Mo. (Sub-No. 228), and Pittsburgh, Pa. (Sub-No. 266); and at points on the Northern Peninsula of Michigan to provide service between Hastings, Minn., on the one hand, and, on the other, points in Ohio (Sub-Nos. 88, 172, 266, 275, and 302); and at points in Wisconsin to provide a through service from Hastings, Minn., to specified points in Indiana and (3d) above at Oak Brook, Ill., to provide service between Benton Harbor or Niles, Mich., on the one hand, and, on the other, Columbus, Ohio and Milwaukee, and Madison, Wis. (Sub-Nos. 302, 327, and 341) and at Benton Harbor or Niles, Mich., to provide service between Oak Brook, Ill., on the one hand, and, on the other, Cleveland, Dayton, Celina, Delaware, Sandusky, and Columbus, Ohio, (Sub-Nos. 88, 172, 266, 275, and 302) and Chicago, Ill. (Sub-No. 185). If a hearing is deemed necessary, applicant requests it be held at Washington, D.C. or Minneapolis, Minn.

No. MC 111729 (Sub. No. 412), filed December 17, 1973. Applicant: PUROLATOR COURIER CORP. 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Engraved dies, cuts, plates, artwork, blueprints, copy, proofs and matters* pertaining thereto, between Villa Park, Ill.; Milwaukee, Brookfield, New Berlin, and West Ellis, Wis., and Indianapolis, Ind.; (2) *laboratory specimen, clinical pathology, laboratory supplies, clinical reports, and business papers and records*, between points in Illinois, Indiana, Michigan, and Wisconsin, restricted to the transportation of traffic having and immediately prior or subsequent movement by air or motor vehicle; (3) *exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies*, and *advertising material* (except motion picture film used primarily for commercial theatre and television exhibition), between Belleville, Ill., on the one hand, and, on the other, points in Missouri; (4) *Business papers, records, audit and accounting media* of all kinds, between Sandusky, Ohio, and Louisville, Ky.; (5) *computer parts, cash register parts, business machine parts, and materials and supplies* related thereto, restricted against the transportation of packages or articles weighing in the aggregate more than 100 pounds from one consignor to one consignee on any one day, between Dayton, Ohio, on the one hand, and, on the other, points in Delaware, Iowa, Missouri, New Jersey, New York, Tennessee, Virginia, and Wisconsin; (6) *business papers, records, audit and accounting media* of all kinds, and *flour and wheat samples*, restricted against the transportation of packages of articles weighing in the aggregate more than 100 pounds from one consignor to one consignee on any one day, between Fostoria, Ohio, and Dowagiac, Mich.; and (7) *biological laboratory samples, blood specimens, serum specimens, urine specimens, and business papers, records, audit and*

accounting media related thereto, between Morristown, N.J., and Washington, D.C.

NOTE.—Applicant holds contract carrier authority in 112750 and subs thereunder, therefore, dual operations may be involved. Common control may also be involved. Applicant states that the requested authority can be tacked as follows: on (1) and (2) above no tacking possibilities exist; on (3) above; at Belleville, Ill., to provide service between points in Missouri, on the one hand, and, on the other, Omaha, Nebr., and Hammond, Ind. (Sub-No. 143) Milwaukee, Wis. (Sub-No. 169), Akron, Columbus, and Dayton, Ohio (Sub-No. 300); and at points in Missouri to provide service between Belleville, Ill., on the one hand, and, on the other, Omaha, Nebr. (Sub-No. 143), Evansville, Ind. (Sub-No. 179), points in 18 counties in Indiana and 26 counties in Kentucky (Sub-No. 228) and Cincinnati, Ohio (Sub-No. 321); on (4) above; at Sandusky, Ohio, to provide service between Louisville, Ky., on the one hand, and, on the other, Ft. Wayne, Ind. (Sub-No. 79), Highland Park, Mich. (Sub-No. 127), Pittsburgh, Pa. (Sub-No. 216), Detroit, Mich. (Sub-No. 220), Indianapolis, Ind. (Sub-No. 272), and points in Michigan (Sub-No. 275); and at Louisville, Ky., to provide service between Sandusky, Ohio, on the one hand, and, on the other, Indianapolis, Ind. (Sub-No. 252), St. Louis, Mo. (Sub-No. 228), and Elmhurst, Ill. (Sub-No. 331); on (5) above; at New York, N.Y., to provide service between Dayton, Ohio, on the one hand, and, on the other, Harrisburg, Pa. (Sub-No. 272), and points in Blair County (Sub-No. 282); and at Hampton, Norfolk, or Richmond, Va., to provide service between Dayton, Ohio, on the one hand, and, on the other, the District of Columbia; (Sub-No. 353); on (6) above at Dowagiac, Mich., to provide service between Fostoria, Ohio, on the one hand, and, on the other, Chicago, Ill. (Sub-No. 185), and on (7) above at Morristown, N.J., to provide service between Washington, D.C., on the one hand, and, on the other, Philadelphia, Pa. (Sub-No. 346). If a hearing is deemed necessary, applicant does not specify a location.

No. MC 112304 (Sub-No. 76), filed December 14, 1973. Applicant: ACE DORAN HAULING & RIGGING CO., 1601 Blue Rock Street, Cincinnati, Ohio 45223. Applicant's representative: T. Collins (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe, fittings, and related materials* used in the installation thereof, from Davison, Mich., to points in the United States (except Alaska and Hawaii).

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Detroit, Mich.

No. MC 112822 (Sub-No. 306), filed December 10, 1973. Applicant: BRAY LINES INCORPORATED, 1401 N. Little Street, P.O. Box 1191, Cushing, Okla. 74023. Applicant's representative: Robert A. Stone (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Billings, Mont., to points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin, and Wyoming.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Portland, Oreg.

No. MC 113678 (Sub-No. 511), filed November 3, 1973. Applicant: CURTIS, INC., 4810 Pontiac Street, Commerce City (Denver), Colo. 80022. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides, and commodities in bulk, in tank vehicles), from Waterloo, Independence, and Vinton, Iowa, to Omaha, Nebr., for the purpose of joinder only.

NOTE.—Applicant states that the purpose of the subject application is to permit applicant to continue to handle traffic previously under joint line service in conjunction with Brady Motorfrate, Inc. Applicant states that the requested authority can be tacked with (1) MC 113678 Subs 63 and 285 at Omaha, Nebr., to provide a through service from points in Iowa to Denver, Colo., and Chicago, Ill.; (2) MC 113678 Subs 285 with 38 at Omaha, Nebr., to provide a through service from points in Iowa to points in Arizona, California, Nevada, and New Mexico; (3) MC 113678 Sub 38 with 203 and 285 at Omaha, Nebr., Denver, Colo., and points in California, to provide a through service from points in Iowa to points in Oregon, Washington, and Idaho; and (4) in MC 113678 Sub 285 with 162 at Omaha, Nebr., and Denver, Colo., to provide a through service from points in Iowa to points in Washington, Oregon, Idaho, and Montana. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., Denver, Colo., or Sioux City, Iowa.

No. MC 113908 (Sub-No. 296), filed December 10, 1973. Applicant: ERICKSON TRANSPORT CORPORATION, 2105 East Dale Street, P.O. Box 3180 G.S.S., Springfield, Mo. 65804. Applicant's representative: B. B. Whitehead (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fruit juice, fruit juice concentrate*, and *beverage base*, in bulk, from Chicago, Ill., to Bridgeton, N.J.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority in Sub-No. 43 and 220 at Chicago, Ill., to provide a through service from Harlingen, Tex., and points in Arizona, respectively, to Bridgeton, N.J. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., Chicago, Ill., or Washington, D.C.

No. MC 114211 (Sub-No. 217), filed December 14, 1973. Applicant: WARREN TRANSPORT, INC., 324 Manhard Street, P.O. Box 420, Waterloo, Iowa 50704. Applicant's representative: Kenneth R. Nelson (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Wheels, spindles, hubs, and rims;* (b) *attachments* for (a) above; and (c) *parts* for (a) and (b) above from Walcott, Iowa, to points in the United States (except Alaska and Hawaii); and (2) *materials, equipment, and supplies* used in the manufacture or distribution of the commodities named in 1(a), (b), and (c) above (except commodities in bulk) from points in the United States (except Alaska and Hawaii), to Walcott, Iowa.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority at points in the United States, to serve points in the United States. If a hearing is deemed necessary, applicant requests it be be held at Des Moines, Iowa, or Chicago, Ill.

No. MC 114273 (Sub-No. 157), filed December 5, 1973. Applicant: CEDAR RAPIDS STEEL TRANSPORTATION, INC., P.O. Box 68, Cedar Rapids, Iowa 52406. Applicant's representative: Robert E. Konchar, Suite 315, Commerce Exchange Building, 2720 First Avenue NW., P.O. Box 1943, Cedar Rapids, Iowa 52406. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cast iron pipe, fittings and accessories*, from points in Burlington County, N.J., to points in Illinois, Indiana, Kansas, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Wisconsin, Colorado, and Wyoming.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 114552 (Sub-No. 90), filed December 14, 1973. Applicant: SENN TRUCKING COMPANY, a Corporation, P.O. Drawer 220, Newberry, S.C. 29108. Applicant's representative: Frank A. Graham, Jr., 707 Security Federal Building, Columbia, S.C. 29201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Composition board*, from points in Caldwell County, N.C., to points in Alabama, Arkansas, Georgia, Kentucky, Illinois, Indiana, Maryland, Mississippi, North Carolina, Pennsylvania, South Carolina, Tennessee, and Virginia.

NOTE.—Applicant states that the requested authority can be tacked (1) in Sub-No. 35, at Adel, Ga., to serve points in Florida, (2) in Sub-No. 40, at points in Greenwood County, S.C., to serve points in Maine, New Hampshire, Vermont, New Jersey, Delaware, Florida, Louisiana, Texas, Ohio, West Virginia, Michigan, Wisconsin, Minnesota, North Dakota, South Dakota, Iowa, Missouri, Nebraska, Kansas, and Oklahoma, and points in that part of New York, on and north of New York Highway 7, (3) in Sub-No. 44, at the plant site and warehouse facilities of Abitibi

Corporation, near Roaring River, N.C., to serve points in Colorado, Connecticut, Delaware, Florida, Georgia, Iowa, Kansas, Louisiana, Maine Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oklahoma, Rhode Island, South Dakota, Texas, Vermont, West Virginia, Wisconsin, and the District of Columbia, and (4) in Sub-No. 45, at the plant site and storage facilities of Westvaco Corporation, at or near North Charleston, S.C., to serve points in New Jersey, Ohio, and West Virginia. If a hearing is deemed necessary, the applicant requests it be held at Columbia, S.C., Charlotte, N.C., or Raleigh, N.C.

No. MC 115162 (Sub-No. 283), filed December 19, 1973. Applicant: POOLE TRUCK LINE, INC., P.O. Drawer 500, Evergreen, Ala. 36401. Applicant's representative: Robert E. Tate (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Scott County, Miss., to points in the United States in and east of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Monroe or Baton Rouge, La.

No. MC 115496 (Sub-No. 19), filed November 14, 1973. Applicant: LUMBER TRANSPORT, INC., P.O. Box 111, Cochran, Ga. 31014. Applicant's representative: James L. Flemister, 1220 First Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from the plant site and warehouse facilities of International Paper Company located in Hancock County, Ga., to points in Alabama, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 115921 (Sub-No. 6), filed December 10, 1973. Applicant: CHEMICAL SALT SERVICE, INC., 64 Waltham Street, Springfield, Mass. 01109. Applicant's representative: Arthur A. Wentzell, P.O. Box 764, Worcester, Mass. 01613. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Rock salt*, in bulk in dump vehicles, from Deerfield, Mass., to points in Cheshire, Hillsboro, and Sullivan Counties, N.H.; and Windham and Windsor Counties, Vt., under a continuing contract or contracts with The Chemical Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Springfield or Boston, Mass.

No. MC 116127 (Sub-No. 7), filed December 6, 1973. Applicant: GEORGE D. CYRUS, INC., R.F.D. 1, Iola, Kans. 66749. Applicant's representative: Charles H. Apt, 104 South Washington Ave., Iola, Kans. 66749. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Petroleum and petroleum products in packages or containers*, from El Dorado, Kans., to points in that part of Missouri on and east of a line beginning at the Missouri-Iowa State Boundary line near Lancaster, Mo., and extending southerly along U.S. Highway 63 to intersection U.S. Highway 60 near Cabool, Mo., thence westerly along U.S. Highway 60 to intersection U.S. Highway 65 near Galloway, Mo., and thence southerly along U.S. Highway 65 to the Missouri-Arkansas State Boundary line near Ridgedale, Mo.; and (2) *empty containers* for petroleum and petroleum products from destination area described above, to point of origin, under continuing contract with Skelly Oil Company.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Wichita, Kans.

No. MC 116763 (Sub-No. 271), filed December 12, 1973. Applicant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio 45380. Applicant's representative: H. M. Richters (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned and bottled foodstuffs*, from St. Martinville, La., to points in Arkansas, Connecticut, Delaware, Illinois, Iowa, Kentucky, Maine, Massachusetts, Maryland, Minnesota, Missouri, New Hampshire, New Jersey, New York, North Carolina, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, restricted to the transportation of traffic originating at the named origin and destined to the named destination points.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at New Orleans, La.

No. MC 117883 (Sub-No. 183), filed December 13, 1973. Applicant: SUBLER TRANSFER, INC., 791 East Main Street, Versailles, Ohio 45380. Applicant's representative: Edward J. Subler, P.O. Box 62, Versailles, Ohio 45380. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products, and articles distributed by meat packinghouses* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from Cynthiana and Lawrenceburg, Ky., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Wisconsin, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia, restricted to the transportation of traffic originating at the plantsites and/or storage facilities of Weber Farms, Inc., located at or near Cynthiana, Ky., and Edwards Sausage Company, Inc., located at or near Lawrenceburg, Ky.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, the applicant requests it be held at Louisville, Ky.

No. MC 118959 (Sub-No. 107) (CORRECTION), filed October 15, 1973, published in the FEDERAL REGISTER issue of January 3, 1974, and republished as corrected this issue. Applicant: JERRY LIPPS, INC., 130 South Frederick Street, Cape Girardeau, Mo. 63701. Applicant's representative: Paul C. Gartzke, 121 W. Doty Street, Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials and supplies* (except commodities in bulk), from Louisville, Ky., and its Commercial Zone, and Bardstown, Ky., and its Commercial Zone, to Springfield, Ky., restricted such that traffic from the plantsite of American Standard, Inc., at Louisville, Ky., is restricted against service to points in the United States west of U.S. Highway 83.

NOTE.—The purpose of this republication is to indicate that the restriction as described above applies only to traffic from the plantsite of American Standard, Inc. at Louisville, Ky. Applicant states that the requested authority can be tacked with its Sub 85 at the plantsite of Tech-Panel Corporation, at or near Springfield, Ky., to serve points in the United States (except Alaska and Hawaii). If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky., or Chicago, Ill.

No. MC 119547 (Sub-No. 38), filed December 12, 1973. Applicant: EDGAR W. LONG, INC., Route 4, Zanesville, Ohio 43701. Applicant's representative: Richard H. Brandon, 79 East State Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Semi-moist pet food*, from Zanesville, Ohio, to points in the United States (except Alaska, Hawaii, and Ohio).

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 119639 (Sub-No. 12), filed October 15, 1973. Applicant: INCO EXPRESS, INC., 3600 South 124th Street, Seattle, Wash. 98168. Applicant's representative: James T. Johnson, 1610 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Matches*, when moving in the same vehicle with foods otherwise authorized, from Davis, Fullerton, Hayward, and Oakdale, Calif., to points in Oregon and Washington, restricted to the transportation of shipments originating at the plant sites and storage facilities utilized by Hunt-Wesson Foods, Inc.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary,

applicant requests it be held at Seattle, Wash.

No. MC 119656 (Sub-No. 22), filed November 29, 1973. Applicant: NORTH EXPRESS, INC., 219 E. Main Street, Winamac, Ind. 46996. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, from the plant site of Jones and McKnight Corporation at Indian Oaks, Ill., to points in Indiana and Michigan.

NOTE.—Applicant states that the requested authority can be tacked (1) at the plant sites in Indiana, to serve points in Pennsylvania and New York, (2) in pending Sub-No. 9, at Portage, Ind., to serve points in Illinois, Iowa, Missouri, Kansas, Nebraska, and Arkansas, and (3) in pending Sub-No. 15, at the plant site in Kokomo, Ind., to serve points in Ohio and Missouri. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or Indianapolis, Ind.

No. MC 119702 (Sub-No. 42), filed December 10, 1973. Applicant: STAHLY CARTAGE CO., a Corporation, P.O. Box 486, 130A Hillsboro Ave., Edwardsville, Ill. 62025. Applicant's representative: Wendell C. Wohlford (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid fertilizer solutions* in bulk, in tank vehicles, (1) from Breese, Valmeyer and West York, Ill., to points in Indiana, Kentucky, and Missouri; and (2) from Dublin and Jordan, Ind., to points in Illinois, Kentucky, Michigan, and Ohio.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 119777 (Sub-No. 277), filed December 10, 1973. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Box L, Madisonville, Ky. 42431. Applicant's representative: Carl U. Hurst, P.O. Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel and iron and steel articles*, from Hamilton, Ohio, to points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Montana, Nevada, New Mexico, North Carolina, Oregon, Utah, South Carolina, Tennessee Texas, Washington, West Virginia, and Wyoming.

NOTE.—Applicant holds contract carrier authority in MC–129670 Sub1 and other subs, therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Ohio, or Louisville, Ky.

No. MC 119777 (Sub-No. 279), filed December 11, 1973. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Drawer "L", Madisonville, Ky. 42431. Applicant's representative: Robert M. Pearce, P.O. Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (A) (1) *Iron and steel articles*, (2) *aluminum and aluminum articles*, (3) *copper and copper articles*, (4) *brass and brass articles*, (5) *pipe*, (6) *valves*, (7) *hydrants*, and (8) *commodities consisting of a combination of any of the following metals: iron, steel, copper, brass, or aluminum;* and (B) *fittings, couplings, connections, accessories, attachments, or parts for the commodities named in (A) above*, between points in Jefferson County, Ala., on the one hand, and, on the other, points in the United States (including Alaska, but excluding Hawaii.

NOTE.—Applicant holds contract carrier authority in MC 126970 Sub-No. 1 and other subs, therefore dual operations may be involved. Common control may also be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala.

No. MC 119777 (Sub-No. 281), filed December 17, 1973. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Box L, Madisonville, Ky. 42431. Applicant's representative: Carl U. Hurst, P.O. Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and board*, from the facilities of Louisiana Pacific Corporation located at or near Corrigan, Tex., to Arizona, Colorado, Delaware, Idaho, Illinois, Indiana, Iowa, Kansas, Maryland, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, North Dakota, Ohio, Pennsylvania, South Dakota, Virginia, West Virginia, and Wisconsin.

NOTE.—Applicant holds contract carrier authority in MC 126970 (Sub-Nos. 1 and 3), therefore dual operations may be involved. Applicant states that the requested authority can be tacked with its existing authority at Wright City, Mo., and Paris, Ill., to serve all points in the United States. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119777 (Sub-No. 282), filed December 19, 1973. Applicant: LIGON SPECIALIZED HAULER, INC., P.O. Box L, Madisonville, Ky. 42431. Applicant's representative: Robert E. Tate, P.O. Box 517, Evergreen, Ala. 36401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from points in Scott County, Miss., to points in the United States in and east of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. Applicant also holds contract carrier authority in MC 126970 Sub-Nos. 1 and 3, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at either Monroe or Baton Rouge, La.

No. MC 119908 (Sub-No. 20), filed December 17, 1973. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Austin L. Hatchell, 1102 Perry Brooks Bldg., Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* from points in Scott County, Miss., to points in Alabama, Arkansas, Florida, Georgia, Louisiana, Oklahoma, Tennessee, and Texas.

NOTE.—Common control may be involved. Dual operations may also be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Jackson, Miss., or Birmingham, Ala.

No. MC 119908 (Sub-No. 21), filed December 17, 1973. Applicant: WESTERN LINES, INC., P.O. Box 1145, Houston, Tex. 77001. Applicant's representative: Austin L. Hatchell, Suite 1102 Perry Brooks Bldg., Austin, Tex. 78701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Particle-board*, from points in Monroe County, Ala., to points in Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas.

NOTE.—Applicant holds contract carrier authority in MC 110814 and Subs thereunder, therefore dual operations may be involved. Common control may also be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Birmingham, Ala., or Atlanta, Ga.

No. MC 119974 (Sub-No. 42), filed December 10, 1973. Applicant: L. C. L. TRANSIT COMPANY, a Corporation, 949 Advance Street, Green Bay, Wis. 54305. Applicant's representative: L. F. Abel, P.O. Box 949, Green Bay, Wis. 54305. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat by-products, and articles distributed by meat packinghouses* (except hides and commodities in bulk), as defined in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plant site and warehouse facilities of Wilson & Co., Inc., at Albert Lea, Minn., and Cedar Rapids, Iowa, to points in Missouri and Louisville, Ky., and (2) *frozen foods*, from the plant site and warehousing facilities of Pet, Inc., at or near Frankfort, Mich., to points in Illinois, Iowa, Indiana, Missouri, Minnesota, and Wisconsin, restricted to the transportation of traffic originating at the above named origins and destined to the named destinations.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 120800 (Sub-No. 55), filed December 17, 1973. Applicant: CAPITOL TRUCK LINE, INC., 2500 North Alameda Street, Compton, Calif. 90222. Applicant's representative: David P. Christianson, 606 South Olive Drive, Suite 825, Los Angeles, Calif. 90014. Authority sought to

operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid ethylene*, from Beaumont, Tex., to Calvert City, Ky.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 121489 (Sub-No. 10), filed December 17, 1973. Applicant: NEBRASKA IOWA XPRESS, INC., 3219 Nebraska Avenue, Council Bluffs, Iowa 51501. Applicant's representative: William S. Rosen, 630 Osborn Building, St. Paul, Minn. 55102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), Between Omaha, Nebr., and Dakota City, Nebr.: From Omaha over U.S. Highway 73 to Dakota City, and return over the same route, serving all intermediate points and the off-route points of Craig, Oakland, Lyons, and Walthill, Nebr., restricted as follows: carrier shall not, pursuant to its irregular route authority serve between any two points under its irregular route authority which may be served by the carrier in the regular route operations requested above, and further, the aforesaid authority shall not be severable by sale or otherwise from the carrier's irregular route authority.

NOTE.—Applicant presently holds authority sought within the scope of this application over irregular routes, under MC 121489 (Sub-No. 2). The purpose of this application is to convert carrier's irregular route authority to regular route authority. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 121664 (Sub-No. 2), filed December 19, 1973. Applicant: G. A. HORNADY, CECIL M. HORNADY, AND B. C. HORNADY, a Partnership, doing business as HORNADY BROTHERS TRUCK LINE, P.O. Box 846, Monroeville, Ala. 36460. Applicant's representative: Robert E. Tate, P.O. Box 517, Evergreen, Ala. 36401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Particleboard*, from points in Monroe County, Ala., to points in the United States in and east of North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Monroe or Baton Rouge, La.

No. MC 121664 (Sub-No. 3), filed December 19, 1973. Applicant: G. A. HORNADY, CECIL M. HORNADY, AND B. C. HORNADY, a partnership, doing business as HORNADY BROTHERS TRUCK LINE, P.O. Box 846, Monroeville, Ala. 36460. Applicant's representative: Robert E. Tate, P.O. Box 517, Evergreen, Ala. 36401. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Scott County, Miss., to points in Alabama, Florida, Georgia, North Carolina, South Carolina, and Tennessee.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at either Monroe or Baton Rouge, La.

No. MC 123651 (Sub-No. 2), filed December 17, 1973. Applicant: LA BARGE TRUCKING CO., INC., P.O. Box 118, La Barge, Wyo. 83123. Applicant's representative: Irene Warr, 430 Judge Bldg., Salt Lake City, Utah 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum and petroleum products*, in tank vehicles, (1) from points in Davis County, Utah, to points in Uinta, Lincoln, Sublette, Teton, and Sweetwater Counties, Wyo.; and (2) from points in Lincoln, Sweetwater, and Sublette Counties, Wyo., to points in Davis County, Utah.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority in the lead certificate, on crude oil, in bulk, at points in Uinta, Lincoln, Sublette, Teton, or Sweetwater Counties, Wyo., to provide service between all points in Wyoming and points in Davis County, Utah. If a hearing is deemed necessary, applicant requests it be held at Salt Lake City, Utah, or Casper, Wyo.

No. MC 123807 (Sub-No. 4), filed December 6, 1973. Applicant: RENNOLDS POTTERFIELD, 425 Park Street, Monroe City, Mo. 63456. Applicant's representative: Thomas P. Rose, Jefferson Building, P.O. Box 205, Jefferson City, Mo. 65101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Decorative stone, agricultural limestone* (except mineral filler), *road construction materials* and *building supplies* (except cement and mineral filler), in bulk, and dump vehicles, from points in Lewis, Marion, and Ralls Counties, Mo., to points in Iowa, on and east of U.S. Highway 63 and on and south of Interstate Highway 80 and points in Illinois within the following described territory: From the intersection of Interstate Highway 80 and the Mississippi River south and east along Interstate Highway 80 to its intersection with U.S. Highway 51, thence south along U.S. Highway 51 to its intersection with Illinois Highway 16, thence west along Illinois Highway 16 to its intersection with U.S. Highway 67, thence south along U.S. Highway 67 to its intersection with its Mississippi River, thence north along the Mississippi River to Interstate Highway 80.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Hannibal, or St. Louis, Mo.

No. MC 123808 (Sub-No. 2), filed December 6, 1973. Applicant: GEORGE C. POTTERFIELD, P.O. Box 296, Monroe City, Mo. 63456. Applicant's representative: Thomas P. Rose, Jefferson Building, P.O. Box 205, Jefferson City, Mo. 65101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Decorative stone, agricultural limestone* (except mineral filler), *road construction materials, and building supplies* (except cement and mineral filler), in bulk, in dump vehicles, from points in Lewis, Marion, and Ralls Counties, Mo., to points in Iowa on and east of U.S. Highway 63 and on and south of Interstate Highway 80 and points in Illinois within the following described territory: From the intersection of the Mississippi River and Interstate Highway 80, south and east along Interstate Highway 80 to its intersection with U.S. Highway 51, thence south along U.S. Highway 51 to its intersection with Illinois Highway 16, thence west along Illinois Highway 16 to its intersection with U.S. Highway 67, thence south along U.S. Highway 67 to the Mississippi River, thence north along the Mississippi River to Interstate Highway 80.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Hannibal, or St. Louis, Mo.

No. MC 124669 (Sub-No. 35), filed December 13, 1973. Applicant: TRANSPORT, INC. OF SOUTH DAKOTA, 1012 West 41st Street, Sioux Falls, S. Dak. 57105. Applicant's representative: Ronald B. Pitsenbarger, Box 396, Moorhead, Minn. 56560. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquefied petroleum gas*, in bulk, from the site of the terminal outlet of the Mid-America Pipeline Company pipeline at or near Sanborn, Iowa, to points in Minnesota.

NOTE.—Common control may be involved. Applicant states that the requested authority can be tacked at Pipestone, Minn., to serve points in Iowa, South Dakota, and North Dakota, in MC 124669 Sub-No. 28. If a hearing is deemed necessary, applicant requests it be held at Sioux Falls, S. Dak., or Minneapolis, Minn.

No. MC 124692 (Sub-No. 126), filed November 12, 1973. Applicant: SAMMONS TRUCKING, a Corporation, P.O. Box 1447, Missoula, Mont. 59801. Applicant's representative: Gene P. Johnson, 425 Gate City Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Livestock insecticide*, in drums, *livestock insecticide applicators, watering troughs, and mineral feeders* (except in bulk, in tank vehicles), (1) between Sheridan, Wyo., and Omaha, Nebr.; and (2) from Sheridan, Wyo., and Omaha, Nebr., to Truckee, Calif.; Wilkinson, Ind.; Culpeper, Va.; Amarillo, Tex.; and Atlanta, Ga.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Billings, Mont., or Casper, Wyo.

No. MC 125035 (Sub-No. 28), filed December 12, 1973. Applicant: RAY E. BROWN TRUCKING, INC., P.O. Box 501, Massillon, Ohio 44646. Applicant's representative: James E. Davis, 611 West Market Street, Akron, Ohio 44303. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, food, food preparations* (except meat and meat by-products), *ice cream, ice cream confections, ice confections, and ice water confections, dry ice, empty food-stuffs containers, pallets* and other *shipping devices* used for the transportation of foodstuffs, in vehicles equipped with mechanical refrigeration, between points in Ohio, Indiana, Michigan, New Jersey, New York, Pennsylvania, and West Virginia, under a continuing contract or contracts with Kraftco Division of Sealtest Foods.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Akron or Cleveland, Ohio, or Pittsburgh, Pa.

No. MC 125254 (Sub-No. 23), filed December 6, 1973. Applicant: DONALD L. MORGAN, doing business as MORGAN TRUCKING CO., 1201 East 5th Street, P.O. Box 714, Muscatine, Iowa 52761. Applicant's representative: Larry D. Knox, 9th Floor, Hubbell Bldg., Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Animal, poultry, fish, and pet food* (except in bulk), from Muscatine, Iowa, to points in Illinois, Michigan, Indiana, Minnesota, Nebraska, Ohio, South Dakota, and Wisconsin, restricted to traffic originating at and destined to the points named above.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo., or Omaha, Nebr.

No. MC 125375 (Sub-No. 12), filed December 17, 1973. Applicant: F. B. GUEST, doing business as F. B. G. TRANSPORT, P.O. Box 298, Route 5, Covington, Ga. 30209. Applicant's representative: Jeffrey Kohlman, 310 Fulton Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen pies*, in mechanically refrigerated equipment, from the plant site and storage facilities of Edwards Pie Company, located at or near Atlanta, Ga., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, Texas, Virginia, West Virginia, and the District of Columbia, and (2) *ingredients, supplies, and related materials* used or useful in the production and distribution of frozen pies, from those destination points in (1) above, to the above-named plant site and storage facilities, under contract with Edwards Pie Company.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Atlanta, Ga., or Washington, D.C.

No. MC 126904 (Sub-No. 13), filed December 3, 1973. Applicant: H. C. PARRISH TRUCK SERVICE, INC., RFD No. 2, Freeburg, Ill. 62243. Applicant's representative: B. W. LaTourette, Jr., 611 Olive Street, Suite 1850, St. Louis, Mo. 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pipe and conduit*, from the plant site of Certainteed Products Corporation, St. Louis County, Mo., to points in Illinois, Iowa, Minnesota, Wisconsin, Michigan, Indiana, Ohio, Pennsylvania, Kentucky, West Virginia, Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Texas, Oklahoma, New Mexico, Colorado, Wyoming, Montana, North Dakota, South Dakota, Nebraska, and Kansas.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Pittsburgh, Pa.

No. MC 127042 (Sub-No. 130), filed December 17, 1973. Applicant: HAGEN, INC., 3232 Highway 75 North, P.O. Box 98, Leeds Station, Sioux City, Iowa 51108. Applicant's representative: Joseph W. Harvey (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hair dryers, tissue paper, paper tape, curlers, toilet preparations, shampoo, printed matter, premiums, and store display racks* (except commodities in bulk), from Minneapolis, Minn., to points in Arizona, California, Colorado, Idaho, Iowa, Kansas, Missouri, Montana, Nebraska, Nevada, New Mexico, Oregon, Utah, and Washington.

NOTE.—Applicant states that the requested authority can be tacked in MC 127042 Sub-No. 64, at Eldora, Iowa, to serve points in Wyoming, North Dakota, South Dakota, Minnesota, Wisconsin, Illinois, Indiana, and Michigan, and in MC 127042 Sub-No. 104, at Madrid, Iowa, to serve points in Wyoming and Texas. If a hearing is deemed necessary, the applicant requests it be held at Minneapolis, Minn.

No. MC 128273 (Sub-No. 149), filed December 12, 1973. Applicant: MIDWESTERN DISTRIBUTION, INC., P.O. Box 189, Fort Scott, Kans. 66701. Applicant's representative: Harry Ross (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from points in Warren and Hunterdon Counties, N.J., to Chicago, Ill., and points within its Commercial Zone.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 128383 (Sub-No. 41), filed November 29, 1973. Applicant: PINTO TRUCKING SERVICE, INC., 1414 Calcon Hook Road, Sharon Hill, Pa. 19079. Applicant's representative: Gerald K. Gimmel, 303 N. Frederick Ave., Gaithersburg, Md. 20760. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except commodities in bulk, Classes A and B explosives, and motor vehicles requiring the use of special equipment), between John F. Kennedy International Airport, New York, N.Y., Newark Airport, Newark, N.J., Philadelphia International Airport, Philadelphia, Pa., and Dulles International Airport, located in Fairfax and Loudon Counties, Va., on the one hand, and, on the other, points in North Carolina, South Carolina, the Hartsfield International Airport located at or near Atlanta, Ga., and the Miami International Airport located at or near Miami, Fla., restricted to the transportation of traffic having a prior or subsequent movement by air or moving in a substitute for air service.

NOTE.—Applicant states that the requested authority can be tacked with its existing authority; in the lead certificate at Dulles, Philadelphia, Newark, or John F. Kennedy airports to provide service between the destination points named above, on the one hand, and, on the other, LaGuardia Airport, Washington National Airport, or Friendship International Airport; in Sub-No. 6 at Philadelphia, Newark, and John F. Kennedy airports to provide service between the destination points named above, on the one hand, and, on the other, points in southern New Jersey and southeastern Pennsylvania; in Sub-No. 14 at Dulles, Newark, and John F. Kennedy airports to provide service between the destination points named above, on the one hand, and, on the other, points in Delaware; in Sub-No. 17 at John F. Kennedy and Newark airports to provide a through service between the destination points named above, on the one hand, and, on the other, points in Allegheny, Erie, Pike, Washington, and Wyoming Counties, Pa.; in Sub-No. 22 at John F. Kennedy Airport to provide service between the destination points named above, on the one hand, and, on the other, airports at Indianapolis, Ind.; Cleveland, Ohio, and Dayton, Ohio; and with pending applications at Philadelphia and John F. Kennedy airports to provide service between the destination points named above, on the one hand, and, on the other, Logan International Airport at Boston, Mass.; and at John F. Kennedy Airport to provide service between the destination points named above, on the one hand, and, on the other, Detroit Metropolitan Airport and Chicago O'Hare International Airport. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 129862 (Sub-No. 4), filed December 13, 1973. Applicant: RAJOR INC., P.O. Box 765, Franklin, Tenn. 37064. Applicant's representative: William J. Monheim, P.O. Box 1257, City of Industry, Calif. 91749. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Air conditioning* and *heating units*, and *component parts*, and *materials, equipment*, and *supplies* utilized in the manufacture, sale, and distribution of the described commodities (except commodities in bulk and those which by reason of size or weight require the use of special equipment), (1) between Madisonville, Ky., on the one hand, and, on the other, points in Arizona, California, and Nevada, and (2) from Los Angeles, Calif., to York, Pa., (1) and (2) under a continuing contract or contracts with York Division Borg-Warner Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 133777 (Sub-No. 8), filed November 5, 1973. Applicant: METAL CARRIERS, INC., P.O. Box 5781, 7601 S. Central, Dallas, Tex. 75223. Applicant's representative: Clayte Binion, 1108 Continental Life Building, Fort Worth, Tex. 76102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap, nonferrous metals*, between points in Texas, Arkansas, Oklahoma, Kansas, Illinois, Missouri, Tennessee, Louisiana, Indiana, Kentucky, Mississippi, Alabama, and Ohio.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex., or Kansas City, Mo.

No. MC 134082 (Sub-No. 7), filed December 14, 1973. Applicant: K. H. TRANSPORT, INC., 4796 Linthicum Rd., Dayton, Md. 21036. Applicant's representative: Chester A. Zyblut, 1522 K Street N.W., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen foods*, from the plantsite and storage facilities of Banquet Foods Corporation located at or near Wellston, Ohio, to points in Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

NOTE.—Applicant holds contract carrier authority in MC-128763 and Sub-No. 4, therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 134329 (Sub-No. 3) filed December 6, 1973. Applicant: FISCUS MOTOR FREIGHT, INC., 1121 S. 29th Avenue, Yakima, Wash. 98901. Applicant's representative: Philip G. Skofstad, 3076 E. Burnside, Portland, Oreg. 97214. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lumber*, from Redding and McCloud, Calif., and Bend, Oreg., to Yakima, Wash., under continuing contract with Yakima Manufacturing Corporation.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 134779 (Sub-No. 6) (CORRECTION), filed November 23, 1973, published in the FEDERAL REGISTER issue of January 4, 1974, and republished as corrected this issue. Applicant: JANESVILLE AUTO TRANSPORT COMPANY, a Corporation, 1263 South Cherry Street, Janesville, Wis. 53545. Applicant's representative: Walter N. Bieneman, 100 W. Long Lake Road, Bloomfield Hills, Mich. 48103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Automobiles, trucks, and buses*, as described in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in initial movements, in truckaway service, (1) from Pontiac, Mich., to Janesville, Wis.; and (2) from Pontiac, Mich., to points in Iowa, Minnesota, and Wisconsin, restricted to the transportation of traffic moving through Janesville, Wis.

NOTE.—The purpose of this republication is to delete the indication that applicant seeks to perform operations under a contract. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Detroit, Mich.

No. MC 135741 (Sub-No. 4), filed December 13, 1973. Applicant: EARL R. MARTIN, P.O. Box 3, East Earl, Pa. 17519. Applicant's representative: John M. Musselman, P.O. Box 1146, 410 North Third Street, Harrisburg, Pa. 17108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, in bulk, in dump vehicles, from Hopewell, Va., to Allentown and Lebanon, Pa., and Baltimore, Md.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa., or Washington, D.C.

No. MC 136786 (Sub-No. 41), filed December 3, 1973. Applicant: ROBCO TRANSPORTATION, INC., 3033 Excelsior Boulevard, Minneapolis, Minn. 55416. Applicant's representative: Virgil H. Smith, 1587 Phoenix Boulevard, Suite 12, Atlanta, Ga. 30349. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are used by growers of horticultural products and commodities, the transportation of which are partially exempt under Section 203(b)(6) of the Interstate Commerce Act, (1) between Atlanta, Ga., Allentown, Pa., Bayonne, N.J., Baltimore, Md., Chicago, Ill., Cleveland, Ohio, Dallas, Tex., Mobile, Ala., Belleville, Mich., Minneapolis, Minn., and Houston, Tex., on the one hand, and, on the other, points in the United States on and east of U.S. Highway 85; and (2) between Charleston, and Travelers Rest, S.C., Troup, Tex., Oklahoma City, Okla., Leominster, Mass., Florence, Ky., and points in Michigan, Minnesota, and New Jersey, on the one hand, and, on the other, Atlanta, Ga., Allentown, Pa., Bayonne, N.J., Baltimore, Md., Chicago, Ill., Cleveland, Ohio, Dallas, Tex., Mobile, Ala., Belleville, Mich., Minneapolis, Minn., and Houston, Tex., restricted to shipments, originating at, or destined to Geo. J. Ball, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn., or Chicago, Ill.

No. MC 136786 (Sub-No. 42), filed December 19, 1973. Applicant: ROBCO TRANSPORTATION, INC., 3033 Excelsior Boulevard, Rm. 205, Minneapolis, Minn. 55416. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneaplis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products* and *materials* used in connection with the manufacture thereof, from Riegelwood, N.C., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma, Texas, and Wisconsin.

NOTE.—Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C., or Minneapolis-St. Paul, Minn.

No. MC 136786 (Sub-No. 43), filed December 19, 1973. Applicant: ROBCO TRANSPORTATION, INC., 3033 Excelsior Blvd., Room 205, Minneapolis, Minn. 55416. Applicant's representative: K. O. Patrick (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products, and articles distributed by meat packinghouses* as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk in tank vehicles), from the plantsites and storage facilities utilized by Wilson and Company, Inc., at Cherokee and Cedar Rapids, Iowa, and Omaha, Nebr., to points in Alabama, Florida, Georgia, North Carolina, and South Carolina, restricted to traffic originating at the above plantsites and storage facilities and destined to the above named states.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Oklahoma City, Okla., or Minneapolis-St. Paul, Minn.

No. MC 138274 (Sub-No. 6), filed December 13, 1973. Applicant: SHIPPERS BEST EXPRESS, INC., 1656 W. 14600 South, Riverton, Utah 84065. Applicant's representative: Chester A. Zyblut, 1522 K St. NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products, dairy products, and articles distributed by meat packinghouses*, as described in Sections A, B, and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite and warehouse facilities utilized by Yankton Sioux Industries, located at or near Wagner, S. Dak., to points in Wyoming, Colorado, Utah, Nevada, California, Oregon, Washington, Idaho, Arizona, and Montana, restricted to traffic originating at the named origin and destined to the named destinations.

NOTE.—Common control may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 138328 (Sub-No. 6), filed December 17, 1973. Applicant: CLARENCE L. WERNER, doing business as WERNER ENTERPRISES, 805 32nd Avenue, P.O. Box 831, Council Bluffs, Iowa 51501. Applicant's representative: D. L. Ehrlich,

(same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Feed*, in bulk and in sacks, from the facilities of Murray Elevator at or near Murray, Utah, to points in Arkansas, California, Missouri, Montana, Oregon, Washington, Wisconsin, and Wyoming.

NOTE.—Applicant holds contract carrier authority in MC 133233 Sub 1 and other subs, therefore dual operations may be involved. Applicant states that the requested authority cannot be tacked with its existing authority. If a hearing is deemed necessary, the applicant requests it be held at Salt Lake City, Utah.

No. MC 138375 (Sub-No. 11), filed December 6, 1973. Applicant: J. H. WARE TRUCKING, INC., 909 Brown Street, P.O. Box 398, Fulton, Mo. 65251. Applicant's representative: Larry D. Knox, 9th Floor, Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat by-products*, from St. Joseph, Mo., to points in Pennsylvania, New York, Ohio, and Maryland, under contract with Dugdale Packing Company.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Kansas City, Mo.

No. MC 138429 (Sub-No. 6) (CORRECTION), filed November 7, 1973, published in the FEDERAL REGISTER issue, December 20, 1973, and republished as corrected, this issue. Applicant: ASI, INC., P.O. Box 10444, Jacksonville, Fla. 32207. Applicant's representative: Sol H. Proctor, 2501 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such merchandise* as is marketed by home products distributors, from Atlanta, Ga., to points in Florida, South Carolina, North Carolina, Virginia, West Virginia, Kentucky, Tennessee, Alabama, and Mississippi, under contract with Amway Corporation.

NOTE.—Applicant holds common carrier authority in MC 138498, therefore dual operations may be involved. The purposes of this republication are to (1) change the operating authority from a common carrier MC 138498 (Sub-No. 4) to a contract carrier, MC 138429 (Sub-No. 6); (2) add that the applicant is under contract with Amway Corporation; and (3) add that dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Jacksonville, Fla., or Atlanta, Ga.

No. MC 138630 (Sub-No. 1), filed December 3, 1973. Applicant: GEORGE W. KERR, doing business as KERR'S MOVING AND STORAGE, 1 Peachtree Street, Batesburg, S.C. 29006. Applicant's representative: Joseph M. Epting, 802 Palmetto State Life Building, P.O. Box 11414, Columbia, S.C. 29211. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Carpet*, from Johnston and Myrtle Beach, S.C., on the one hand, and, on the other, points in South Carolina; Georgia; those in North Carolina south and west of the following counties: Onslow, Duplin, Sampson, Cumberland, Hoke, Moore, Montgomery, Davidson, Davie, Yadkin, Wilkes, Watouga, and Avery; those in Tennessee, on and east of Tennessee Highway 127; and those in that part of Florida bounded on the south by, but not including, Citrus, Sumter, Lake, Seminole, and Brevard Counties, on the east by and including, Wakulla, Leon, and Gadsden Counties, and on the north by the Georgia-Florida State line; (2) *furniture and appliances* including *hoods*, from Johnston and Myrtle Beach, S.C., on the one hand, and, on the other, points in South Carolina; those in North Carolina south and west of the following counties: Onslow, Duplin, Sampson, Cumberland, Hoke, Moore, Montgomery, Davidson, Davie, Yadkin, Wilkes, Watouga, and Avery; and points in Georgia north and east of the following counties: Liberty, Evans, Tattnall, Toombs, Montgomery, Treutlen, Johnson, Wilkinson, Baldwin, Jones, Jasper, Newton, Rockdale, DeKalb, Gwinnett, Forsyth, Dawson, Lumpkin, and Union; those in Tennessee, on and east of Tennessee Highway 127; and those in that part of Florida bounded on the south by, but not including Citrus, Sumter, Lake, Seminole, and Brevard Counties, on the east by and including Wakulla, Leon, and Gadsden Counties, and on the north by the Georgia-Florida State line; and (3) return movement over irregular routes for *dunnage, shipments or articles* refused, rejected, or damaged, from the destination points, to the origin points in (1) and (2) above, under contract or contracts with Sears Roebuck and Company.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Columbus, S.C., or Atlanta, Ga.

No. MC 138752 (Sub-No. 2), filed December 7, 1973. Applicant: BEAUFERD SCHMIDT, Canton, Kans. 67428. Applicant's representative: Eugene W. Hiatt, 308 Casson Bldg., 603 Topeka Blvd., Topeka, Kans. 66603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Polyurethane foam*, from Newton, Kans., to Springfield, Kansas City, and Monette, Mo., Oklahoma City, Okla., McGregor, Dallas, Forth Worth, and Mt. Vernon, Tex., and Denver, Colo., under contract with Future Foam, Inc., located at Omaha, Nebr.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Topeka or Wichita, Kans., or Kansas City, Mo.

No. MC 138837 (Sub-No. 1), filed December 10, 1973. Applicant: MINATTA TRANSPORTATION COMPANY, a Corporation, 8150 Gravenstein Highway, Cotati, Calif. 94928. Applicant's representative: Marvin J. Colangelo, 660 Market Street, San Francisco, Calif. 94104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Laminated beams, arches, and timbers*, wooden, from Shiloh Road, Santa Rosa, Calif., to points in Arizona, Nevada, and New Mexico, under a continuing contract or contracts with Standard Structures, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at San Francisco or Los Angeles, Calif.

No. MC 138916 (Sub-No. 2), filed December 3, 1973. Applicant: PHILIP A. THOMAS, doing business as PHILIP THOMAS TRUCKING CO., Box 742, Wynnewood, Okla. 73098. Applicant's representative: T. M. Brown, 600 Leininger Building, Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Asphalt*, in bulk, in tank vehicles, from the plantsite of Kerr-McGee Corporation located at or near Wynnewood, Okla., to points in the following Texas Counties: Anderson, Archer, Baylor, Bell, Bosque, Brown, Callahan, Camp, Cherokee, Clay, Coleman, Collin, Comanche, Cook, Coryell, Dallas, Delta, Denton, Eastland, Ellis, Erath, Falls, Fannin, Franklin, Freestone, Grayson, Hamilton, Henderson, Hill, Hood, Hopkins, Hunt, Jack, Johnson, Kaufman, Lamar, Lampasas, Limestone, McLennan, Mills, Montague, Morris, Navarro, Palo Pinto, Parker, Rains, Red River, Rockwall, Schackleford, Smith, Stephens, Tarrant, Throckmorton, Titus, Upshur, Van Zandt, Wichita, Wilbarger, Wise, Wood, Young, and Somervell.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Fort Worth, Tex.

No. MC 131965 (Sub-No. 1), filed December 6, 1973. Applicant: TERRY L. KOBS, doing business as TERRY L. KOBS TRUCK LINE, 6514 Brookview Lane NE., Cedar Rapids, Iowa 52402. Applicant's representative: William L. Fairbank, 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Crop storage silos and unloaders*, from Charlotte, Mich., to points in Illinois, Iowa, Minnesota, and Missouri; and (2) *steel*, from points in Illinois, Indiana, Michigan, Missouri, and Ohio to Dyersville, Iowa, under continuing contract with Mid-America Structures, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., or St. Paul, Minn.

No. MC 139201 (Sub-No. 1), filed December 10, 1973. Applicant: MERCHANTS DELIVERY, INCORPORATED, 515 East Third Street, Alton, Ill. 62002. Applicant's representative: Ernest A. Brooks II, 1301 Ambassador Building, St. Louis, Mo. 63101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Small packages and parcels* weighing not more than 100 lbs., in peddle delivery service, between St. Louis and St. Louis County, Mo., on the one hand, and, on the other, points in Bond, Clinton, Fayette, Greene, Jefferson, Jersey, Macoupin, Madison, Marion, Monroe, Montgomery, Perry, Randolph, St. Clair, and Washington Counties, Ill.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo., or Chicago, Ill.

No. MC 139227, filed November 1, 1973. Applicant: ROYAL TRANSPORTS, INC., P.O. Box 1451, Kansas City, Mo. 66101. Applicant's representative: Patrick E. Quinn, 605 South 14th Street, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum products* (except anhydrous ammonia and fertilizer), in bulk, in tank vehicles, between points in Kansas and Missouri.

NOTE.—Dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 139248 (Sub-No. 1), filed December 3, 1973. Applicant: CONTRACT CARRIERS, INC., 1006 East 11th, Ellensburg, Wash. 98926. Applicant's representative: George R. LaBissoniere, 130 Andover Park East, Suite 101, Seattle, Wash. 98188. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bulk tallow*, from points in Oregon, Washington, Idaho, and Montana, to Tacoma and Seattle, Wash., and Portland, Oreg., restricted to traffic moving in foreign commerce only.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 139339 (AMENDMENT), filed October 15, 1973, published in the FEDERAL REGISTER issue December 6, 1973, and republished as amended this issue. Applicant: A. SPADERO TRUCKING, INC., 1343–73 Street, Brooklyn, N.Y. 11228. Applicant's representative: Rodman Kober, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sculpture reproductions and art reproductions*, form Holbrook, N.Y., to points in Queens, Kings, and New York Counties, N.Y., and Hudson, Essex, Bergen, Passaic, Middlesex, Union, and Hunterdon Counties, N.J.; and (2) *materails, supplies, and equipment* used in the manufacture of sculpture reproductions and art reproductions, from points in Hudson, Essex, Bergen, Middlesex, Passaic, Union, and Hunterdon Counties, N.J., and Queens, Kings, and New York Counties, N.Y., to Holbrook, N.Y., restricted to traffic originating at or destined to the plantsite of Austin Productions, Inc., at or near Holbrook, N.Y.

NOTE.—The purpose of this republication is to indicate applicant seeks to amend its application previously published as Docket No. MC 139161 (Sub-No. 1). If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 139356, filed December 6, 1973. Applicant: MIDLAND TRANSPORTATION, INC., 145 North Mail Street, East Wenatchee, Wash. Applicant's representative: George R. LaBissoniere, 130 Andover Building, Room 101, Seattle, Wash. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Circus equipment*, between Wenatchee, Wash., on the one hand, and, on the other, points in Oregon and California.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 139357, filed December 3, 1973. Applicant: A. SAM & SONS PRODUCE COMPANY, INC., West Lake Road, Dunkirk, N.Y. 14048. Applicant's representative: Virgil H. Smith, 1587 Phoenix Boulevard, Suite 12, Atlanta, Ga. 30349. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are used by growers of horticultural products and commodities, the transportation of which are partially exempt under Sections 203(b)(6) of the Interstate Commerce Act, (1) between Atlanta, Ga., Allentown, Pa., Bayonne, N.J., Baltimore, Md., Chicago, Ill., Cleveland, Ohio, Dallas, Tex., Mobile, Ala., Belleville, Mich., Minneapolis, Minn., and Houston, Tex., on the one hand, and, on the other, points in the United States on and east of U.S. Highway 85; (2) between Charleston and Travelers Rest, S.C., Troup, Tex., Oklahoma City, Okla., Leominster, Mass., Florence, Ky., and points in Michigan, Minnesota, and New Jersey, on the one hand, and, on the other, Atlanta, Ga, Allentown, Pa., Bayonne, N.J., Baltimore, Md., Chicago, Ill., Cleveland, Ohio, Dallas, Tex., Mobile, Ala., Belleville, Mich., Minneapolis, Minn., and Houston, Tex.; and (3) from Rochester, N.Y., to points in the United States on and east of U.S. Highway 85, restricted to shipments originating at, or destined to Geo. J. Ball and Joseph Harris Company, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill., Minnéapolis, Minn., or Buffalo, N.Y.

No. MC 139382, filed December 21, 1973. Applicant: DWIGHT PARKER, doing business as DWIGHT PARKER TRUCKING, P.O. Box 149, Hugo, Okla. 74743. Applicant's representative: Dwight Parker (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and lumber products; carpet and material* used in manufacturing carpet; and *livestock;* between Hope, Ark., on the one hand, and, on the other, points in Texas, Missouri, Louisiana, Oklahoma, Arkansas, Kansas, Nebraska, and Illinois.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla., or Fort Worth, Tex.

MOTOR CARRIER OF PASSENGERS

No. MC 2890 (Sub-No. 48), filed October 17, 1973. Applicant: AMERICAN BUSLINES, INC., 1200 Eye Street NW., Washington, D.C. Applicant's representative: James E. Wilson, Suite 1032, Pennsylvania Bldg., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle as passengers, (1) Between junction New Jersey Turnpike and Interstate Highway 78 (New Jersey Turnpike exit 14), and Harrisburg, Pa.: from junction New Jersey Turnpike and Interstate Highway 78 (New Jersey Turnpike exit 14), over Interstate Highway 78 to junction Interstate Highway 81 (near Indian Gap, Pa.), thence over Interstate Highway 81 to junction Interstate Highway 83, thence over Interstate Highway 83 to Harrisburg, Pa., and return over the same route, serving: (a) the junction of Interstate Highway 78 and U.S. Highway 22 at or near Lebanon, N.J., as an intermediate point for the purpose of joinder only; (b) the junction of Interstate Highway 78 and U.S. Highway 22 near Fogelsville, Pa. (along Pennsylvania Highway 100), as an intermediate point for the purpose of joinder only; and (c) the junction of Interstate Highway 78 and U.S. Highway 22 at or near Still Valley, N.J., as an intermediate point for the purpose of joinder only; (2) Between Interstate Highway 78 and Easton, Pa.: From junction Interstate Highway 78 and Pennsylvania Highway 611, over Pennsylvania Highway 611 to Easton, and return over the same route; (3) Between Interstate Highway 78 in Bethlehem, Pa.: From junction Interstate Highway 78 and Pennsylvania Highway 191, over Pennsylvania Highway 191 to Bethlehem, and return over the same route; (4) Between Interstate Highway 78 and Hamburg, Pa.: From junction Interstate Highway 78 and Pennsylvania Highway 61 to Hamburg, and return over the same route; and (5) Between junction New Jersey Turnpike and Interstate Highway 287 (New Jersey Turnpike exit 10), and junction Interstate Highway 287 and Interstate Highway 78, at or near Pluckemin, N.J.: From junction New Jersey Turnpike and Interstate Highway 287 (New Jersey Turnpike exit 10), over Interstate Highway 287 to junction Interstate Highway 287 and Interstate Highway 78 at or near Pluckemin, N.J., and return over the same route, serving the junction of Interstate Highway 287 and U.S. Highway 22 at or near Somerville, N.J., and the junction of New Jersey Turnpike and Interstate Highway 287 (New Jersey Turnpike exit 10), as intermediate points for purposes of joinder only.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant does not specify a location.

No. MC 3647 (Sub-No. 447) (AMENDMENT), filed October 3, 1973, published in the FEDERAL REGISTER issue of December 20, 1973, and republished as amended this issue. Applicant: TRANSPORT OF NEW JERSEY, a Corporation, 180 Boyden Avenue, Maplewood, N.J. 07040. Applicant's representative: John F. Ward (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, (1) Between points in Westwood and Saddle

Brook, N.J.: From the junction of Washington Avenue and Broadway in Westwood over Washington Avenue to junction Garden State Parkway (Interchange No. 168), thence over Garden State Parkway to junction of Interstate Route 80 (Interchange No. 159) in Saddle Brook, N.J., and return over the same route, serving all intermediate points; (2) Between points in Oradell and Paramus, N.J.: From the junction of Kinderkamack Road and Oradell Avenue in Oradell, over Oradell Avenue to junction of Garden State Parkway (Interchange No. 165) in Paramus and return over the same route, serving all intermediate points; (3) Between points in Westwood and Hackensack, N.J.: From the junction of 3rd Avenue and Washington Avenue in Westwood over 3rd Avenue to junction 4th Avenue, thence over 4th Avenue to junction Forest Avenue, thence over Forest Avenue to junction Midland Avenue, thence over Midland Avenue to junction Spring Valley Road, thence over Spring Valley Road to the junction of Forrest Avenue, over Forrest Avenue and Maywood Avenue to the junction of Central Avenue in Maywood, over Central Avenue to junction of State Street in Hackensack, over State Street to junction of Mercer Street, over Mercer Street to junction of Moore Street, over Moore Street to the Hackensack Bus Terminal, and returning over the same route, serving all intermediate points; (4) Between points in Oradell and Paramus, N.J.: From the junction of Forrest Avenue and Ridgewood Avenue in Oradell, over Ridgewood Avenue to the Bergen Pines Hospital in Paramus, and return over the same route, serving all intermediate points; (5) Within Hackensack, N.J.: (A) From the junction of State Street and Essex Street, over Essex Street and Hudson Street to the junction of Hudson Street and Main Street, serving all intermediate points; (B) From the junction of Main Street and Essex Street, over Essex Street to the junction of Essex Street and State Street, serving all intermediate points; (C) From the junction of Main Street and Court Street, over Court Street to the juncton of Court Street and Moore Street, serving all intermediate points.

NOTE.—The purpose of this amendment is to extend Item 3, page 2, adding "and returning over the same route, serving all intermediate points," at the end of the paragraph. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 114554 (Sub-No. 2), filed April 23, 1973. Applicant: OMNIBUS de MEXICO, S. A. de C. V., Insurgentes 42, Mexico, D. F. Applicant's representative: Mr. Raymundo Rojo R., Bolivar No. 1000-C, Chihuahua, Chih., Mex. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, Between the Port of Entry on the International Boundary line between the United States and Mexico located south of Presidio, Tex., and Marfa, Tex.: From the Port of Entry on the International Boundary line between the United States and Mexico located south of Presidio, Tex., over city streets to Presidio, thence over U.S. Highway 67 to Marfa, Tex., and return over the same route, serving the intermediate point of Presidio, Tex.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at any point in Texas.

No. MC 138828 (Sub-No. 3), filed December 10, 1973. Applicant: MAPLEWOOD EQUIPMENT COMPANY, a Corporation, 419 Anderson Avenue, Fairview, N.J. 07022. Applicant's representative: Edward F. Bowes, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage* and *express and newspapers* in the same vehicle with passengers, (1) Between Rochelle Park and Paramus, N.J.: From the junction of Passaic Street and Rochelle Avenue, Rochelle Park, N.J., over Rochelle Avenue to junction Farview Avenue at Plaza Way, Paramus, N.J., thence over Plaza Way to the Garden State Plaza Shopping Center, Paramus, N.J., thence over Plaza Way to junction Passaic Street and Paramus Road, Paramus, N.J., and return over the same route, serving all intermediate points; and (2) Between Paramus, N.J., and New York, N.Y.: From junction Paramus Road and Garden State Parkway at Interchange #160, Paramus, N.J., over Garden State Parkway to its junction with Garden State Parkway Exit Ramp #159, thence over Garden State Parkway Exit Ramp #159 to its junction with North Midland Avenue, thence over North Midland Avenue to its junction with Pehle Avenue, thence over Pehle Avenue to its junction with entrance ramp of Interstate Highway 80, thence over Interstate Highway 80 to its junction with Interstate Highway 95, thence over Interstate Highway 95 to its junction with Interstate Highway 495, thence over Interstate Highway 495 to New York, N.Y., and return over the same route, serving all intermediate points for purposes of joinder only.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J., or New York, N.Y.

No. MC 138859 (AMENDMENT), filed June 11, 1973, published in the FEDERAL REGISTER issue of December 6, 1973, and republished as amended this issue. Applicant: SERVICE D'AUTOBUS DE LA MAURICIE LTEE, a Corporation, P.O. Box 513, Shawinigan, P.Q., Canada, Applicant's representative: Jean Cote, 580 Grande Allee Est, Quebec 4, P.Q., Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in charter and special round-trip operations, from ports of entry on the International Boundary line between the United States and Canada located in Maine, New Hampshire, Vermont, New York, and Michigan, to points in the United States (except Alaska and Hawaii), restricted to traffic originating at and destined to Grand Mere, Shawinigan, and Trois Rivieres, Que., Canada.

NOTE.—The purpose of this amendment is to indicate the restrictive nature of the operations involved. If a hearing is deemed necessary, applicant requests it be held at Montpelier, Vt.

No. MC 139146 (Sub-No. 1), filed December 7, 1973. Applicant: HEASLIP MOTORS LIMITED, 10–20 Main Street, Hagersville, Ontario, Canada. Applicant's representative: William J. Hirsch, Suite 444, 35 Court Street, Buffalo, N.Y. 14202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in charter operations and in sightseeing and pleasure tours, from ports of entry on the International Boundary line between the United States and Canada, to points in the United States (except Alaska and Hawaii), and return.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Buffalo, N.Y.

No. MC 139242 (Sub-No. 2), filed December 12, 1973. Applicant: D & T LIMOUSINE SERVICE, INC., 11941 Abbey Road, North Royalton, Ohio 44133. Applicant's representative: James M. Burtch, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Passengers* who are employees of the Penn Central Transportation Company, in special operations, between points in Ohio, Indiana, Michigan, and Pennsylvania, under contract with Penn Central Transportation Company.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Cleveland, Ohio.

No. MC 139296, filed November 23, 1973. Applicant: AIRPORT LIMOUSINE SERVICE, INCORPORATED, Route 3, Blountville, Tenn. 37617. Applicant's representative: Bobby Gene Olterman, 324 Royal Drive, Kingsport, Tenn. 37663. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers*, including the transportation of *newspapers, baggage of passengers, express, or mail* in the same vehicle with the passengers, and the transportation of *baggage of passengers* in a separate vehicle, in special and charter service, between Tri Cities Airport, located in Sullivan County, Tenn., on the one hand, and, on the other, those points in a territory described as follows: Beginning at intersection of the Tennessee-Kentucky State Boundary line and U.S. Highway 127, and extending northerly along U.S. Highway 127 to its intersec-

tion with Interstate Highway 64, thence extending easterly along Interstate Highway 64 to its intersection with Interstate Highway 81, thence extending southwesterly along Interstate Highway 81 to its intersection with U.S. Highway 60, thence extending easterly along U.S. Highway 60 to its intersection with U.S. Highway 29, thence extending southerly along U.S. Highway 29 to its intersection with Interstate Highway 85, thence extending southwesterly along Interstate Highway 85 to the Georgia-South Carolina State Boundary line, thence extending northerly along the Georgia-South Carolina State Boundary line to its intersection with the North Carolina State Boundary line, thence extending westerly along the Georgia-North Carolina State Boundary line to its intersection with the Tennessee State Boundary line, thence extending northeasterly along the North Carolina-Tennessee State Boundary line to its intersection with the Virginia State Boundary line, thence extending westerly along the Tennessee-Virginia State Boundary line to its intersection with the Kentucky State Boundary line, thence along the Tennessee-Kentucky State Boundary line to the point of beginning.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Bristol, Va.-Tenn., or Washington, D.C.

No. MC 139358, filed November 5, 1973. Applicant: AUTOBUS FORTIN & POULIN INC., 10, rue de l'Auberge, Ville Saint-Georges, Quebec, Canada. Applicant's representative: Benoit Poulin, 144, 28th Street, St-Georges, Quebec, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in round-trip charter operations, beginning and ending at the Ports of Entry on the International Boundary line between the United States and Canada located in Maine, New Hampshire, Vermont, and New York, and extending to points in Maine, New Hampshire, Vermont, Massachusetts, and New York.

NOTE.—If a hearing is deemed necessary applicant requests it be held at Augusta, Maine, or Plattsburg, N.Y.

BROKER APPLICATION

No. MC 130225, filed December 19, 1973. Applicant: SHIP & SHORE TRAVEL AGENCY, INC., 657 Walnut Street, Macon, Ga. 31201. Applicant's representative: Timothy K. Adams, 500 First National Bank Building, Macon, Ga. 31201. Authority sought to engage in operation, in interstate or foreign commerce, as a *broker* at Macon, Ga., to sell or offer to sell the transportation of *groups of passengers*, in sightseeing trips and tours, between points in the United States.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Macon or Atlanta, Ga., or Birmingham, Ala.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.74-1924 Filed 1-23-74;8:45 am]

COMMITTEE FOR PURCHASE OF PRODUCTS AND SERVICES OF THE BLIND AND OTHER SEVERELY HANDICAPPED

PROCUREMENT LIST 1974

Addition to Procurement List 1974

Notice of Proposed addition to Procurement List 1974, November 29, 1973 (38 FR 33038), was published in the FEDERAL REGISTER on August 17, 1973 (38 FR 22252).

Pursuant to the above notice the following commodity is added to Procurement List 1974.

COMMODITY

CLASS 6532

Cap, Surgical, Operating (IB)	Price
6532-250-5041, box of 500	$28.30
6532-250-5042, box of 1,000	41.39

By the Committee.

CHARLES W. FLETCHER,
Executive Director.

[FR Doc.74-1992 Filed 1-23-74;8:45 am]

PROCUREMENT LIST 1974

Corrections

Notice is hereby given of the following corrections to Procurement List 1974, November 29, 1973 (38 FR 33038). These supersede corrections published January 10, 1974 (39 FR 1531). Corrections are in italics.

COMMODITIES

	East	West (each)
Class 7210:		
Mattress (IB): Innerspring: 7210-205-3585	$25.65	*$26.51*
Pillow, Bed (IB): 7210-619-*8262*		2.94
Class 8415: Apron (IB): Construction Worker's: 8415-205-*3896*		1.86

MILITARY RESALE COMMODITIES

Class 7290: Cover, Ironing Board (IB): 7290-B510-964	*0.94*
Class 7920:	
Bag, Laundry (IB): *7290*-B510-967	1.79
Mop, Cotton, Wet (IB): 7920-B510-928	*0.79*

By the Committee.

CHARLES W. FLETCHER,
Executive Director.

[FR Doc.74-1989 Filed 1-23-74;8:45 am]

PROCUREMENT LIST 1974

Notice of Proposed Additions

Notice is hereby given pursuant to section 2(a)(2) of Pub. L. 92-28; 85 Stat. 79, of the proposed additions of the following services to Procurement List 1974, November 29, 1973 (38 FR 33038).

SERVICE

INDUSTRIAL CLASS 7331

Mailing "overflow" requirements
Department of H.E.W.,
Office of the Secretary,
Washington, D.C. and
National Institutes of Health,
Bethesda, Maryland

INDUSTRIAL CLASS 7641

Furniture Rehabilitation
Houston, Texas plus 50 mile radius

Comments and views regarding these proposed additions may be filed with the Committee not later than February 25, 1974. Communications should be addressed to the Executive Director, Committee for Purchase of Products and Services of the Blind and Other Severely Handicapped, 2009 Fourteenth Street North, Suite 610, Arlington, Virginia 22201.

By the Committee.

CHARLES W. FLETCHER,
Executive Director.

[FR Doc.74-1990 Filed 1-23-74;8:45 am]

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PART II

DEPARTMENT OF TRANSPORTATION

Hazardous Materials Regulations Board

■

CONSOLIDATION OF HAZARDOUS MATERIALS REGULATIONS AND MISCELLANEOUS PROPOSALS

Notice of Proposed Rulemaking

DEPARTMENT OF TRANSPORTATION

Hazardous Materials Regulations Board

[14 CFR Part 103]

[46 CFR Part 146]

[49 CFR Parts 170, 171, 172, 173, 174, 175, 176, 177]

[Docket No. HM-112; Notice No. 73-9]

HAZARDOUS MATERIALS REGULATIONS

Proposed Consolidation

Since the inception of the Department of Transportation, it has been the goal of the Hazardous Materials Regulations Board to make the Department's Hazardous Materials Regulations as uniform and clearly stated as possible. One major difficulty has stood in the way of progress towards this goal: The regulations are found in three different Codes of Federal Regulations according to the mode of transportation involved and much referencing between them exists. Also, the manner of form and presentation of their contents vary and could be improved. In this notice, as a first step, the Board is proposing to consolidate the air, water, and surface transportation Hazardous Materials Regulations of the Department into one volume of the Code of Federal Regulations, 49 CFR Parts 170 to 189. These regulations would not include the bulk regulations of the U.S. Coast Guard for transportation by water. The Board is of the opinion that after this step is taken, the second step of restating the regulations would become more manageable.

This document necessarily encompasses a wide breadth of subject matter, some of which is substantive and much of which is merely editorial. To single out the substantive changes proposed as completely as possible, the Board is going to great lengths in presenting a detailed preamble to facilitate review by the public. Matters of particular interest in the consolidation of the Hazardous Materials Regulations are summarized as follows:

1. The Board is proposing to create four new classifications of hazardous materials to handle the problem of materials which pose a significant hazard when transported by air or water, but do not present such a hazard by surface transportation. These are identified as "Other Regulated Materials".

2. The Board is proposing a new regulatory mechanism to regulate small quantities of hazardous materials considered to pose a significant hazard only when transported in aircraft. These are identified as "Other Regulated Materials, Group D," abbreviated "ORM-D".

3. The Board is proposing to resolve certain issues that remain outstanding from other dockets because these issues relate to matters involved in this proposed consolidation of regulations or to a companion docket published elsewhere in this issue of the FEDERAL REGISTER, Docket HM-103. Some of the Dockets affected by this Notice are: HM-4, 8, 51, 57, 101, 102, and 103.

4. The Board is proposing a new format for the list of hazardous materials presently found in 49 CFR 172.5 which will recognize the recommendations of such organizations as the United Nations Committee of Experts on the Transport of Dangerous Goods and the Dangerous Goods Code of the Intergovernmental Maritime Consultative Organization (IMCO).

5. The Board is proposing to adopt a very large portion of the recommendations of the Interational Air Transport Association Restricted Articles Regulations as also published in C.A.B. No. 82, Official Air Transport Restricted Articles Tariff No. 6-D.

6. The Board is proposing to eliminate exemptions from specification packaging for certain hazardous materials it believes should not be so exempted.

7. The Board is proposing to prohibit certain hazardous materials from being transported on passenger-carrying aircraft which may now be so transported.

8. The Board is proposing to clearly regulate hazardous materials being transported in a passenger rail car in baggage. This is an interim rule making proposal while more complete regulations are under development. The present regulations apply only to rail carriers in baggage service.

9. The Board is proposing to change stowage requirements aboard vessels to align them completely with the International Dangerous Goods Code of IMCO.

10. The Board is proposing to change the present poison classifications from Class A & B poisons to Extremely Toxic and Highly Toxic classifications. This has been the subject of two Advance Notices of Proposed Rulemaking under Docket HM-51.

11. The Board is proposing to change the classification of a limited number of hazardous materials to more clearly reflect the potential hazard they pose in transportation.

12. The Board is proposing to consolidate present Parts 174, 175 and 176 governing carriers by rail into a new Part 174 and update some of the requirements therein.

A specific discussion in more detail follows:

I. GENERAL

The Board recognizes that this document could require an inordinate amount of time to review. Inordinate, in the sense that because of the volume, commenters could conceivably request delay after delay in asking for more time to study the docket. Also, the Board realizes that during the period that this document is under review, it would be confusing to publish too many additional proposed changes. Therefore, the Board has taken these factors into consideration and to assist the public as much as possible in reviewing this document in a timely and efficient manner, it has developed a very detailed preamble. This preamble is designed to set forth in such detail the changes the Board proposes that review by the commenters should be greatly assisted without lengthy and time consuming studies aimed at trying to "discover" what is being changed.

To again facilitate review, this preamble has been divided into various sections representing the major proposed changes and the different parts in the Code of Federal Regulations. In the conclusion is the presentation of a plan on how the Board proposes to change the present arrangement of Parts 170 to 189 in the final amendment to permit better organization of the Hazardous Materials Regulations.

In accordance with section 102 of the National Environmental Policy Act (Pub. L. 91-190, (42 U.S.C. 4321 *et seq.*) the Board has considered the environmental impact of its proposed consolidation of the Department's Hazardous Materials Regulations. Although there are included in the proposed consolidation, some changes in or additions to the substantive requirements of certain existing regulations, the Board is of the opinion that the proposed consolidation, even when viewed cumulatively is not a Federal action that has a significant impact on the environment. The primary purpose of the consolidation is to achieve editorial clarity and uniformity in existing regulations. The substantive changes are basically related to matters of classification, form, and format, and will not have any adverse impact upon the environment. The Board also notes that a separate assessment of the environmental impact of the substantive proposals contained in Dockets HM-102 and 103 is set forth in the preamble to the notice of proposed rulemaking for those proposals, published elsewhere in this edition of the FEDERAL REGISTER.

II. NEW CLASSIFICATIONS—OTHER REGULATED MATERIALS (ORM)

The Board's effort to consolidate virtually all of the Department's Hazardous Materials Regulations into one volume has made it necessary to develop a regulatory mechanism whereby the application of the regulations may be clearly established for each of the modes of transportation. This poses no difficulty concerning those materials already included in existing classifications; however, for certain materials, it will be necessary to make the regulations applicable only to transportation by air or water or both, due to the kinds of potential hazards presented when transported in those transportation environments. These materials are discussed in § 170.10 and defined in proposed § 173.500. These materials are now described as "hazardous articles" when transported by water (46 CFR 146.27), "other restricted articles" when transported by air (Tariff 6-D, C.A.B. No. 82 and the IATA Restricted Articles Regulations), or partially "exempt" materials when transported by highway or rail (49 CFR Part 173). The Board believes the best way to handle all these materials is to create an "Other Regulated Material" (ORM) category which would be divided into four classifications. By the addition of these new classifications, and including the letters A, B, C, or D to identify them, a method would be provided to identify the four types of materials covered and the ap-

plication of various regulations to them when they are transported by air, highway, rail, or water. A general description of the four classes of ORM materials are as follows:

An ORM–A material is a substance which has an anesthetic, irritating, noxious, toxic, or other similar property and which can cause extreme annoyance or discomfort to passengers and driver or crew in the event of leakage during transportation.

An ORM–B material is a substance capable of causing significant damage to a transport vehicle or vessel from leakage during transportation.

An ORM–C material is a substance which has other inherent characteristics not described as an ORM–A or ORM–B but which make it unsuitable for shipment, unless properly identified and prepared for transportation. Each ORM–C material is specifically named in § 172.101.

An ORM–D material is a material that is classed as a flammable liquid, corrosive material, flammable compressed gas, nonflammable compressed gas, flammable solid, oxidizing material, or organic peroxide, that, due to its limited quantity in a package, may be described and shipped as an ORM material. Shippers of ORM–D materials would be required to comply with the regulations pertaining to such materials regardless of the transportation mode utilized. However, no carrier operating regulations would apply, such as the carrying of shipping papers unless the ORM–D material is to be transported by aircraft.

On January 6, 1972 the Director of the Office of Hazardous Materials published a request for public participation entitled "Exemptions" in the FEDERAL REGISTER (37 FR 149). He explained the various aspects of the existing requirements pertaining to partial exemptions. Interested persons were invited to participate in the project by submission of supported information that would lead to the development of an appropriate rulemaking proposal. Many letters were received indicating interest in the project. However, very few submissions contained any form of supported information.

One organization, the Council for Safe Transportation of Hazardous Articles, hereafter referred to as COSTHA, submitted a petition for rulemaking in response to the project. The Task Force represents more than 1,000 companies engaged in manufacturing of end-use products packaged primarily for consumption in the home. The petition urges the Board to initiate rulemaking to delete the shipping paper requirements for small-quantity shipments of partially exempt hazardous materials which meet the existing quantity limitations, when overpacked in strong outside containers during transportation. As an alternative, the Task Force requested exemption for materials identified as consumer commodities and provided supporting data in the form of references to statutes pertaining to consumer protection. The Board does not agree with this latter approach since many of the other materials subject to its regulations are virtually identical in composition to materials that could be characterized as consumer commodities. However, they are not classed as such since they are intended for purposes other than consumption by consumers. For example, a container of a liquid that is packaged and marked "Nail Polish Remover" is intended for consumer use. Another package containing essentially the same material, acetone, is intended for some industrial purpose. If the Board were to accept the Council's proposed definition, it would be involved in discrimination against certain kinds of materials that present the same limited potential hazard as those identified as consumer commodities. Further, it would base certain hazardous materials regulations on vague and open-ended terminology.

Two other comments providing substantial comment in response to the request were received. The President of the Uniformed Fire Fighters Association of Greater New York expressed his view that shipping papers for materials covered by the partial exemptions in the regulations serve little or no benefit to fire fighters. The General Manager, International Association of Fire Chiefs stated in part as follows:

Specifically our comments are directed to that requirement, as referred to in your release, that each driver of a motor vehicle have in his possession copies of the shipping papers describing the articles transported by their technically prescribed shipping nomenclature and classification. Regardless of quantity involved, we refer now, not to articles that by their nature are so hazardous as to warrant application of your total safety requirements, but only to those classified as hazardous but designated partially exempt by reason of their relatively low-risk potential. In this partially exempt category, there are found ordinary everyday household products such as insecticides, room fresheners, a multitude of toilet articles and medicines.

Under existing regulations, the driver is expected to carry the shipping documents for each of the many shipments in his vehicle either on his person or in the cab of the truck. The purpose—and we consider it laudable—is to transmit to firemen, in an emergency, knowledge of the contents of the vehicle so that they may deal effectively with the situation without undue danger to their persons. However, in a fire situation where the material mentioned above are in limited quantities and are mixed in transit with ordinary combustible materials, it is unlikely that a fire officer would attempt to examine shipping papers prior to extinguishing the fire. The hazard does not warrant the delay involved in gaining control of the fire.

It is our opinion, therefore, that when all these limitations are considered, the shipping papers notations serve no practical purpose. They could be eliminated for all those commodities which, because of their relatively low hazard, have been exempted from virtually all other requirements of the regulations.

The Board agrees with the above statement and believes that shipper compliance with conditions specified for ORM–D materials will preclude the necessity for adherence to any carrier regulations or shipping paper requirements except for transportation by aircraft.

III. OTHER DOCKETS

Matters discussed in other dockets that were left outstanding namely HM–4, HM–8, HM–51, HM–101, HM–102, and HM–103, are considered proposed for resolution in the combined HM–103 and this docket, e.g., foodstuffs with poisons, pyrophoric solids, water reactive materials, toxicity definitions, materials which are corrosive only to aluminum, special marking of tank cars, packaging for flammable and combustible liquids. Any person who is of the opinion that these combined dockets do not satisfactorily resolve the pending issues in these other dockets should comment on the issues and indicate to the Board what other equivalently safe alternatives are available.

IV. LOADING POISONS WITH FOODSTUFFS

The Board is proposing revisions to §§ 174.632(m) (See § 174.680 in this Notice) and 177.841 to specify that packages bearing poison labels may not be loaded in the same transport vehicle with foodstuffs, feeds, etc. The present restrictions refer to poisons Class A or B which will no longer exist as classifications if the proposals contained in this Notice pertaining to toxic materials are adopted. Consistent with those proposals, and in recognition of the need for ready identification of materials subject to the loading restriction, the Board believes the best approach is to relate the restriction to labels on packages which would be easily recognized at the time of loading. The Board is aware that additional materials will be made subject to the loading restriction if the proposals made herein are adopted.

The matter of commingling of poisons and foodstuffs was the subject of Docket HM–4. The resulting action by the Board was to totally preclude loading within the same rail or highway transport vehicle. The Council for the Safe Transportation of Hazardous Articles (COSTHA), in its comments on HM–103 has requested that the Board consider segregation requirements in place of total restrictions. The basis for the request was recognition of the proposed hazard information requirements for additional highly toxic materials and the fact that the Committee of Experts on the Transport of Dangerous Goods (United Nations) has recognized a segregation requirement for Toxic Materials Group II which corresponds to the Highly Toxic Classification proposed herein. The recommendations adopted by the UN Group were based on an approval procedure adopted by a competent authority which for the United States would be the Department's Hazardous Materials Regulations Board. The Board is not prepared at this time to relax the restriction until workable and easily understood segregation requirements are proposed for consideration. The only apparent solutions at this time do not appear practical e.g., separate compartments and specialized containers for containment of packages. However, the Board invites comments on whether or not there should be some relaxation in this area and, if so, how it should be accomplished.

V. PART 170—GENERAL INFORMATION, REGULATIONS, AND DEFINITIONS

In essence, this part is proposed to be comprised of the sections formerly found in Part 171. Changes are briefly explained as follows:

(a) Section 170.1 is a new section citing the sources for the Hazardous Materials Regulations and was formerly § 171.2. This section is expanded now that the Hazardous Materials Regulations will include regulations promulgated not only under the authority of (18 U.S.C. 831–835), but regulations promulgated under similar authorities for the Federal Aviation Administrator and the Commandant, U.S. Coast Guard.

(b) Section 170.2 is the former § 171.1, expanded in an effort to make the organization of the regulations clearer. It includes subject matter formerly covered in §§ 171.9 and 171.10.

(c) Section 170.6 is basically self-explanatory within its own text, as are §§ 170.7, 170.12, 170.14, 170.15 and 170.16.

(d) Section 170.8 is a new section proposing to clarify the applicability of the Hazardous Materials Regulations to combustible liquids.

(e) Section 170.10 is a new section proposing to explain the applicability of the regulations to ORM–A, B, C and D materials.

(f) Section 170.30 is a new section proposing to encompass all of the definitions formerly found in § 171.8 in alphabetical order in a "dictionary" format so that the definitions can be more easily located and so that new definitions can be easily added. Definitions for the following words are proposed which were not found heretofore in § 171.8: Air commerce, Approved, c.c., Cargo-only aircraft, cargo tank (new definition) Carrier, Civil aircraft, Express rail car, Flash point, Flight crewmember, Gross weight, Hazardous materials (new definition) Hermetically sealed, Includes, May, Net weight, No person may, Passenger-carrying aircraft, Passenger vessel, Person who offers for transportation, Public aircraft, Shipper, Solid, S.U.S., U.F.C., Viscous. It should be noted that a number of these definitions are now found in 14 or 46 CFR.

VI. PART 171—RULEMAKING PROCEDURES OF THE HAZARDOUS MATERIALS REGULATIONS BOARD.

Essentially, this part is proposed to be comprised of the sections formerly located in Part 170.

(a) Section 171.1 Editorial.

(b) Section 171.3 Updates former § 170.1. Editorially provides for practices that are presently being followed by the Board.

(c) Sections 171.5, 171.7, 171.9, editorial 171.11. Editorial. Proposes to require that petitions for rulemaking be submitted in English.

(d) Section 171.13 Editorial. Also, proposes to limit petitions to persons over whom the Board has jurisdiction, i.e., shippers and carriers. Proposes to require that petitions for waivers or exemptions be submitted in English.

(e) Section 171.15 Editorial. Also sets forth manner of processing of petitions by the Board, or any individual member of the Board.

(f) Section 171.23 Proposes to make reference to hearings to be held by the Commandant, U.S. Coast Guard.

(g) Section 171.31 Proposes to refer to hearings to be held by the Commandant, U.S. Coast Guard to the extent under (46 U.S.C. 170(a)), as amended.

(h) Section 171.35 Proposes to require that petition for rehearing or reconsideration of a rule be submitted at least 20 days before its effective date. The specified time is now 10 days. Also, proposes to provide that in any case in which a rule becomes effective in less than 30 days after issuance, such a petition may be filed at any time before the effective date. The specified time is now 15 days.

VII. PART 172—LIST OF HAZARDOUS MATERIALS AND HAZARDOUS MATERIALS COMMUNICATIONS REGULATIONS.

This part, except for Subpart B which is comprised of §§ 172.100 and 172.101, is covered in Docket HM–103, under which a notice is published in this issue of the FEDERAL REGISTER. For any explanations regarding this Part, see that document. However, Subpart B is covered in this Docket and the following comments are pertinent.

1. *Format.* The list of hazardous materials is presented in a new format. Basically, § 172.100 in the text gives a complete explanation of the new table.

2. *New entries.* To the present list, 341 new entries are proposed to be added. To clearly single out these new entries, a complete listing of them is given below together with the source of the entry. "6D" means the entry is found in C.A.B. No. 82, Air Transport Restricted Articles Tariff and the International Air Transport Association Restricted Articles Regulations. "USCG" means the item is found in the Dangerous Cargo Regulations of the U.S. Coast Guard, 46 CFR 146.04–5. "HM–57" means the item is proposed to be added as a result of the rule making completed in that docket. "Petition" means that the Board has received a request to list the subject material classed as shown. In the list below, some of the entries are followed by the words "air", "water", or "air and water" in parentheses. This is to indicate that it is proposed to regulate these materials only by these modes of transportation. The list below does not include new organic peroxide entries that are given in § 172.101. These are being shown for information only and to make § 172.101 as complete as possible. Some organic peroxide entries in the present § 172.5 list have been deleted. All these peroxide entries will be handled by separate rule making to be introduced in a notice before action is completed in this docket. Also, based on petitions received and the data submitted, lead arsenate, sodium cacodylate, and cacodylic acid are proposed to be removed from the listing. "Chemicals, n.o.s." is proposed to be deleted as an authorized description. This description has caused much confusion in the past. Based on another petition, the listings covering motion picture film are proposed to be greatly simplified. The list of new entries is as follows:

Acetal: 6D
Acetaldehyde ammonia: 6D
Acetic acid (aqueous solution): 6D, HM–57
Acetic acid, glacial: 6D, HM–57
Acetyl bromide: 6D, HM–57
Acetylene tetrabromide: 6D (air)
Acetyl iodide: 6D, HM–57
Acid butyl phosphate: 6D, HM–57
Acrylic acid: HM–57
Ammonium hydrogen sulfate: 6D (air)
Ammonium hydrosulfide solution: 6D (air)
Ammonium polysulfide solution; 6D (air)
Ammonium sulfate nitrate: USCG (water)
Ammonium sulfide solution: 6D (air)
Amyl acid phosphate: HM–57
Amylamine: 6D
Amylene: 6D
Amyl formate: 6D
Antimony lactate: 6D (air)
Aldrin, cast solid: 6D (air)
Aldrin mixture, dry, with 65% or less Aldrin: 6D (air)
Alkanesulfonic acid: 6D, HM–57
Aluminum bromide, anhydrous: 6D, HM–57
Aluminum chloride, anhydrous: 6D (air)
Aluminum chloride solution (air)
Aluminum hydride: 6D
Aluminum metallic, powder: 6D, USCG (air and water)
Aluminum phosphate: HM–57
Aluminum phosphide: 6D
Aminoethyl ethanolamine: HM–57
2-(2-aminoethoxy) ethanol: HM–57
n-aminoethyl piperazine: HM–57
Aminopropyl diethanolamine: HM–57
n-aminopropyl piperazine: HM–57
bis-aminopropyl piperazine: HM–57
Ammonium chlorate: 6D
Ammonium fluoride: 6D
Ammonium hydrogen fluoride: 6D HM–57 (air)
Ammonium hydrogen fluoride solution: 6D, HM–57
Antimony potassium tartrate: 6D (air)
Antimony sufide: 6D (air)
Antimony trichloride, solid: 6D, HM–57
Antimony trichloride solution: 6D HM–57
Argon, cryogenic liquid: Notice on cryogenic liquids soon to be issued by the Board
Arsine: 6D, petition
Asphalt, at or above its flash point: USCG (water)
Barium oxide: 6D (air)
Battery parts: USCG (water)
Benzaldehyde: USCG
Benzine USCG
Bleaching powder: 6D, USCG (water)
Bone oil: 6D (air)
Boron trifluoride-acetic acid complex: 6D, HM–57
Box toe board: USCG (water)
Box toe gum: USCG
Bromoacetic acid, solid: 6D, HM–57
Bromoacetic acid solution: 6D, HM–57
Bromobenzene: USCG
Bromochloromethane: 6D (air)
Burlap bags, new: USCG (water)
Burlap bags, used, not cleaned: 6D, USCG (air and water)
Burlap bags, cleaned: USCG (water)
Burlap cloth: USCG (water)
Butylamine: 6D
Butyl bromide: 6D
Butyl ether: 6D
Butyl chloride: 6D
Butyl formate: 6D
Butyric acid: HM–57
Calcium carbide: 6D, USCG (air and water)
Calcium cyanamide: 6D, USCG (air and water)
Calcium hydrogen sulfite solution: 6D, HM–57
Calcium oxide: 6D, USCG (air and water)
Camphene: 6D, USCG (air and water)
Camphor oil: USCG
Carbaryl: 6D
Carbon dioxide, solid: 6D, USCG (air and water)
Carbon tetrachloride: 6D, USCG (air and water)
Castor beans: USCG (water)
Castor pomace: USCG (water)

Caustic potash, dry: 6D, USCG, HM-57
Cesium metal: 6D
Chlordane: 6D
Chloric acid: 6D
Chloroacetic acid, solid: 6D, HM-57
Chlorobenzol: USCG
Chloroform: 6D, USCG (air and water)
Chlorophenyl trichlorosilane: 6D, HM-57
Chloroplantinic acid: 6D (air)
2-chloropropene: 6D
Chromic acid mixture, dry: petition
Chromic fluoride, solid: 6D HM-57
Chromic fluoride solution: 6D, HM-57
Coal tar dye, liquid: HM-57
Coconut meal pellets: USCG (water)
Combustible liquid, n.o.s.: 6D, USCG, HM-102
Compounds, cleaning, liquid (containing phosphoric, acetic, etc.): HM-57
Copper chloride: 6D (air)
Copra: USCG (water)
Cotton: USCG (water)
Cotton batting: USCG (water)
Cotten seed hull fiber or shavings: USCG (water)
Cotton wadding: USCG (water)
Cotton waste: USCG (water)
Cresosote, coal tar: 6D, USCG
Crotonic acid: HM-57
Crotonylene: 6D
DDT: 6D (air)
Decahydronaphthalene: USCG
Diacetone alcohol: 6D
Diazinon: 6D (air)
Dibromodifluoromethane: 6D (air)
Dichloroacetic acid: 6D, HM-57
Dichlofoacetyl chloride: 6D, HM-57
Dichlorobenzene, ortho: 6D (air)
Dichlorobenzene, para: 6D (air)
Dichlorodifluoroethylene: 6D (air)
Dichloroisopropyl ether: HM-57
Dichloromethane: 6D (air)
Dichloropentane: USCG
2,4-Dichlorophenoxy acetic acid: 6D (air)
Dichlorophenyl trichlorosilane: 6D, HM-57
Dichloropropene-dichloropropane mixture: HM-57
Dichloropropene and propylene dichloride mixture: HM-57
Dieldrin: 6D (air)
Di(2-ethyl hexyl) phosphoric acid: HM-57
Diethyl ketone: 6D
Dihydropyran: 6D
Diisopropylamine: 6D
Diisopropylethanolamine: HM-57
Diisopropylether: 6D
2,3-Dimethylbutane: 6D
Dimethyl carbonate: 6D
1,4-Dimethyl cyclohexane: 6D
Dinitro cyclohexylphenol: 6D (air)
Dioxane: 6D
Diphenylmethylbromide, solid: 6D, HM-57
Divinyl ether: 6D
Dye intermediate: HM-57
Ethyl acrylate: 6D
Ethyl benzene: 6D
Ethyl borate: 6D
Ethyl bromide: 6D
Ethyl butyl acetate: USCG
Ethyl butyl ether: 6D
Ethyl butyraldehyde: 6D
Ethyl butyrate: 6D
Ethyl chloroacetate: 6D
Ethyl crotonate: 6D
Ethylene chlorohydrin: 6D
Ethylene diamine: 6D
Eethylene dibromide: 6D (air and water)
Ethylene glycols: USCG
Ethyl hexaldehyde: USCG
Ethyl lactate: USCG
Ethyl propionate: 6D
Ethyl silicate: USCG
Excelsior: USCG (water)
Exothermic ferrochrome: USCG (water)
Exothermic ferromanganese: USCG (water)
Exothermic silicon chrome: USCG (water)
Feed, wet, mixed: USCG (air and water)
Felt, waste: USCG (water)
Ferric chloride, solid: 6D (air)
Ferric chloride solution: HM-57
Ferrophosphorus: USCG (water)
Ferrosilicon: 6D, USCG (air and water)
Fibers: USCG (water)
Fish meal: USCG (water)
Fluoboric acid: 6D, HM-57
Fuel oil: USCG
Fumaryl chloride: 6D, HM-57
Garbage tankage: USCG (water)
Germane: Petition
Hay: USCG (water)
Hay, loose, wet, or damp: USCG (water)
Heptachlor: 6D (air)
Hexachloroethane: USCG (water)
Hexadiene: 6D
Hexaldehyde: USCG
Hexamethylene diamine, solid: 6D HM-57
Hexanoic acid: HM-57
Hydrogen, cryogenic liquid: Notice on cryogenic liquids soon to be issued by the Board.
Hydrogen selenide: 6D, petition
Hypochlorite solution, containing not more than 7% available chlorine: 6D (air)
Iminobispropylamine: HM-57
Iodine pentafluoride: 6D, HM-57
Iron oxide, spent: 6D (air)
Isobutyl acetate: 6D
Isobutylamine: 6D
Isobutyric acid: HM-57
Isobutyric anhydride: HM-57
Isopentanoic acid: HM-57
Isopropyl acid phosphate, solid: 6D, HM-57
Isopropylamine: 6D
Isopropyl nitrate: 6D
Jute: USCG (water)
Kapok: USCG (water)
Kerosene: USCG
Lead dross: USCG (water)
Lead peroxide: petition
Lead sulfate, solid: 6D, HM-57
Lindane: 6D (air)
Lithium acetylide-ethylene diamine complex: 6D
Lithium borohydride: 6D
Lithium nitrate: 6D
Magnesium aluminum phosphide: 6D
Magnetized materials: 6D (air)
Malathion: 6D (air)
Manganese dioxide: 6D (air)
Mercury, metallic: 6D (air)
Mesityl oxide: USCG
Metal borings, turnings, etc.: USCG'' (water)
Methyl acrylate: 6D
Methylal: 6D
Methyl amyl acetate: USCG
Methyl amyl ketone: USCG
Methyl butene: 6D
Methyl butyrate: 6D
Methyl chloroform: 6D (air)
Methyl cyclohexane: 6D
Methyl cyclopentane: 6D
Methyl dichloroacetate: 6D, HM-57
Methyl ethyl pyridine: HM-57
Methyl furan: 6D
Methyl methacrylate monomer, uninhibited: Petition
Methyl norbornene dicarboxylic anhydride 6D, HM-57
Methyl pentadiene: 6D
Methyl pentane: 6D
Methyl propionate: 6D
Methyl propyl ketone: 6D
Methyl sulfide: 6D
Mining reagent: HM-57
Mipafox: 6D (air)
Molybdenum pentachloride: 6D (air)
Monoethanolamine: HM-57
Naphthalene: 6D, USCG (air and water)
Nitrogen, cryogenic liquid: Notice on cryogenic liquids soon to be issued by the Board.
Nitromethane: Board proposal in this docket
Oakum: USCG (water)
Oiled material: 6D, USCG (air and water)
Organic phosphate compound, liquid (extremely toxic): HM-51
Organic phosphate compound, mixture, dry (extremely toxic): HM-51
Other regulated material, Group A, n.o.s.: 6D
Other regulated material, Group B, n.o.s.: 6D
Other regulated material, Group D: Board proposal in this docket.
Oxygen, cryogenic liquid. Notice on cryogenic liquids soon to be issued by the Board.
Paper, scrap: USCG (water)
Paraldehyde, USCG
Pentachlorophenol: 6D
Perfluoro-2-butene: 6D (air)
Pesticide, water reactive, etc.: USCG (water)
Petroleum coke: USCG (water)
Phencapton: 6D (air)
Phenylene diamine, meta or para: 6D (air)
Phosphine: 6D, petition
Phosphorus heptasulfide: 6D
Phosphorus trisulfide: 6D
Photographic flash lamps: USCG (water)
Polystyrene beads: 6D
Potassium dichromate: 6D (air)
Potassium fluoride solution: 6D, HM-57
Potassium hydrogen fluoride solution: 6D, HM-57
Potassium hydrogen sulfate, solid: 6D (air)
Potassium hydroxide, dry: 6D, HM-57
Potassium metabisulfite: 6D (air)
Propionaldehyde: 6D
Propionic acid: 6D, HM-57
Propionic acid solution: HM-57
Propionic anhydride: HM-57
Propyl acetate: 6D
Propylamine: 6D
Propyl chloride: 6D
Propylene diamine: HM-57
Propyl formate: 6D
Pyroforic solid, n.o.s.: Board proposal in this docket.
Radioactive material, fissile, n.o.s.: Board proposal in this docket.
Rags, scrap: USCG (water)
Road oil: USCG
Rosin: USCG (water)
Rubber curing compound: USCG (water)
Rubidium metal: 6D
Rubidium metal, in cartridges: 6D
Rust preventive coating: USCG
Sawdust: USCG (water)
Selenic acid: 6D, HM-57
Soda lime: 6D, HM-57
Sodium aluminate, solid: 6D (air)
Sodium dichromate: 6D (air)
Sodium fluoride, solid: 6D (air)
Sodium fluoride solution: 6D, HM-57
Sodium hydrogen sulfate, solid: 6D (air)
Sodium hydrogen sulfate solution: 6D, HM-57
Sodium hydrogen sulfite, solid: 6D, HM-57
Sodium hydroxide, dry: 6D, HM-57
Sodium metabisulfite: 6D (air)
Sodium methylate, alcohol mixture: HM-57, petition
Sodium monoxide: 6D, HM-57
Sodium pentachlorophenate: 6D (air)
Sodium phenolate, solid: HM-57
Sodium phosphide: 6D
Stannic phosphide: 6D
Stannous chloride: 6D (air)
Styrene monomer: 6D, USCG
Sulfur, solid: USCG (water)
Sulfurous acid: 6D, HM-57
Tetrachloroethane: 6D, USCG (air and water)
Tetrachloroethylene: 6D (air)
Tetraethylene pentamine: HM-57
1,2,3,6-tetrahydrobenzaldehyde HM-57
Tetra hydrofuran: 6D
Tetramethyl ammonium hydroxide: HM-57
Tetramethyl methylene diamine: 6D (air)
Textile treating compound mixture, liquid: HM-57
Thioglycolic acid: 6D, HM-57
Thiram: 6D (air)
2,4-toluene diamine: 6D (air)
2,4-toluene diisocyanate: 6D
Toluene sulfonic acid: HM-57
Trichloroacetic acid, solid: 6D, HM-57
Trichloroacetic acid solution: 6D, HM-57

Trichloroethylene: 6D (air)
Triethylamine: 6D
Trimethyl acetyl chloride: 6D, HM-57
Twisted jute packing: USCG (water)
Uranium hexafluoride, low specific activity, etc.: Board proposal in this docket.
Uranium hexafluoride, fissile, etc.: Board proposal in this docket.
Uranium metal, pyroforic: Board proposal in this docket.
Uranyl nitrate hexahydrate solution: Board proposal in this docket.
Valeric acid: HM-57
Valeryl chloride: 6D, HM-57
Vinyl ethyle ether, inhibited: 6D
Vinyl isobutyl ether: 6D
Water reactive solid, n.o.s.: Board proposal in this docket.
Waxes, liquid: USCG
White acid, etc.: 6D, HM-57
Yeast: 6D (air)
Zinc chloride solution: 6D, HM-57
Zirconium hydride: 6D
Zirconium tetrachloride, solid: HM-57

3. *Exemptions.* Section § 172.101, column 5, proposes to eliminate packaging exemptions for certain materials. The list of these materials is as follows:

Acetone cyanohydrin
Acetonitrile
Acrylonitrile
Allyl alcohol
Allyl chloride
Aluminum hydride
Aluminum phosphide
Arsenic trichloride
Arsine
Boron trifluoride
Cesium, metal
Chloric acid
Chlorine
Chlorophenyl trichlorosilane
2-chloroprene
Dichlorophenyl trichlorosilane
Ethylene diamine
Dihydropyran
Diisopropyl ether
Dimethyl sulfide
Ether, (ethyl)
Hexadiene
Hydrobromic acid, more than 49% strength
Hydrogen peroxide solution, over 52% hydrogen peroxide
Hydrogen sulfide
Hydrofluosilicic acid
Isopropylamine
Lithium acetylide-ethylene diamine complex
Lithium borohydride
Lithium nitride
Magnesium aluminum phosphide
Mesityl oxide
Methylal
Methyl butene
Nicotine, liquid
Organic phosphate liquid liquid, n.o.s. (25% or less) (extremely toxic)
Parathion mixture, liquid
Pentane
Propylamine
Propyl chloride
Rubidium metal
Sodium phosphide
Stannic phosphide
Strychnine
Tetraethyl dithio pyrophosphate mixture, liquid
Tetraethyl pyrophosphate mixture, liquid
Tetrahydrofuran
Vinyl ethyl ether
Zirconium hydride

The Board is of the opinion that these materials present a level of hazard in transportation such that specification packaging should be a requirement for their shipment, including small quantities. Considering the packaging authorized and the properties of these materials which indicate they are highly flammable, extremely toxic, extremely corrosive, highly reactive, or highly flammable and toxic, the Board believes this proposal to be warranted.

4. *Passenger carrying aircraft.* For the same reasons, the following materials which are now permitted to be transported on passenger carrying aircraft, are proposed to be not permitted for transportation on such aircraft.

Acetaldehyde
Acetone cyanohydrin
Acrylonitrile
Aluminum phosphide
Arsenic trichloride
Benzyl chloride
Crude nitrogen fertilizer solution
Cyclopentane
Dihydropyran
Diisopropyl ether
2,3-Dimethylbutane
Dimethyl sulfide
Dioxane
Dioxolane
Divinyl ether
Ether, (ethyl)
Ethyl methyl ether
Ethyl nitrite
Gas drips, hydrocarbon
Gasoline
Hexadiene
Hydriodic acid
Isopentane
Isoprene
Isopropylamine
Mercapton mixture, aliphatic (combustible liquid)
Methylal
Methyl butene
Methyl formate
Methyl furan
Methyl pentadiene
Methyl proprionate
Methyl propyl ketone
Methyl sulfide
Monoethylamine
Neohexane
Nicotine, liquid
Organic phosphate, liquid (extremely toxic)
Organic phosphate compound mixture, liquid, n.o.s. (25% or less) (extremely toxic)
Parathione mixture, liquid
Polystyrene beads
Propylamine
Propyl chloride
Propylene oxide
Strychnine
Sulfur trioxide
Tetraethyl dithio pyrophosphate mixture, liquid
Tetraethyl pyrophosphate mixture, liquid
Tetrahydrofuran
2,4-toluene diisocyanate
Vinyl ethyl ether
Zirconium hydride

5. *Passenger carrying rail car.* Another important change is the specificity of what is permitted to be carried in a passenger carrying rail car. Presently there are limitations on rail carriers in baggage service. The proposed rule would prescribe what hazardous materials may be transported in a passenger rail car. The present regulations are silent in this respect and only address themselves to what is permissible in rail baggage service. As this constitutes a new area of regulation, the Board, for the time being, simply is proposing to apply the limitations for passenger-carrying aircraft. Under the circumstances this is considered to be a reasonable interim approach while the whole subject of the carriage of hazardous materials on passenger vehicles is evaluated. The Board expects to more fully cover this area in future rule making regarding hazardous materials on surface passenger vehicles. Meanwhile, so as not to unduly expand the areas of rule making in this docket, this interim approach has been adopted.

6. *Transportation aboard vessels.* In column 7, the stowage and segregation requirements for water transportation of hazardous materials are proposed to be changed from what is now found in 46 CFR 146 to provide consistency with the International Maritime Dangerous Goods Code developed by the Intergovernmental Maritime Consultative Organization (IMCO). For further discussion of the stowage and segregation changes, see that section of the preamble dealing with Part 176.

7. *Labeling and classification.* The list of Hazardous Materials (§ 172.101) sets forth the U.S. classification and label requirements for each material in columns 2 and 3. A problem is that the classification and label requirements for all the materials are not completely consistent with the UN system. For shipments by water, greater consistency is becoming a necessity. Vessels under many foreign flags carrying packaged hazardous materials in compliance with the UN system and calling at United States ports are becoming a frequent occurrence as more and more maritime nations begin to adopt the IMCO recommendations for the carriage of hazardous materials by vessels. The Board believes that some means must be provided to insure that the UN system of classification and labeling is permitted aboard these vessels while within the navigable waters of the United States. To achieve this end, the UN (also IMCO) classification and labeling requirements for each product listed in § 172.101 are set forth in column 4, if known. The regulations proposed would permit a carrier by water to transport hazardous materials classified and labeled in accordance with either the United States or UN systems. The present U.S. Coast Guard regulations in 46 CFR 146.02-10 and 146.02-11 permit the labeling and packaging of certain import, export, and transiting shipments to be in accordance with foreign requirements. Consequently, this recognition is not really a change in philosophy or regulation.

8. *Docket HM-51.* Review of § 172.101 will also reveal certain proposed changes relating to Docket HM-51. For the purposes of rulemaking, Docket HM-51 is superseded by this docket and the matters for rulemaking under that docket are now incorporated in this docket. The definitions as proposed in the Second Advance Notice in Docket No. HM-51 (36 FR 2934) are incorporated herein with one slight modification suggested by a commenter regarding particle sizes of dusts. See § 173.326a in this docket. A very important matter to note is that the list of hazardous materials does not include a number of items listed in C.A.B. No. 82, Air Transport Restricted Articles Tariff No. 6D. As stated in HM-57, Notice No. 73-6 (38 FR 24915) the Board

wishes to eliminate discrepancies between the Tariff and the list in the Hazardous Materials Regulations.

Based on the evaluation of the information available to the Board, it is of the opinion that many of the toxic materials listed in the Tariff are properly classed and proposes hereby to add them to § 172.101. In an effort to ascertain that the materials listed in § 172.101 as proposed herein meet the highly toxic or irritating material criteria, the Board requests that additional data be made available to it.

The Board is primarily interested in reviewing data representing results of the tests or criteria prescribed in §§ 173.326, 173.326a, and 173.326b. Accordingly, the Board will add those appropriate items as listed below, with packaging as prescribed for highly toxic materials or irritating materials, not specifically provided for, §§ 173.345, 173.364, or 173.384, as pertinent.

As an ancillary action, after the data has been reviewed and classification determinations have been completed through this rulemaking, the Department will undertake to notify the Civil Aeronautics Board of all discrepancies. In this manner, it is hoped that Tariff 6D and the DOT Hazardous Materials Regulations will be made more uniform thereby facilitating compliance with all regulations.

The list of materials proposed to be added is as follows: ("Irr" indicates irritating material; "Toxic" indicates the Board has some information indicating the material may not be highly toxic but it is not entirely conclusive and needs verification):

Acetylene tetrachloride
Allyl isothiocyanate: Irr
Antu
Benzadine base
Benzyl cyanide
Benzylidene chloride: Toxic
Beryllium chloride
Beryllium hydroxide
Beryllium metal, flake, or powder
Beryllium oxide
Beryllium sulfate
Brombenzyl cyanide, liquid: Irr
Butyl isocyanate: Irr
Carbonyl fluoride
Chloroacetone, stabilizer: Irr
Chloronitrobenzene, *meta or para*, solid
Chloronitrobenzene, *ortho*, liquid
Cyclohexyl isocyanate: Irr
Dichloroethyl sulfide
Dichlorovinylchloroarsine
Dichlorovos (DDVP)
Diethyl sulfate: Toxic
Dimefox
Dinitroaniline, liquid
Dinitrocresol
Dinitrotoluenes, liquid: Toxic
Dinoseb
Diphenylchloroarsine, solid: Irr
Endrin
Ethyl bromoacetate
Ethyl chloroacetate
Ethyl dichloroarsine
Ethyl isocyanate: Irr
Hydrogen selenide
Isodrin
Lead acetate: Toxic
Methyl chloroacetate
Methyl isocyanate: Irr
Methyl isothiocyanate: Irr
Naphthylamine: Toxic
Nickel arsenate
Nitroaniline
Nitrotoluene, liquid: Toxic
Nitrotoluene, solid: Toxic
Osmium tetroxide
Oxalic acid, solid: Toxic
Oxalic salts, solid: Toxic
Pentachloroethane: Toxic
Phenylcarbylamine chloride
Phenyldichloroarsine
Phenylisocyanate: Irr
Phenyl mercuric acetate, solid
Phenyl mercuric hydroxide, solid
Phenyl mercuric nitrate, solid
Pindone
Potassium cuprocyanide
Propyl isocyanate: Irr
Schradan
Selenic acid, solid
Silver arsenite
Sodium arsanilate
Tetrachlorodinitroethane
Thallium acetate
Thallium bromide
Thallium carbonate
Thallium chloride
Thallium hydroxide
Thallium iodide
Thallium monoxide
Thallium nitrate
Thallium peroxide
Thallium sesquichloride
Thallium sulfide
Toluidine, liquid
Trichloroacetyl chloride
Vanadium trichloride
Zinc phosphide

9. *Change of classifications.* In the proposed amended listing of hazardous materials, a number of materials in the present list are proposed to be changed classification. These proposed changes are a result either of Docket HM–103 which necessitates a philosophy that materials be classed according to the hazards they present in a transportation incident, or of the proposed revision of § 173.2 which prescribes the proper classification when a material meets more than one hazard classification. The list of materials for which the classification is proposed to be changed is as follows:

Acetyl chloride
Allyl alcohol
Allyl chlorocarbonate
Bromine pentafluoride
Bromine trifluoride
Chloropicrin and nonflammable, nonliquefied compressed gas mixture
Cyanogen chloride
Cyanogen gas
Diethyl dichlorosilane
Dimethyl sulfate
Ethyl chloroformate
Ethyl chlorothioformate
Ethylene imine
Fluorine
Hexaethyl tetraphosphate and compressed gas mixture
Hydrazine anhydrous
Hydrocyanic acid, liquefied, solution, etc.
Hydrogen peroxide
Insecticide, liquefied gas, containing extremely or highly toxic material
Iodine pentafluoride
Methyl bromide and nonflammable, nonliquefied compressed gas mixture
Methyl chloroformate
Nickel carbonyl
Nitrating (mixed) acid
Nitrating (mixed) acid, spent
Nitric acid
Nitric acid, fuming
Nitric oxide
Nitrobenzol
Nitrogen dioxide
Nitrogen peroxide
Nitrogen tetroxide
Nitrogen tetroxide-nitric oxide mixture
Parathion and compressed gas mixture
Pentaborane
Perchloric acid
Phosgene
Phosphoric anhydride
Phosphorus pentachloride

It should be noted that packaging requirements remain the same as present. The changes are limited to classification and labeling. Of course, this would also change the shipping paper description requirements. Editorially, the packaging sections would be appropriately relocated or amended as necessary, in the final amendment.

VIII. PACKAGING REQUIREMENTS

In this docket and in Docket HM–103 published elsewhere in this FEDERAL REGISTER, poisonous materials would no longer be designated as Class A or B poisons but rather as Extremely or Highly Toxic Materials.

Materials would be reordered in priority of care in packaging and handling according to their degree of toxicity. Because persons associated a Level of hazard distinction in definition for the previous Class A and Class B, (when the definitions quantitatively did not make such a distinction), these persons have mistakenly associated "Class A poison" with Extremely Toxic and "Class B poison" with Highly Toxic. This association should not be made. The extremely and highly toxic distinctions are proposed to be established to better relate the integrity of the packaging to the level of hazard of the material packaged. Several materials formerly identified as Class B poisons are now proposed to be identified as extremely toxic materials. Their specification packaging is not proposed to be changed because the Board believes the presently authorized packaging is adequate.

The following is a list of such materials:

Chloropicrin, absorbed
Chloropicrin liquid
Methyl bromide and chloropicrin mixture, liquid
Motor fuel antiknock compound
Perchloro methyl mercaptan

However, the Board believes that other Class B poison materials now proposed to be identified as extremely toxic materials, should not be authorized in some of the presently specified packaging. Appearing below is a list of these materials and, as a guide only, a summary description of the packaging that would no longer be authorized.

Acetone cyanohydrin: 5C, 17C, 17E, 37B, 10A, 10B, 10C, 11A, 11B, 12B with several glass bottles, 12D, 15A or 15B with glass bottles, 15C, 16A, 19A, tank cars, tank trucks, 1A, 1D, 1E, 21C, 42C, 42D, 15P, 22C, 37P, 12A, 29, 42C, and 12P.

Arsenic trichloride: Same as acetone cyanohydrin.

Cyanogen bromide: Glass or earthware inside containers.

Hydrocyanic acid solutions: 11A, 11B.

Nicotine, liquid: Same as acetone cyanohydrin.

Organic phosphate compound liquid (extremely toxic): 17C, 17E, 21C, 37A.

Organic Phosphate compound mixtures, n.o.s., dry: 17C, 17H, 37A, 21C for over 15% by weight.

Organic phosphate compound mixtures, n.o.s., liquid: 17C, 17E, 37B, 21C, 37A.

Parathion, liquid: 17C, 17E, 21C, 37A.

Parathion mixture, dry: 17C, 17H, 37A, 21C for over 15% by weight.

Parathion mixture, liquid: 17C, 17E, 37B, 21C, 37A.

Strychnine: 5A, 6B, 17E, 17H, 37A, 37B, 10A, 10B, 10C, 11A, 12A (12B or 12C) with glass bottles and some other inside packagings 15A and 15B with certain inside packaging, 15C, 16A, 19A, 18B, 22A, tank cars, 21C, and 37P.

Tetraethyl dithio pyrophosphate, liquid: 17C, 17E, 21C, 37A.

Tetraethyl dithio pyrophosphate mixture, dry: 17C, 17H, 37A, 21C for over 15% by weight.

Tetraethyl dithio pyrophosphate mixture, liquid: 17C, 17E, 37B, 21C, 37A.

Tetraethyl pyrophosphate, liquid: 17C, 17E, 21C, 37A.

IX. Part 173—Shippers

Many changes are proposed in this part, the great majority being of an editorial nature. However, the Board recognizes that in the publication of such a voluminous document proposed changes might be unnoticed. It desires to highlight all proposed changes as clearly as possible.

Therefore, under these circumstances, the Board has determined that a preamble covering this part section by section would be the best approach to avoid any oversights. The proposed changes are therefore highlighted as follows:

Section 173.1. Editorial clarification. Proposed deletion of unnecessary language.

Section 173.2. Editorial when viewed with the notice in Docket HM–103.

Sections 173,3, 173.4, and 173.5. Editorial.

Section 173.6. Proposed new requirements covering the preparation of shipments of hazardous materials for transportation by aircraft. Most of these proposed requirements are derived from C.A.B. No. 82, Air Transport Restricted Articles Tariff No. 6–D and the International Air Transport Association (IATA) Restricted Articles Regulations.

Section 173.7. Editorial.

Section 173.9. Editorial. Also, proposed new requirements have been added in paragraph (d) to give added flexibility in using certain packagings of foreign manufacture. This proposed change is based on a petition from a domestic chemical manufacturer.

Section 173.18. Proposed new requirements for consolidation of aircraft shipments. These requirements are derived from rules in C.A.B. No. 82 Air Transport Restricted Articles Tariff No. 6D.

Section 173.21. Editorial. Also, proposed new requirements regarding the forwarding of Bureau of Explosives reports on cigarette lighters to the Department.

Sections 173.22, 173.23, 173.24, and 173.26. Editorial.

Section 173.27. Editorial changes caused by the incorporation of 14 CFR Part 103 in these regulations.

Section 173.28. Editorial.

Section 173.29. The Board is proposing to revise § 173.29 in its entirety to require that packagings and tanks which have not been cleaned or purged of all hazardous materials residue be carried in the same manner as if they were filled with hazardous materials. It has been brought to the Board's attention on several occasions that present regulations do not require identification of the potential hazards of materials such as parathion in so-called empty containers. The Board believes that packagings containing residual quantities of hazardous materials should be subject to the same requirements as those that are filled. However, a provision has been added to the shipping paper regulations proposed in Docket No. HM–103 authorizing addition of the word "Empty" to a shipping description when packagings have not been cleaned and purged.

Sections 173.30 173.31, 173.32, 173.33, and 173.34. Editorial.

Sections 173.51, 173.52, 173.54, 173.56, 173.57, 173.58, 173.59, 173.60, 173.61, 173.62, 173.63, and 173.64. Editorial.

Section 173.65. Proposed limitation to present exemption which would not permit transportation of small quantities of explosive chemicals described as drugs or medicines, by express rail car or aircraft.

Section 173.166. Proposed deletion of provision based on obsolete reference to an emergency.

Sections 173.67, 173.68, 173.69, 173.70, 173.71, 173.72, 173.73, 173.74, 173.75, 173.76, 173.77, 173.78, 173.79, and 173.80. Editorial.

Sections 173.86 and 173.87. Editorial.

Sections 173.89, 173.90, 173.91, 173.92, 173.93, 173.94, and 173.95. Editorial.

Section 173.101. Editorial.

Sections 173.103, 173.104, 173.105, 173.106, 173.107, 173.108, 173.109, 173.110, 173.111, 173.112, 173.113, and 173.114. Editorial.

Section 173.116. Editorial. Also, proposed addition of reference temperature of 130° F. regarding filling.

Section 173.116a. Editorial. To set forth the applicability of the U.S. Coast Guard regulations when transportation by water is involved for liquids having a flash point above 80° F. (Tagliabue open-cup).

Section 173.118. Proposed changes in requirements regarding "exempt" quantities of flammable liquids. "Exemptions" would now be limited to specification packaging. By reclassification to ORM–D, exemption from other regulations would also be effected under certain circumstances.

Section 173.118a. Proposed exemption provisions for combustible liquids.

Section 173.119. Editorial. Also, proposed packaging limitations as presently set forth in Tariff 6–D and the IATA Restricted Articles Regulations.

Section 173.119a. Proposed added combutible liquids packaging requirements which apply when such materials are transported by aircraft or passenger vessel.

Section 173.119b. Proposed added packaging requirements which apply when certain other combustible liquids are transported by aircraft or passenger vessel.

Section 173.120. Proposed simplification of requirements applicable to vehicles being transported by rail or highway.

Section 173.121. Editorial.

Section 173.122. Editorial. Also, proposed marking requirement for tank cars as originally introduced in Docket HM–101, Notice 72–5 (37 FR 7104).

Section 173.123. Editorial.

Section 173.124. Editorial. Also, proposed marking requirement for tank cars as originally introduced in Locket HM–101, Notice 72–5 (37 FR 7104).

Section 173.125. Editorial. Also, proposed deletion of provisions based on obsolete reference to an emergency. Proposed limitation on packaging authorized aboard an aircraft based on standards of the IATA Restricted Articles Regulations.

Section 173.126 and 173.127. Editorial.

Section 173.128. Editorial. Also, proposed incorporation of requirements from 46 CFR 146 and the IATA Restricted Articles Regulations. Proposed deletion of provisions based on obsolete reference to an emergency. Proposed deletion of certain labeling and marking exemptions.

Section 173.129. Editorial. Also, proposed limitations on packaging authorized aboard aircraft based on the IATA Restricted Articles Regulations. Proposed deletion of certain labeling and marking exemptions.

Section 173.130. Proposed to authorize reclassification of refrigerating machines containing a limited amount of a flammable liquid to ORM–D.

Section 173.132. Editorial. Also, proposed incorporation of requirements from 46 CFR 146 and the IATA Restricted Articles Regulations. Proposed deletion of provisions based on obsolete reference to an emergency. Proposed deletion of certain labeling and marking exemptions.

Section 173.133. Editorial. Also, proposed deletion of provisions based on obsolete reference to an emergency.

Sections 173.134, 173.135, 173.136, 173.137, and 173.138. Editorial.

Section 73.139. Editorial. Also, proposed marking requirement for tank cars as originally introduced in Docket HM–101, Notice 72–5 (37 FR 7104).

Sections 173.140 and 173.141. Editorial.

Section 173.143. Editorial.

Section 173.144. Editorial. Also, proposed limitation on packaging authorized aboard aircraft based on the IATA Restricted Articles Regulations. Proposed deletion of certain labeling and marking exemptions.

Section 173.145. Editorial. Also, proposed limitation on packaging authorized aboard aircraft based on the IATA Restricted Articles Regulations.

Section 173.146. Editorial.

Section 173.147. Proposed change in requirements regarding "exempt" quantity of methyl vinyl ketone. "Exemption" would now be limited to specification packaging. By reclassification to ORM–D, exemption from other regulations would also be effected under certain circumstances.

Sections 173.148 and 173.149. Editorial.

Section 173.149a. Proposed addition of requirements for the shipment of nitromethane.

Section 173.149b. Proposed incorporation of requirements from 46 CFR 146 and Tariff 6–D for formaldehyde.

Section 173.150. Editorial.

Section 173.151. Editorial. Proposed separation of oxidizing materials and organic peroxides as two separate classes of hazardous materials.

Section 173.151a. Proposed addition of an organic peroxide definition.

Section 173.153. Proposed changes in requirements regarding "exempt" quantities of flammable solids, oxidizing materials, and organic peroxides. "Exemption" would now be limited to specification packaging. By reclassification to ORM–D, exemption from other regulations would also be effected under certain circumstances.

Sections 173.154, 173.154a, 173.155, and 173.156. Editorial.

Sections 173.158, 173.159, 173.160, and 173.161. Editorial.

Section 173.162. Editorial. Proposed changes in requirements regarding "exempt" quantity of charcoal. "Exemption" would now be limited to specification packaging. By reclassification to ORM–D, exemption from other regulations would also be effected under certain circumstances.

Section 173.163. Editorial.

Section 173.164. Proposed addition of "chromic acid mixture, dry" based on Manufacturing Chemists Association petition.

Sections 173.165, 173.166, 173.167, 173.168, 173.169, 173.170, 173.171, and 173.172. Editorial.

Sections 173.174 and 173.175. Editorial.

Section 173.176. Editorial. Also, proposed changes in requirements regarding exemptions for matches. Exemptions would now be limited to packaging. By reclassification to ORM–D, exemption from other regulations would also be effected under certain circumstances.

Section 173.177. Editorial. Also, proposed deletion of provision relating to obsolete reference to an emergency.

Sections 173.178, 173.179, 173.180, and 173.181. Editorial. Also, proposed deletions based on petition stating that slow burning (nonflammable) film does not meet flammable solid definition.

Section 173.182. Editorial. Based on Docket HM–104, Notice No. 72–10 (37 FR 16108), note would be added for calcium nitrate. Also, proposes to delete exemptions from labeling and marking, except those provided in § 173.153, if the material meets oxidizing material definition.

Sections 173.183, 173.184, and 173.185. Editorial.

Section 173.186. Editorial. Also, proposed deletion of provision relating to obsolete reference to an emergency.

Section 173.187. Editorial.

Section 173.188. Editorial. Also, proposed deletion of provision relating to obsolete reference to an emergency.

Section 173.189. Editorial.

Section 173.190. Editorial. Also, proposed marking requirements for tank cars as originally introduced in Docket HM–101, Notice 72–5 (37 FR 7104).

Sections 173.191, 173.192, 173.193, and 173.194. Editorial.

Section 173.195. Editorial. Also, proposed deletion of provision relating to obsolete reference to an emergency. Proposes to incorporate text of § 173.196.

Section 178.196. Editorial.

Sections 173.197, 173.197a, 173.198, 173.199, 173.200, 173.201, 173.202, and 173.203. Editorial.

Section 173.204. Editorial. Also, proposed limitation on packaging authorized aboard aircraft based on IATA Restricted Articles Regulations. Proposed deletion of provision relating to obsolete reference to an emergency.

Sections 173.205, 173.206, 173,207, 173.208, 178.209, 173.210, 173.211, 173.212, 178.213, 178.214, and 173.216. Editorial.

Section 173.217. Editorial. Also, proposed deletion of certain labeling and marking exemptions.

Section 173.218. Editorial.

Section 173.220. Editorial. Also, proposed deletion of certain labeling and marking exemptions.

Sections 173.221 and 173.222. Editorial.

Section 173.223. Editorial. Also, proposed deletion of certain labeling and marking exemptions.

Section 173.224 and 173.225. Editorial.

Section 173.226. Editorial. Also, proposed change in requirements regarding "exempt" quantity of powdered thorium metal. "Exemption" would be limited to specification packaging. By reclassification to ORM–D, exemption from other regulations would also be effected under certain circumstances.

Sections 173.227 and 173.228. Editorial.

Section 173.229. Editorial. Also, proposed changes in requirements regarding "exempt" quantities of chlorate and borate mixtures or chlorate and magnesium chloride mixtures. "Exemption" would be limited to specification packaging. By reclassification to ORM–D, exemption from other regulations would also be effected under certain circumstances.

Sections 173.230, 173.231, 173.232, 173.233, 173.234, 173.235, 173.236, 173.237, 173.238 and 173.239. Editorial.

Section 173.240. Editorial. Changes are to recognize proposed criteria for materials corrosive to aluminum proposed to be covered as an ORM–B classification. ORM–B, n.o.s. materials would be subject to restrictions only when intended to be transported by air.

Section 173.241. Editorial. Also, proposed addition of reference temperature of 130° F regarding filling.

Section 173.242. Editorial.

Section 173.244. Editorial. Also, proposed changes in requirements regarding exemptions for corrosive materials. Exemptions would be limited to specification packaging. By reclassification to ORM–D, exemptions from other regulations would also be effected under certain circumstances.

Section 173.245. Editorial. Also, proposed incorporation of certain packaging limitations aboard aircraft as set forth in Tariff 6–D and the IATA Restricted Articles Regulations.

Sections 173.245a, 173.245b, and 173.246. Editorial.

Sections 173.247 and 173.248. Editorial. Also, proposed incorporation of packaging limitation aboard aircraft as set forth in the IATA Restricted Articles Regulations.

Section 173.249. Editorial. Also, proposes to delete certain older specification tank cars. Proposes changes in requirements regarding exemptions for certain corrosive liquids. Exemptions would be limited to specification packaging. By reclassification to ORM–D, exemptions from other requirements would also be effected.

Section 173.250. Editorial. Also, proposed simplification of requirements governing the transportation of automobiles.

Section 173.251. Editorial.

Section 173.252. Editorial. Also, proposed to require marking of tank cars as originally introduced in Docket No. HM–101, Notice 72.5 (37 FR 7104).

Section 173.253. Editorial. Also, proposed deletion of provisions relating to obsolete references to an emergency.

Sections 173.254 and 173.255. Editorial.

Sections 173.256, 173.257, and 173.258. Editorial. Also, proposed incorporation of certain packaging limitations aboard aircraft based on requirements of the IATA Restricted Articles Regulations.

Section 173.259. Editorial.

Section 173.260. Editorial. Proposed deletion of exemption governing batteries shipped by rail.

Section 173.261. Editorial. Also, proposed changes in requirements regarding exemptions for fire-extinguisher charges which are corrosive. Exemptions would be limited to specification packaging. By reclassification to ORM–D, exemptions from other regulations would also be effected.

Section 173.262. Editorial. Also, proposed incorporation of certain packaging limitations aboard aircraft based on requirements of the IATA Restricted Articles Regulations.

Section 173.263. Editorial. Also, proposed incorporation of certain packaging limitations aboard aircraft based on requirements of the IATA Restricted Articles Regulations. Proposed deletion of exemption from labeling and marking for hydrochloric acid of not over 20% strength unless packaged in accordance with § 173.244 for ORM–D.

Section 173.264. Editorial. Also, proposed deletion of provisions relating to obsolete references to an emergency. Proposed to require marking of tank cars as originally introduced in Docket No. HM–101, Notice 72–5, (37 FR 7104).

Section 173.265. Editorial. Also, proposed incorporation of certain packaging limitations aboard aircraft based on requirements of the IATA Restricted Articles Regulations.

Section 173.266. Editorial. Also, proposed incorporation of certain packaging limitations aboard aircraft based on requirements of the IATA Restricted Articles Regulations. Proposed to require marking of tank cars as originally introduced in Docket No. HM–101, Notice 72–5, (37 FR 7104).

Section 173.267. Editorial.

Section 173.268. Editorial. Also, proposed to require marking of tank cars as originally introduced in Docket No. HM–101, Notice 72–5 (37 FR 7104).

Section 173.269. Editorial. Also, proposed incorporation of certain packaging limitations aboard aircraft based on requirements of the IATA Restricted Articles Regulations.

Sections 173.270 and 1732.71. Editorial.

Section 173.272. Editorial. Also, proposed deletion of labeling and marking exemptions for sulfuric acid of not over 25 percent concentration unless packaged in accordance with § 173.244 for ORM–D. Proposed incorporation of certain packaging limitations of Tariff 6–D and the IATA Restricted Articles Regulations aboard aircraft.

Section 173.273. Editorial. Also, proposed to require marking of tank cars as originally introduced in Docket No. HM–101, Notice 72–5 (37 FR 7104).

Sections 173.274 and 173.275. Editorial.

Section 173.276. Editorial. Also, proposed incorporation of packaging limitation aboard aircraft based on requirements of the IATA Restricted Articles Regulations.

Section 173.277. Editorial. Also, proposed incorporation of packaging limitations aboard aircraft of Tariff–6D and the IATA Restricted Articles Regulations. Proposed changes in requirements regarding exemptions for hypochlorite solutions. Exemptions in this section would be limited to specification packaging. By reclassification to ORM–D exemptions from other regulations would also be effected.

Section 173.278. Editorial. Also, proposed incorporation of packaging limitation aboard aircraft based on the requirements of the IATA Restricted Articles Regulations.

Section 173.279. Editorial. Also, proposed deletion of exemptions from labeling and marking for anisoyl chloride unless packaged in accordance with § 173.244 for ORM–D.

Sections 173.280, 173.281, 173.282, 173.283, 173.284, and 173.285. Editorial.

Section 173.286. Editorial. Proposed changes to the requirements on exemptions for chemical kits. Exemptions would be limited to specification packaging. By reclassification to ORM–D, exemptions from other regulations would also be effected.

Sections 173.287 and 173.288. Editorial. Also, proposed incorporation of packaging limitations aboard aircraft based on IATA Restricted Articles Regulations.

Section 173.289. Editorial. Also, proposed deletion of authorization for Bureau of Explosives approval. Proposed incorporation of packaging limitations aboard aircraft based on IATA Restricted Articles Regulations.

Section 173.290. Editorial

Section 173.291. Editorial. Also, proposed incorporation of packaging limitations aboard aircraft based on the IATA Restricted Articles Regulations.

Sections 173.292, 173.293, and 173.294. Editorial.

Section 173.295. Editorial. Also, proposed incorporation of packaging limitation aboard aircraft based on the requirements of the IATA Restricted Articles Regulations.

Sections 173.296 and 173.297. Editorial.

Section 173.298. Editorial. Also, proposed incorporation of packaging limitation aboard aircraft based on the requirements of the IATA Restricted Articles Regulations.

Sections 173.299, 173.299a, and 173.300. Editorial.

Sections 173.301. Editorial. Also, proposed addition of specific limitations on handling of cylinders containing an extremely toxic gas.

Sections 173.302, 173.303, 173.304, and 173.305. Editorial.

Sections 173.306 and 173.307. Editorial. Also, proposed changes in requirements regarding exemptions for certain compressed gases. Exemptions would be limited to packaging. By reclassification to ORM–D, as set forth in proposed § 173.307, exemptions from other regulations would also be effected under certain circumstances. Paragraphs 173.306 (c) and (f) are shown only for information. They are subject to rulemaking in Docket HM–106, Notice 72–2 (38 FR 7470).

Section 173.308. The Board proposes to prescribe certain limitations on the shipment of cigarette lighters or other similar devices charged with fuel.

Section 173.314. Proposed marking of certain tank cars as originally presented in Docket No. HM–101, Notice 72–5 (37 FR 7104).

Sections 173.315 and 173.316. Editorial.

Section 173.325. Editorial.

Sections 173.326, 173.326a, and 173.326b. Proposed new definitions for Extremely Toxic, Highly Toxic, and Irritating materials. These definitions are based on comments received in the two Advance Notices of Proposed Rulemaking issued under Docket HM–51 (35 FR 8831 and 36 FR 2934).

Section 173.327. Editorial. Also, proposed additional general requirements regarding filling. Proposed tank car marking requirements as originally presented in Docket No. HM–101, Notice 72–5 (37 FR 7104).

Sections 173.328, 173.329, 173.330, 173.331, 171.332, and 173.333. Editorial.

Section 173.334. Editorial. Also, propose to require approval of valves by the Department in place of the Bureau of Explosives.

Section 173.335. Obsolete. Proposed to be deleted.

Sections 173.336, 173.337, 173.338, and 173.343. Editorial. Section 173.343 replaced by § 173.326a.

Section 173.344. Editorial. Proposed specific temperature reference for filling.

Section 173.345. Editorial. Also, proposed deletion of exemptions from labeling and marking for poisonous materials.

Section 173.346. Editorial. Also proposed incorporation of packaging limitations from Tariff 6–D and the IATA Restricted Articles Regulations for aircraft.

Section 173.347. Editorial. Also, proposed deletion of provision relating to obsolete reference to emergency.

Sections 173.348 and 173.349. Editorial. Also, proposed incorporation of packaging limitations from Tariff 6–D and the IATA Restricted Articles Regulations for aircraft.

Section 173.350. Editorial.

Section 173.351. Editorial. Also, proposed deletion of obsolete packaging and incorporation of performance testing for glass packagings for hydrocyanic acid solutions.

Section 173.352. Editorial. Also, proposed incorporation of packaging limitations from IATA Restricted Articles Regulations for aircraft.

Section 173.353. Editorial. Also, proposed additional limitations on packaging containing compressed gases.

Sections 173.354, 173.355, and 173.356. Editorial.

Section 173.357. Editorial. Also, proposed deletion of provision relating to obsolete reference to emergency.

Section 173.358. Editorial. Also, proposed deletion of certain packagings for materials classed as Extremely Toxic.

Section 173.358a. Editorial. Also, proposed adjustment of former § 173.358 to recognize those materials that are classed as Highly Toxic and provide more flexibility in authorized packaging than is provided for Extremely Toxic materials.

Section 173.359. Editorial. Also, proposed deletion of certain packaging for materials classed as Extremely Toxic. Proposed deletion of exemption from labeling and marking for certain mixtures.

Section 173.359a. Editorial. Also, proposed adjustment of former § 173.359 to recognize those materials that are classed as Highly Toxic and provide more flexibility in authorized packaging than is provided for Extremely Toxic materials.

Sections 173.360, 173.361, 173.362, and 173.363. Editorial.

Section 173.364. Editorial. Also, proposed deletion of exemption from labeling and marking for Highly Toxic solids. Note: throughout the following sections, the use of multi-wall paper bags is prohibited from carriage on aircraft.

Section 173.365. Editorial. Also, proposed deletion of provision relating to obsolete reference to emergency. Proposed incorporation of packaging limitations of the IATA Restricted Articles Regulations for aircraft.

Section 173.366. Editorial.

Section 173.367. Editorial. Also proposed deletion of provision relating to obsolete reference to emergency. Proposed incorporation of packaging limitations of the IATA Restricted Articles Regulations for aircraft.

Section 173.368. Editorial.

Section 173.369 and 173.370. Editorial. Also, proposed incorporation of packaging limitations of the IATA Restricted Articles Regulations for aircraft. Proposed deletion of exemption from labeling and marking for cyanides, cyanide mixtures, and carbolic acid.

Section 173.371. Editorial. Also, proposed addition of reference temperature regarding the form of dinitrobenzol for application of packaging requirements.

Sections 173.372, 173.373, and 173.374. Editorial.

Section 173.375. Editorial. Also, proposed deletion of provision relating to obsolete reference to emergency.

Section 173.376. Editorial.

Section 173.377. Editorial. Also, proposed deletion of certain packagings for mixtures classed as Extremely Toxic. Proposed to incorporate packaging limitations of the IATA Restricted Articles Regulations for aircraft.

Section 173.377a. Editorial. Also, proposed adjustment of former § 173.377 to recognize those materials that are classed as Highly Toxic and provide more flexibility in authorized packaging than is provided for Extremely Toxic materials.

Section 173.377b. Proposed deletion of exemptions from labeling and marking for certain mixtures.

Section 173.379. Editorial. Also, proposed deletion of glass or earthenware packaging for cyanogen bromide.

Section 173.381. Editorial. For definition, see § 173.326b. Also, proposed additional general packaging requirements that are common to most hazardous materials.

Section 173.382. Editorial. Proposed clarification of the requirements for packagings when a compressed gas mixture is used. See § 173.305. Under present circumstances, persons may believe that ordinary drums are authorized as packaging for certain compressed gases.

Section 173.384. Obsolete. The Board believes this material is no longer being shipped.

Sections 173.385, 173.386, 173.387, and 173.388. Editorial.

Sections 173.389 through 173.399. Editorial.

Section 173.426. Proposed requirements for truck bodies and trailers transported by rail car, regarding handling of fumigated rolling stock.

Section 173.432. Editorial. Also, proposed inclusion of flammable compressed gases in prohibition against loading into tank cars from motor vehicles or drums.

Section 173.500. Proposed new definitions for ORM–A, B, C, and D materials. These ORM–A, B, and C definitions are now in use and are contained in Tariff 6–D and the IATA Restricted Articles Regulations.

Section 173.505. New section.

Section 173.510. Proposed requirements which contain general packaging rules for all ORM substances.

For §§ 173.605 through 173.1085, see the listing of hazardous materials in this preamble that are proposed to be added to the Hazardous Materials Regulations. In that list, the source of the regulation is indicated. All the materials covered by these sections are either presently subject to some form of restriction for air or water transportation, or both, as indicated or the Board has received a petition for their inclusion. Otherwise, no new materials have been added by the Board to these categories. The packaging proposed is generally what is now required by Tariff 6D or the IATA Regulations for aircraft, or 46 CFR 146.27–100 for vessels.

In addition, a change is being proposed to § 173.115(b) that would affect the classification of materials with any flash point if they are thermally unstable. In this change, it is proposed to classify a thermally unstable liquid material as a flammable liquid even though its flash point is over 100°F.

X. Part 174—Carriers by Rail

This part is proposed to be reorganized. The Board proposes to combine present Parts 174, 175 and 176 into one Part 174, at the same time making several changes of substance. The table below sets forth the new section numbers followed by section references to where the regulations are now located in 49 CFR. In addition, changes of significant substance are highlighted.

§ 174.1 (*§ 174.500*). Editorial.
§ 174.3 (*§ 174.501*). Editorial.
§ 174.5 (*§ 174.504*). Editorial.
§ 174.8 (*§ 174.501*). Editorial. Also proposes requirement to inspect all placarded cars at inspection points.
§ 174.9 (*§ 174.596*). No change.
§ 174.10 (*§ 174. 598*). No change.
§ 174.11 (*§ 174.505*). Editorial.
§ 174.12 (*§ 174.576*). Editorial.
§ 174.14 (*§ 174. 582*). Editorial.
§ 174.16 (*§ 174.564*). Editorial.
§ 174.18 (*§ 174.588(g) and (h)*).
§ 174.20 (*§ 174.575*). Editorial.
§ 174.22 (*§ 174.589(a) 174.560 Note 1*). Updating. Some definitions are now found in § 170.30. Others, considered unnecessary have been deleted. Important to note is the proposed definition for "train."
§ 174.24 (*§ 174.510*). Editorial. Also, proposes new requirements concerning possession of the paper and position in train of each placarded car.
§ 174.25 (*§174.589(f)*). Editorial. Also, proposes to expand the application of this regulation to toxic gases.
§ 174.27 (*§ 174.511*). Editorial.
174.33
§ 174.45 (*§ 174.506*). Editorial.
(§ 174.511) Editorial.
§ 174.47 (*§ 174.580, 174.588(c)*). Editorial.
§ 174.49 (*§ 174.578*). Editorial.
§ 174.50 (*§ 174.594*). Proposed to be revised to delete certain non-regulatory language and improve requirements regarding any leaking tank cars containing hazardous materials.
§ 174.55 (*§ 174.532(a), (1), (6), (8), (9), (10) and § 174.586(d) and (e)*). Proposes to add several new requirements for the handling of hazardous materials in general. Some of these proposed requirements formerly were limited to certain classes of hazardous materials.
§ 174.57 (*§ 174.566(c)*). Editorial.
§ 174.59 (*§ 174.547*). Editorial. Also proposes new requirements with respect to some details of placard replacement.
§ 174.61 (*§ 174.533*). Editorial. Also proposes changes in present requirements and adds containers on flat cars.
§ 174.63 (*§ 174.534*). Editorial. Also proposes an additional requirement regarding impact speeds to be withstood.
§ 174.67 (*§ 174.561*). Editorial. Proposes to update some requirements and make certain recommendations regulatory requirements, namely: (a)(1), (b) introductory, (b)(2), (e) and (n).
§ 174.69 (*§ 174.562*). Editorial.
§ 174.81 (*§ 174.538*). Editorial. Also proposes to add "corrosive solids" to segregation requirements.
§ 174.83 (*§ 174.589(c)(d)*). Editorial. Also proposes new rule regarding impacting of certain cars.
§ 174.84. Proposes new requirements concerning flat cars carrying placarded trailers or containers.
§ 174.85 (*§ 174.589(b)*). Editorial.
§ 174.87 (*§ 174.589*). Editorial.
§ 174.88 (*§ 174.589(g)*). Editorial.
§ 174.89 (*§ 174.589(m)*). Editorial.
§ 174.90 (*§ 174.589(h)*). Editorial.
§ 174.95 (*§ 174.589(m)*). Editorial.
§ 174.100 (*§ 174.502*). Editorial.
§ 174.101 (*§ 174.526*). Editorial.
§ 174.102 (*§ 174.527*). Editorial.
§ 174.103 (*§ 174.588(a), (b), (d), (e), (f), and (g)*).
§ 174.104 (*§ 174.525*). To be handled by separate rule making action.
§ 174.105 (*§ 174.581*). Editorial
§ 174.106 (*§ 174.503*). Editorial.
§ 174.107 (*§ 174.577*). Editorial.
§ 174.109 (*§ 174.585*). Editorial.
§ 174.110 (*§ 174.591*). Editorial.
§ 174.112 (*§ 174.529*). Editorial.
§ 174.114 (*§ 174.590*). Editorial.
§ 174.115 (*§ 174.530*). Editorial.
§ 174.200 (*§ 174.532(b)*). Editorial.
§ 174.201 (*§ 174.532(i)*). Editorial.
§ 174.204 (*§ 174.560*). Editorial.
§ 174.208 (*§ 174.579*). Editorial—Also proposed to be amended to include truck bodies or trailers on rail cars.
§ 174.280 (*§ 174.532(m)*). Proposes to expand application to all poisonous materials even though they are not so classed, in this case extremely or highly toxic materials which are classed as gases.
§ 174.290 (*§ 174.532(L)*). Editorial.
§ 174.300 (*§ 174.532 (a), and (d)*). Editorial.
§ 174.304 (*§ 174.560(a)*). Editorial.
§ 174.380 (*§ 174.532(m)*). Proposes to expand application to all poisonous materials even though they are not so classed, in this case classed as flammable liquids.
§ 174.410 (*§ 174.532(g)*). Editorial.
§ 174.450 (*§ 174.592, 174.593*). Editorial.
§ 174.480 (*§ 174.532(m)*). Proposes to expand application to all poisonous materials even though they are not so classed, in this case classed as flammable solids.
§ 174.510 (*§ 174.532(k)*). Editorial.
§ 174.515 (*§ 174.566(b)*). Editorial.
§ 174.580 (*§ 174.532(m)*). Proposes to expand application to all poisonous materials even though they are not so classed, in this case classed as oxidizing materials.
§ 174.600 (*§ 174.532(l)(9)*). Proposes to extend requirement to all poisonous materials.
§ 174.615 (*§ 174.566 (a) and (b)*). Editorial.
§ 174.625. Editorial.
§ 174.680 (*§ 174.532(m)*). Editorial. Also limitation now refers to labeled toxic materials.
§ 174.700 (*§ 174.532(j) and 174.586(h)*). Editorial.
§ 174.715 (*§ 174.566(d)*). Editorial.
§ 174.750 (*§ 174.588(c)*). Editorial.
§ 174.800 (*§ 174.532 (h), (h)(1), 174.532(f), 174.586(g)*). Editorial.
§ 174.810 (*§ 174.532(h) (3) and (4)*). Editorial.
§ 174.812 (*§ 174.532 (h) and (h)(2)*). Editorial—Also, the recommendatory language is proposed to be made mandatory.

XI Part 175—Aircraft Operators

It is proposed to place the requirements pertaining to the transportation of hazardous materials by aircraft in new Part 175. Part 103 of Title 14, Code of Federal Regulations would be canceled if this new part is adopted. Concurrently, the FAA Administrator will issue appropriate amendments in Part 91 of the Federal Aviation Regulations to reflect this proposed consolidation.

A number of substantive changes to the regulations are proposed pertaining to the acceptance, loading, and transportation of hazardous materials by civil aircraft. Sections of particular importance are as follows:

Section 175.1. If adopted as proposed, the scope of Part 175 will be confined to

requirements that must be observed by aircraft operators. Shipper requirements pertaining to carriage by air are contained in Parts 172 and 173. The FAA will continue to exercise jurisdiction over shippers when shipments are offered for carriage by air.

Section 175.5. Aircraft leased to and operated by foreign nationals outside the United States are exempt from the regulations proposed herein. Otherwise, the regulations continue to be applicable to the loading and transportation of hazardous materials in any civil aircraft in the United States and in civil aircraft of United States registry anywhere in air commerce.

Section 175.10. Contains exceptions indicating the kinds of materials that are not covered by the regulations in the part. Of significance is the addition to the present regulations of provisions pertaining to aircraft parts and equipment to include supplies and replacement items if authorized or required to be carried aboard an aircraft for its operation and to include certain articles for passenger consumption and use. This section also deals in part with proposed Notice 73–13 (38 FR 10157; published April 25, 1973). The proposal is to permit the carriage of medicinal and toilet articles in crewmember or passenger baggage including carry-on baggage within certain quantity limitations.

Section 175.20. Sets forth conditions requiring aircraft operators to train personnel in the handling and carriage of hazardous materials by reference to the training program and manual requirements in certain parts of 14 CFR.

Section 175.30. Sets forth conditions for acceptance of shipments for transportation by aircraft. It specifies the quantity limitations, shipping papers, certification, and labeling requirements by referencing the appropriate subparts of proposed New Part 172.

Section 175.35. Contains proposed requirements for the shipping papers which must be carried aboard aircraft transporting hazardous materials.

Section 175.40. Specifies that aircraft operators must keep labels on hand and that they must replace lost or detached labels.

Section 175.45. This section deals, in part, with proposed Notice 73–17 (38 FR 149637; published June 7, 1973). The proposal is to permit certificate holders under Parts 121, 127, and 135 to report certain incidents involving dangerous articles to the FAA District Office holding the carrier's operating certificate and charged with the overall inspection of its operation.

Section 175.50. Sets forth the conditions pertaining to deviations from the provisions in the Part. Of significance is the addition of the proposed requirement that safety instructions be written.

Section 175.75. States the limitations on the quantities of hazardous materials permitted aboard aircraft. Note that it is proposed to change the quantity limitations from 50 pounds net weight to 65 pounds gross weight. The proposed increase takes into account the weight of packaging material. The same applies to the weight of compressed gas cylinders which has been increased from 150 lbs. net to 300 lbs. gross. Gross weights are the standard commercial measurement for revenue purposes and the Board believes they should be used in place of net weight of content measurements for the purposes of these limitations. Net weights are appropriate for purposes of specifying the limitations on the amount of a material which may be placed into a package. It should also be noted that no limitation is proposed on the number of packages for "Other Regulated Materials" aboard an aircraft. Another significant proposed change is to consider a reusable transport container in the same category as an inaccessible cargo pit or bin for the purpose of carrying hazardous materials.

Section 175.85. This section deals with cargo location aboard an aircraft. Note that paragraph (b) requires that materials authorized for cargo-only aircraft must be accessible to a crewmember during flight and that hazardous materials, other than magnetized material, must be inaccessible to persons other than crewmembers on passenger-carrying aircraft.

SUBPART C

Contains specific regulations that would apply to particular kinds of materials according to their classification. Included are requirements pertaining to self-propelled vehicles, the carriage of gasoline, kerosene, or aviation fuel in aircraft, the carriage of flammable liquids in cargo aircraft in the State of Alaska, special requirements for poisons, and special requirements pertaining to radioactive materials.

Section 175.205. This section has been added to propose safety requirements for vehicle ferry operations.

Section 175.220. This section is being proposed to permit the transportation in the State of Alaska in cargo-only aircraft of certain flammable liquids in quantities not to exceed 55 U.S. gallons. Such carriage will be permitted only under certain conditions set forth in the text of the section, one of which is that another means of transportation is impractical.

Persons reviewing proposed new Part 175 should compare it with existing Part 103, Title 14, Code of Federal Regulations. Also, they should study the list of hazardous materials in proposed § 172.101 since it contains significant regulatory proposals pertaining to the kinds and quantities of hazardous materials permitted to be transported aboard civil aircraft. These changes are highlighted in that portion of the preamble dealing with Part 172.

XII PART 176—CARRIERS BY WATER

Persons interested in a detailed section by section review of how the regulations in 46 CFR Part 146 were affected by the transfer of these regulations in 49 CFR Part 176 should review Marine Safety Council Public Hearing Agenda, C6–249, June 1, 1973. (The June date is for record purposes only and is not indicative of its date of issue.) This publication, CG–249, will be automatically distributed to those organizations who receive Coast Guard reprints. An errata will also be distributed to account for the changes to Part 176 since the printing of CG–249. A copy of this publication may be obtained by interested persons not on the mailing list for reprints by a letter request to Commandant (G–MHM), U.S. Coast Guard, Washington, D.C. 20590. This preamble is intended to simply highlight the more important changes that are being proposed regarding the Hazardous Materials Regulations as they apply to carriers by water.

The objectives of the transfer of the 46 CFR Part 146 regulations are summarized as follows:

1. To achieve a better regulations format by including all the DOT Hazardous Materials in one Code of Federal Regulations, except for bulk transportation by water and military explosives regulations.

2. To simplify by reorganization the regulations that are being transferred to 49 CFR Part 176.

3. To completely revise the stowage and segregation requirements to provide as much consistency as possible with the International Maritime Dangerous Goods Code developed by the Intergovernmental Maritime Consultative Organization (IMCO).

4. To eliminate the separate shipper requirements originally contained in 46 CFR 146 by integrating them completely with the shipper requirements set forth in 49 CFR Part 173.

5. To revise and update certain handling requirements for hazardous materials.

6. To establish regulations for barge-carrying vessels.

7. To revise the requirements for roll-on/roll-off vessels to make the United States requirements consistent with new requirements being adopted by IMCO.

8. To revise the requirements for stowage and segregation of land-sea containers and portable tanks carried aboard vessels.

9. To add requirements pertaining to the existing regulations for the stowage of hazardous materials within land-sea containers.

10. To revise the requirements for the inspection of hazardous materials aboard vessels.

11. To modify the requirements for ferry vessels.

12. To modify the requirements for jettisoning hazardous materials.

13. To modify the requirements regarding reports concerning hazardous materials leakage incidents.

14. To require that the dangerous cargo(hazardous materials) manifest be kept on or near the bridge house of vessels, in a special place.

15. To change the name of the classification "Hazardous Articles" to "Other Regulated Material," abbreviated ORM.

16. To revise shipper requirements for "No Label Required" items to allow for consistency with the rail and highway regulations.

17. To revise requirements for the Dangerous Cargo Manifest to allow use of IMCO's correct technical name.

1. *Changes relating to format.* Presently the requirements for the shipment of hazardous materials by water are published in a separate Title of the Code of Federal Regulations (46 CFR) from those published for the same materials shipped by highway and rail (49 CFR). For hazardous materials (other than in bulk quantity), the requirements for shippers in both titles are almost identical. However, publication in two titles leads to much duplication, creating an unnecessary duplication of administrative effort by government and a need by the public to keep abreast of two series of regulatory developments and changes. Understandably, this separation and the fact that each title (CFR) has a distinctive format, has lead to an important number of obvious inconsistencies between the two titles. The treating of these inconsistencies has resulted in significant time and effort spent by the public and government to alleviate undesired interruptions in the smooth flow of goods between modes of transportation. In a number of instances these administrative inconsistencies have created confusion whereby shipments have been delayed during transit.

With the continuing need for regulation development and consequent change, and with an emphasis on consistent regulations for intermodal shipments, this situation is completely undersirable from the standpoint of the public in knowing and understanding the regulations and of the government in efficiently managing a consistent hazardous materials regulatory program. The proposed incorporation of 46 CFR 146 in 49 CFR 170–189 would provide a more concise code of regulations for administration by the Board and thereby be more understandable and easier to follow by shippers, carriers, and other interested members of the public.

The incorporation of 46 CFR 146 (except § 146.29) into 49 CFR 170–189 necessarily would change the present format of the U.S. Coast Guard Dangerous Cargo Regulations. Generally speaking, the proposal consists of placing the detailed requirements for the water transportation of hazardous materials in a new Part 176 of 49 CFR, and revising the current list of hazardous materials in 49 CFR 172.5 to accommodate certain U.S. Coast Guard requirements. The shipper requirements would be in 49 CFR 173.

The specific stowage location for each material (i.e., on deck or below deck) would appear in a column 7 of the list (172.101). Also appearing in this column, would be any special requirements for a given hazardous material. Presently this information appears in column (2) and (4) through (7) of Tables A through K of 46 CFR 146. For a further explanation of the proposal to revise the list of hazardous materials see that portion of this preamble covering Part 172 and the proposed § 172.100.

The information that now appears in Subparts 146.01 through 146.27 of 49 CFR (exclusive of Tables A through K and the Table for Radioactive Materials) would be relocated in a new 49 CFR Part 176. Information relating to shippers would be integrated into 49 CFR Part 173 (most of the information is now found in this part, the regulations in 46 CFR Part 146 being a duplication).

2. *Changes relating to content.* The Board desires to create as complete consistency as possible between the regulations of rail, highway, air, and water, and similar requirements of other countries. Although many present requirements of the various modes of transportation in the United States and in other countries are similar, major differences exist. However, the U.S. Coast Guard Guard believes it is necessary in water transportation to resolve these differences, and that they can be resolved without an inordinate amount of difficulty. This notice proposes to accomplish this as one of its objectives.

a. *Packaging.* Presently, in several cases, 46 CFR Part 146 and 49 CFR 173 authorize different outside packagings for the same hazardous materials. In some instances, the differences are warranted due to the additional hazards presented by the relatively confined conditions aboard vessels at sea. The regulations in 49 CFR Part 173 are proposed to be amended to recognize these situations. In other cases, the differences are not considered justifiable but are truly the product of outdated (46 CFR Part 146 not having been revised when 49 CFR Part 173 was changed) or incompletely or erroneously stated requirements in 46 CFR Part 146. To correct this situation, the U.S. Coast Guard proposes to authorize the same outside packagings for water transportation as for surface transportation, with certain exceptions as set forth in Part 173 in this document and as outlined below. The U.S. Coast Guard is not considering adoption of the IMCO packaging requirements in 49 CFR Part 173 at this time. Notable packaging exceptions are as follows:

i. Portable tanks, other than those DOT–51 and 60 specification tanks presently authorized by 46 CFR 146 for certain materials, would not be permitted for gases or liquids.

ii. Tank cars, motor vehicle tank trucks, and other bulk transporters, other than those presently authorized by 46 CFR 146 for certain materials, would not be permitted.

iii. Certain other individual packagings would not be permitted as specifically set forth in 49 CFR 173. (These exceptions would be very few.)

b. *Stowage.* This notice proposes adoption of the stowage requirements of the IMCO Dangerous Goods Code. Most maritime countries, including the United States, are participating in the continuing development of this Code and many are presently using it for their national regulations. Consequently, the adoption of the Code's standards by the United States would result in much consistency with the maritime shipping regulations of many other countries.

The current regulations in 46 CFR Part 146 differ in basic philosophy from those of IMCO. A major shift in the thinking of United States carriers by water regarding stowage is called for by this proposal for adoption of the IMCO stowage system. The regulations in 46 CFR Part 146 have been based on a principle that "on deck" stowage is safest. Of primary importance in the early stages of development of this theory was the ease of access to hazardous cargo, the fact that flammable or toxic vapors (in the event of leakage) would not be confined, and the positioning of hazardous cargo for jettisoning in case of an accident. On the other hand, though the IMCO Code recognizes that on deck stowage is necessary for certain extremely hazardous materials, its safety philosophy is that "below deck" stowage is more advisable, when possible, because it is most important to achieve the highest degree of physical protection possible for hazardous cargo to reduce the potential for outside influences to cause a hazardous materials incident.

Although these two philosophies are quite divergent, the U.S. Coast Guard believes that the additional features built into the IMCO requirements (such as stipulating accessible stowage when "under deck" stowage is used), present an overall system which promotes a completely adequate, and perhaps higher, level of safety.

The IMCO system with its three stowage terms "on deck," "under deck," and "under deck away from heat," together with the accessibility requirement, is significantly simpler than the numerous stowage terms now in use in 46 CFR Part 146. This simplicity should lead to easier understanding and improved compliance thereby creating safer conditions aboard vessels transporting hazardous materials.

The stowage requirements for portable tanks and containers are proposed to be revised to preclude "under deck" stowage for hazardous materials required to be stowed "on deck" only (46 CFR 146.07–40). The regulations now provide an exemption for tanks and containers from the "on deck" only stowage requirement for some hazardous materials. The U.S. Coast Guard believes this is not in the best interests of safety. Also, this exemption seriously conflicts with the standards of IMCO.

c. *Segregation.* The segregation requirements for break bulk stowage outlined in the IMCO Code are proposed for adoption in this notice. The present requirements in 46 CFR Part 146 regarding segregation are quite extensive and complex and there are more exceptions than general rules regarding their use. On the other hand, the U.S. Coast Guard believes the IMCO system is very simple and there are few exceptions to the general rules.

IMCO has under consideration a recommended Code for the segregation of hazardous materials in highway vehicles aboard roll-on/roll-off vessels. This Code has been approved by the responsible subcommittee of IMCO. All that remains to be obtained is the approval of the General Assembly. In anticipation of the formal adoption of this Code, it is being proposed in this notice.

The segregation requirements for containerships and break bulk vessels which handle containers and portable tanks (46

CFR 146.07) are very general and in some cases not clear in their application. Some classes of hazardous materials may be stowed in the same hold separated by only one container, whereas, on a break bulk vessel, packages containing the same hazardous materials must be separated by a hold. These are materials where the intermingling under accident conditions could very significantly increase the magnitude of an existing accident and complicate any emergency action. The U.S. Coast Guard, therefore, believes that the segregation requirements for such materials in containers are in need of improvement and proposes major changes to the segregation requirements for containerships.

This notice also proposes requirements for the segregation of barges on board barge-carrying vessels. The segregation requirements in 46 CFR 146 are not directly applicable to this type of vessel. In developing the requirements proposed in this notice for these vessels, the primary objective pursued was to achieve an equivalent degree of safety as is proposed herein for break bulk vessels. The U.S. Coast Guard acknowledges that barge carrying vessels may afford a higher level of safety for the carriage of hazardous materials, in which case a less rigorous segregation philosophy could be considered. However, due to the fact this type of vessel has been operating only a short time, the U.S. Coast Guard does not believe it has sufficient justification in the interests of safety to depart from the approach it has assumed.

Hazardous materials on barges are not required to be in compliance with the segregation requirements in 46 CFR Part 146 that apply to break bulk vessels. The U.S. Coast Guard believes that this situation poses undue hazards in the handling of hazardous materials aboard barges and proposes to revise the regulations to make it clear that barges are not exempt from these segregation requirements. This proposal was originally set forth in the FEDERAL REGISTER of March 20, 1971 (36 FR 5400) but has been delayed in further development pending this major proposal regarding 46 CFR Part 146.

d. *Other carrier requirements.* 46 CFR Part 146 contains no detailed requirements for the proper stowage of hazardous materials within containers. Subpart 146.07 stipulates that hazardous materials loaded into containers must be properly secured but gives no specific guidance. In the case of segregation within a container, the requirements are not completely clear. This notice proposes specific requirements for the stowage of hazardous materials in containers. Also, since there is no statement exempting containers, the U.S. Coast Guard advises that it would consider the standard segregation requirements as being applicable to stowage of hazardous materials within containers.

e. *Requirements for the carriage of bulk solids.* The various subparts of 46 CFR 146 contain requirements for the carriage of solids in bulk (materials received without mark or count). These requirements will be contained in a new part of subchapter O in Title 46 and will be published in a separate document at a later date.

46 CFR Subparts 146.01 through 146.28 will be deleted in their entirety if the proposals contained in this document and the future proposal to include in subchapter O of Title 46 the carriage of solids in bulk are adopted.

The Coast Guard will hold a hearing on April 9, 1974 at 9:30 a.m. in room 2230 of the Nassif Building, Department of Transportation, 400 Seventh Street, SW., Washington, D.C. Interested persons are invited to attend the hearing and present oral or written statements on this proposal. It is requested that anyone desiring to attend the hearing notify the Commandant (G-CMC), U.S. Coast Guard, Washington, D.C. 20590.

XIII. PART 177—CARRIERS BY PUBLIC HIGHWAY

No major changes are proposed for Part 177 except to §§ 177.817 and 177.823 which relate to the proposals made in Docket HM-103. These proposals are subject to adoption contingent on adoption of the corresponding proposals made in that Docket.

SHIPPING PAPERS

a. *Section 177.817.* The Board proposes to revise § 177.817 to relate the shipping paper requirements to Subpart C of Part 172 as proposed in Docket No. HM-103. The revised section contains only those requirements that are specifically applicable to motor carrier operations. It should be noted that the proposed revision to this section (1) clarifies the requirements pertaining to shippers' certificates, (2) provides that materials identified as ORM-A, B, C, or D are not subject to the shipping paper requirements for transportation by highway unless such shipments are accepted for subsequent transportation by air or water, and (3) proposes to clarify the possession requirements for shipping papers with the recommendation that shipping papers be placed in a pouch or other device that is mounted on the inside of the door to the left of the driver's position. Comments as to the practicality of making such a location a mandatory requirement in the future are invited. New paragraph (d) in the revised section proposes to require that shipping papers pertaining to hazardous materials be arranged so they will appear first upon examination during transportation. This is in order to make such documents readily available should incidents requiring their immediate examination occur during transportation. In considering this requirement, commenters should acquaint themselves with the increased reliance placed on shipping papers for the specific identification of certain hazards, certain kinds of LCL and LTL shipments as proposed in Docket HM-103. Also included is an recommendatory provision indicating that the driver of a motor vehicle should offer the shipping papers in his possession to emergency personnel for their examination.

MARKING AND PLACARDING MOTOR VEHICLES

b. *Section 177.823.* The Board is proposing to revise § 177.823 to make reference to the requirements contained in new Part 172 as proposed in Docket No. HM-103. In addition, the revised section contains two proposed exceptions from the placarding requirements, the first pertaining to a vehicle escorted by a representative of a state or local government, and the second when a carrier has received permission from the Department. These provisions are proposed to provide some flexibility in the placarding requirements in order to facilitate the movement of vehicles during emergencies.

XIV. CONCLUSION

The Board has under development a plan whereby it would completely restructure the major Parts of 49 CFR Parts 170 to 189. This would permit more orderly arrangement of the present regulations and any new regulations published. This plan could have been placed into effect in this notice, however, it was the opinion of the Board that it would have made this docket extremely more difficult to review for the public. It is proposed, in the final amendment, to generally reorganize the regulations as follows:

Part 170	General Information, Regulations, and Definitions.
Part 171	Rule-Making Procedures of the Hazardous Materials Regulations Board.
Part 172	List of Hazardous Materials and Hazardous Materials Communications Regulations.
Part 173	Shippers; General Requirements for Shipments and Packagings.
Part 174	Carriers by Rail.
Part 175	Aircraft Operators.
Part 176	Carriers by Water.
Part 177	Carriers by Public Highway.
Part 178	Shipping Container Specifications.
Part 179	Specifications for Tank Cars.
Part 180	(Vacant).
Part 181	Explosives.
Part 182	Gases.
Part 183	Flammable and Combustible Liquids.
Part 184	Flammable Solids.
Part 185	Oxidizing Materials and Organic Peroxides.
Part 186	Toxic Materials, Irritating Materials, and Etiologic Agents.
Part 187	Radioactive Materials.
Part 188	Corrosive Materials.
Part 189	Other Regulated Materials (ORM), A, B, C, and D.
Parts 181 to 188	would contain the specific packaging requirements for hazardous materials which are now located in Part 173.

The Board welcomes any comments on this planned reorganization.

In order to assist interested persons in their efforts to understand fully the proposals made in this Notice, the Board has scheduled a meeting which will be open to the public. The meeting will be for the purpose of answering questions and providing explanations of the proposals contained in this Notice. Statements relative to the merits of the proposals in this Notice may not be made at the meeting, but must be submitted in writing.

The meeting will be held on February 13, 1974, in the Departmental Auditorium located on Constitution Avenue between 12th and 14th Streets, NW., Washington, D.C. beginning at 10:00 a.m.

Commenters are requested to make their comments in a manner that will clearly identify the particular matters on which they are commenting. Unless comments are general in nature pertaining to the entire Notice, it is requested that each paragraph of comments be identified in the following manner:

Part 176 We think _____" or *"Section 172.503* We believe _____"

Also, those commenters submitting more than two pages of comments are requested to submit six copies in order to facilitate their handling by the Board.

In consideration of the foregoing, the Hazardous Materials Regulations Board proposes to amend 49 CFR Parts 170, 171, 172, 173, 174, 175, 176, and 177, the Coast Guard proposes to amend 46 CFR Subparts 146.01 through 146.28, and the Federal Aviation Administration proposes to amend 14 CFR Part 103 as follows:

PART 170—GENERAL INFORMATION, REGULATIONS, AND DEFINITIONS

A. The current heading of Part 171 would be amended and become the heading of Part 170 as set forth above.

B. In Part 170, the Table of Contents (formerly Part 171 Table of Contents) would be amended to read as follows:

Subpart A—General

Sec.
170.1 Authority and penalties.
170.2 Plan of the regulations.
170.6 Special permits; standard requirements and conditions.
170.7 Matter incorporated by reference.
170.8 Flammable and combustible liquids.
170.10 Other Regulated Materials (ORM); application.
170.12 Export shipments by carriers by rail and motor vehicles.
170.14 Specification markings.
170.15 Immediate notice of certain hazardous materials incidents.
170.16 Detailed hazardous materials incident reports.

Subpart B—Definitions

170.30 Definitions.

C. Subpart A would be added to read as follows:

Subpart A—General

D. Section 170.1 would be amended to read as follows:

§ 170.1 Authority and penalties.

(a) The regulations in Parts 170 to 189 of this subchapter are designated the "Hazardous Materials Regulations" of the Department of Transportation. The authority for these regulations is 18, U.S.C. 831–835 Title VI and section 902 (h) of the Federal Aviation Act of 1958 (49 U.S.C. 1421–1430, 1472(h), and 1655 (c)), and the Dangerous Cargo Act, section 4472 of Title 52 of the Revised Statutes, as amended (46 U.S.C. 170).

(b) Penalties, including fines and imprisonment of up to $10,000 and 10 years for violation of these regulations are prescribed in the Acts referred to in paragraph (a) of this section.

E. A new § 170.2 would be added to read as follows:

§ 170.2 Plan of the regulations.

(a) Parts 170–189 of this subchapter are regulations for the preparation of hazardous materials by shippers for transportation and for the transportation of hazardous materials by rail, air, water or highway carriers, which include but are not limited to construction of packagings, filling, marking, labeling, shipping papers, and the loading, handling and unloading of transport vehicles and vessels.

(b) Regulations for equipping and general operation of transport vehicles are published in separate regulations issued by the Department.

(c) The general content of the regulations is as follows:

Part 170—*General information, regulations, and definitions.*
Part 171—*Hazardous Materials Regulations Board; its rules and procedures.*
Part 172—*Hazardous Materials communications regulations including the List of Hazardous Materials and certain transportation identification requirements.*
Part 173—*Packaging requirements for shippers of hazardous materials.*
Part 174—*Regulations applying to rail carriers.*
Part 175—*Regulations applying to aircraft operators.*
Part 176—*Regulations applying to water carriers.*
Part 177—*Regulations applying to highway carriers.*
Part 178—*Specifications for packagings other than tank cars.*
Part 179—*Specifications for tank cars.*
Parts 180 to 189—[Reserved.]

(d) Unless otherwise specifically provided, the title of a section, subpart or part has no binding effect and is intended only as an indexing aid.

(e) This subchapter does not apply to the transportation by water of bulk hazardous materials that are loaded and transported on a vessel without benefit of packaging, containers, or wrappers and received and delivered by the water carrier without mark or count.

F. Section 170.6 (formerly § 171.6) would remain the same except paragraphs (a) and (c) would be amended and (b)(2) would be deleted as follows:

§ 170.6 Special permits; standard requirements and conditions.

(a) Each holder of a special permit shall comply with all requirements of Parts 170–189 of this subchapter except as specifically provided by the terms of the special permit.

(b) * * *

(2) [Deleted]

* * * * *

(c) Each permit is subject to immediate suspension or revocation by a member of the Hazardous Materials Regulations Board for his mode of transportation or by the Hazardous Materials Regulations Board itself before its expiration date for failure to comply with any terms of the permit, or with any requirement of Parts 170–189 of this subchapter regardless of whether the requirement pertains to the special permit.

G. Section 170.7 (redesignated from § 171.7) would remain the same except paragraphs (a), and the introductory text of paragraph (d) would be amended, paragraphs (c)(18) and (d)(13) would be added to read as follows:

§ 170.7 Matter incorporated by reference.

(a) There is incorporated by reference in Parts 170–189 of this subchapter all matter referred to that is not specifically set forth. These materials are hereby made a part of the regulations in Parts 170–189 of this subchapter. Matter referenced is incorporated only with respect to the edition listed in this section. Later editions are not incorporated unless specifically provided otherwise.

* * * * *

(c) * * *

(18) Uniform Classification Committee, 222 South Riverside Plaza, Chicago, Illinois 60606.

(d) The full titles and application of the matters incorporated by reference in Parts 170–189 of this subchapter are as follows:

* * * * *

(13) Uniform Classification Committee tariff, Uniform Freight Classification (UFC) 11.

H. Section 170.8 would be added to read as follows:

§ 170.8 Flammable and combustible liquids.

(a) This subchapter does not apply to a combustible liquid when it is transported:

(1) By highway when in a packaging having a capacity of less than 110 gallons;

(2) By aircraft in a packaging having a capacity of one gallon or less;

(3) By aircraft in a packaging having a capacity of 110 gallons or less if its flash point exceeds 141°F.

(b) For flammable and combustible liquids transported on vessels (see §§ 173.116a and 176.300 of this subchapter.)

I. Section 170.10 would be added to read as follows:

§ 170.10 Other Regulated Materials (ORM); application.

(a) A highway or rail carrier of Other Regulated Materials (ORM) (§ 173.500 of this subchapter), not transporting any other hazardous materials in the same transport vehicle, is not subject to any regulations in this subchapter unless he delivers such materials to subsequent carriers by air or water who must comply with the regulations pertaining to these materials. In the case of delivery to carriers by air or water, the highway or rail carrier is responsible for the giving of shipping papers containing the information required by Subpart C of Part 172 of this subchapter.

(b) Shippers of materials classed as ORM–A, B, or C are subject to the regulations in this subchapter when they offer these materials for transportation to any carrier when all or a portion of

transportation is to be by air or water. However, this requirement applies only to shipments intended for transportation by air or water, or both, according to the applicability of the regulations in this subchapter by the listing of the material in § 172.101 of this subchapter. These materials are always preceded by the symbol Ⓐ, Ⓦ, or both in that section. (See § 172.100 for explanation of these symbols.)

(c) Shippers of materials classed as ORM–D are subject to the regulations in this subchapter when they offer these materials for transportation by any carrier.

J. Section 170.12 (formerly § 171.12) would be amended to read as follows:

§ 170.12 Export shipments by carriers by rail and motor vehicles.

(a) When packed, marked, labeled, and described, in acordance with rules and regulations in force at destination ports, no person may offer to any carrier by rail or highway for domestic transportation, nor may any such carrier accept hazardous materials authorized to be exported from the United States unless these materials also are in compliance with the regulations in Parts 170–189.

(b) Except for the requirements of Part 172 and § 177.817 of this subchapter, requirements of Parts 170–189 of this subchapter do not apply to transportation by motor vehicle or water necessary to effect transfer of export shipments from place of shipment to other places within the same port area or delivery to a water carrier within the same port area (including contiguous harbors). For regulations applying to further transportation of these export shipments by connecting water carrier, see Part 176 of this subchapter.

K. Section 170.14 (formerly § 171.14) would be amended to read as follows:

§ 170.14 Specification markings.

Packagings with the specification markings "ICC" placed thereon before January 1, 1970, may be continued in service as marked if otherwise in accordance with this subchapter.

L. Section 170.15 (formerly § 171.15) would remain the same except paragraphs (a)(4), and (c) would be amended to read as follows:

§ 170.15 Immediate notice of certain hazardous materials incidents.

(a) * * *

(4) Fire, breakage, spillage, or suspected radioactive contamination occurs involving shipment of radioactive material (see also §§ 174.311(c)(1), 175.725(c), and 177.861(a) of this subchapter).

* * * * *

(c) Each carrier making a report under this section shall also make the report required by § 170.16.

M. Section 170.16 (formerly § 171.16) would remain the same except the reference "171.15(a)" in paragraph (a) would be changed to read "170.15(a)."

N. Subpart B would be added to read as follows:

Subpart B—Definitions

O. Section 170.30 (formerly § 171.8) would be amended to read as follows:

§ 170.30 Definitions.

(a) In Parts 170–189 of this subchapter, the word(s) mean—

"Air Commerce" means interstate, overseas, or foreign air commerce or the transportation of mail by aircraft within the limits of any Federal Airway or any operation or navigation of aircraft which directly affects or which may endanger safety in interstate, overseas, or foreign air commerce.

"Approved" means approval by the Department unless otherwise specifically indicated in this subchapter.

"°C" means degree celsius.

"c.c." means closed-cup.

"Cargo-only aircraft" means any aircraft that is not a passenger-aircraft and carries cargo.

"Cargo tank" means—

Any tank permanently attached to or forming a part of any motor vehicle or other highway vehicle or any bulk liquid or compressed gas packaging not permanently attached to any motor vehicle or other highway vehicle, which by reason of its size, construction, or attachment to a motor vehicle, is loaded or unloaded without being removed from the motor vehicle.

Any tank on a transport vehicle, in use to transport flammable or combustible liquid, or compressed gas, solely for the purpose of supplying fuel for propulsion of the vehicle to which the tank is attached or for the operation of other equipment on the vehicle, is a fuel tank and not a cargo tank.

Any packaging fabricated under specifications for cylinders is not a cargo tank.

"Carrier" means any person who performs any function assigned by the regulations in this subchapter to a carrier, and includes the owner, charterer, agent, master, pilot, driver, or any person in charge of a transport vehicle or vessel and other carrier employees. Consideration of one individual as a carrier does not exclude another person from also being considered a carrier for an assigned function unless the regulations specifically provide that one party is responsible.

"Civil Aircraft" means aircraft other than public aircraft.

"Department" means the Department of Transportation.

"Express rail car" means a car which handles express mail or baggage in a passenger train.

"°F." means degrees Fahrenheit.

"Flash point" means the temperature at which the substance gives off flammable vapors which in contact with spark or flame will ignite. Unless otherwise specified in this subchapter, a flash point is determined by a closed-cup method.

"Flight Crewmember" means a pilot, flight engineer, or flight navigator assigned to duty in an aircraft during flight time.

"Gross weight" is a measure of weight which includes the contents and all the packaging material which comprise a package.

"Hazardous materials" means any material determined to be hazardous and listed or described in these regulations pursuant to the Transportation of Explosives Act, (18 U.S.C. 831 et seq.), section 902(h) of the Federal Aviation Act of 1958, and Section 4472 of The Revised Statutes, (46 U.S.C. 170).

"Hermetically sealed" means closed airtight by, or as by, fusion, or crimping, so that no gas or vapor can enter or escape.

"Includes" means includes but is not limited to.

"May" is used in the permissive sense to state authority or permission to do the act described.

"Must" or "shall" is used in the mandatory sense.

"Net weight" is a measure of weight referring only to the contents of a packaging, and does not include the immediate (primary) or outside packaging.

"No person may" or "a person may not" means that no person is required, authorized, or permitted to do the act described.

"Package" means the packaging plus its content of hazardous materials as presented for transportation.

"Packaging" means the assembly of the containers and any other components necessary to assure compliance with the prescribed packaging requirements.

"Passenger car or passenger vehicle of any description operated in the transportation of passengers by any for-hire carrier * * * by land" means any railroad car of a passenger train, or highway vehicle, with passenger for-hire in the same such railroad car or highway vehicle.

"Passenger-carrying aircraft" means an aircraft that carriers persons in addition to crew members, company employees, authorized representatives of the United States, or persons accompanying a shipment.

"Passenger vessel" means—

Any vessel subject to any of the requirements of the International Convention for the Safety of Life at Sea, 1960, which carries more than 12 passengers; or

Any cargo vessel documented under the laws of the United States and not subject to that Convention which carries more than 16 persons in addition to the crew; or

Any cargo vessel of any foreign nation that extends reciprocal privileges and is not subject to the Convention and which carries more than 16 persons in addition to the crew; or

Any vessel engaged in a ferry operation which carries passengers.

"Person" as defined in (18 U.S.C. 831), means any individual, firm, copartnership, corporation, company, association, or joint-stock association, and includes any trustee, receiver, assignee, or personal representatives thereof.

"Person who offers for transportation" includes a person who transports material as a private carrier.

"Portable tank" means any packaging (except a cylinder having a 1000-pound or less water capacity) over 110 U.S. gallons capacity and designed primarily to be loaded into or on or temporarily attached to a transport vehicle or ship, and equipped with skids, mountings, or accessories to facilitate handling of the tank by mechanical means. Portable tank does not include a container loaded or unloaded while in place in or on a vehicle or other conveyance, any cargo tank, tank car tank, or tank of the DOT–106A or 110A type. This exclusion for DOT 106A and 110A tanks does not apply to Part 172. (See § 172.6 of this subchapter.)

"P.s.i.a." means pounds per square inch absolute.

"P.s.i.g." means per square inch gauge.

"Public aircraft" means aircraft used only in the service of a government or a political subdivision. It does not include any government-owned aircraft engaged in carrying persons or property for commercial purposes.

"Shipper" means any person who performs any function assigned by the regulations in this subchapter to a shipper. Performance of any function by one individual as a shipper does not exclude another person from also being considered a shipper. For example, a warehouseman who presents hazardous materials to a carrier may be subject to the regulations as a shipper or as the agent of a shipper, and the person who packed, marked, classified, and labeled the shipment initially may also be considered a shipper.

"Should" is used in recommendatory provisions.

"Solid" means a material which has a minimum viscosity of 5,000 centipoises at a temperature up to 100° F., except that a material shipped under refrigeration must be measured at the shipping temperature. If the product to be shipped contains solid material susceptible to phase separation, the viscosity measurement must be determined on the liquid component when it is present in an amount greater than 10 percent by weight. Viscosity must be determined by a viscometer of the Brookfield type equipped with a No. 4 spindle rotated at 20 revolutions per minute or by any other instrument giving an equivalent measurement.

"S.U.S." means Saybolt Universal Seconds as determined by the Standard Method of Test for Saybolt Viscosity (ASTM D88–56) and may be determined by use of the S.U.S. conversion tables specified in ASTM Method D2161–66 following determination of viscosity in accordance with the procedures specified in the Standard Method of Test for Viscosity of Transparent and Opaque Liquids (ASTM D445–65).

"Tank motor vehicle" means any motor vehicle designed or used for the transportation of hazardous materials in a cargo tank.

"Transport vehicle" means the conveyance used for the transportation of hazardous materials and includes any motor vehicle, rail car, or aircraft. Each cargo-carrying body (trailer, van, box car, etc.) is a separate vehicle.

"UFC" means Uniform Freight Classification.

"Viscous" means a liquid material which has a measured viscosity in excess of 2500 centistokes at 25° C (77° F.) when determined in accordance with the procedures specified in ASTM Method D445–72 "Kinematic Viscosity of Transparent and Opaque Liquids (and the Calculation of Dynamic Viscosity)" or ASTM Method D1200–70 "Viscosity of Paints, Varnishes, and Lacquers by Ford Viscosity Corp."

PART 171—RULEMAKING PROCEDURES OF THE HAZARDOUS MATERIALS REGULATIONS BOARD

A. The current heading of Part 170 would become the heading of Part 171 as set forth above.

B. In Part 171, the Table of Contents (formerly Part 170 Table of Contents) would be amended to read as follows:

Subpart A—General

Sec.
171.1 Applicability.
171.3 Hazardous Materials Regulations Board.
171.5 Regulatory docket.
171.7 Initiation of rule making.
171.9 Participation in rulemaking proceedings.

Subpart B—Petitions for Rulemaking, Special Permits, and Exemptions

171.11 Filing of petitions for rule making.
171.13 Filing of petitions for special permits and for waivers.
171.15 Initial processing of petitions for rule making, special permits, and exemptions.

Subpart C—Rulemaking Procedures

171.21 General.
171.23 Contents of notices.
171.25 Petitions for extension of time to comment.
171.27 Consideration of comments received.
171.29 Additional rule-making proceedings.
171.31 Hearings.
171.33 Adoption of final rules.
171.35 Petition for rehearing or reconsideration of a rule.

C. Subpart A in Part 170 would be redesignated in Part 171 as follows:

Subpart A—General

D. Section 171.1 (formerly § 170.1) would be amended to read as follows:

§ 171.1 Applicability.

This Part prescribes general rulemaking procedures that apply to the issue, amendment, and repeal of hazardous materials regulations and special permits.

E. Section 171.3 (a new section) would be added to read as follows:

§ 171.3 Hazardous Materials Regulations Board.

(a) The Hazardous Materials Regulations Board (hereinafter referred to as the "Board") is composed of:

(1) Assistant Secretary for Environment, Safety, and Consumer Affairs.	Chairman.
(2) Federal Railroad Administrator.	Member.
(3) Federal Highway Administrator.	Member.
(4) Federal Aviation Administrator.	Member.
(5) Commandant, U.S. Coast Guard.	Member.
(6) General Counsel	Legal Advisor.
(7) Director, Office of Hazardous Materials.	Secretary.

(b) For the purposes of this part, the term "Board" means the Hazardous Materials Regulations Board or the member of the mode or administration for which he has authority, as appropriate.

(c) Subject to such limitations as he may prescribe, any Member of the Board may delegate any of his authority to act under the authority cited in § 170.1 of this subchapter to a member of his staff and an alternate or alternates, except any delegation to a Member must be at least at the Office Director level.

(d) The Chairman, the Legal Advisor, and the Secretary of the Board assist and advise the Board regarding matters coming before the Board.

(e) Except as provided in paragraph (f) of this section, the Director of the Office of Hazardous Materials issues all notices of proposed rulemaking relating to classification, packaging, labeling, shipping papers, compatibility, and general shipping requirements after concurrence of the appropriate Board members.

(f) Each Board member issues notices of proposed rulemaking relating to requirements for the transportation of hazardous materials when those requirements are applicable solely to his mode of transportation, including handling, stowage, and storage. Except as specifically provided otherwise, the procedure specified in this part applies to rulemaking initiated under this paragraph as well as rulemaking initiated under the preceding paragraph.

(g) Regulations are issued under the authority of each administration. The signature of a member on a regulation constitutes adoption of it for the operating administration he represents and no regulation is effective for a mode unless signed by a member of the respective administration.

(h) If a Board Member disagrees with a rule making affecting his mode, a statement will appear in the regulations indicating the final rule does not apply to his mode.

F. Section 171.5 (formerly § 170.7) would be amended to read as follows:

§ 171.5 Regulatory docket.

Records of the Board concerning rule making actions, including notices of proposed rule making initiated under § 171.3(e) and (f), comments received in response to those notices, petitions for rule making (including special permits for waiver or exemption), petitions for rehearing or reconsideration, grants and denials of special permits, denials of petitions for rule making, records of additional rulemaking proceedings under § 171.29, and final rules are maintained in current docket form in the Depart-

ment. They are available for inspection as provided in Part 7 of this Title.

G. Section 171.7 (formerly § 170.3) would be amended to read as follows:

§ 171.7 Initiation of rulemaking.

The Board initiates rulemaking on the motion of any of its members or a member initiates rulemaking as provided in § 171.3(f). The recommendations of other agencies of the U.S. Government and of interested persons are considered.

H. Section 171.9 (formerly § 170.5 would be amended to read as follows:

§ 171.9 Participation in rule-making proceedings.

A person may comment in rulemaking proceedings by submitting written information or views in duplicate unless he submits more than two pages. If he submits more than two pages, six copies are required. Any person may be allowed to participate in additional rulemaking proceedings, such meetings or hearings held with respect to any rule.

I. Subpart B in Part 170 would be redesignated in Part 171 as follows:

Subpart B—Petitions for Rulemaking, Special Permits, and Exemptions

J. Section 171.11 (formerly § 170.11) would remain the same except paragraph (a) and (b)(1) would be amended to read as follows:

§ 171.11 Filing of petitions for rulemaking.

(a) Any person may petition the Board or a member of the Board pursuant to § 171.3(f).

(b) * * *

(1) Be submitted, in English, in duplicate, to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, Washington, D.C. 20590.

* * * * *

K. Section 171.13 (formerly § 170.13) would remain the same except paragraph (a), the introductory text of paragraph (b), and paragraph (b)(8) would be amended, and paragraph (d) would be added to read as follows:

§ 171.13 Filing of petitions for special permits and for waivers.

(a) Any shipper or carrier may petition the Board, or with respect to a matter referred to in § 171.3(f), a member of the Board, for a special permit for a waiver or exemption from any provision of Parts 170–189 of this subchapter.

(b) Each petition must be submitted, in English, and in duplicate, to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, Washington, D.C. 20590, or to a member of the Board (with a duplicate to the Secretary), if the matter is with respect to § 171.3(f), and contain the following information:

* * * * *

(8) A statement or recommendation regarding any changes to the regulations which would be desirable to obviate the need for the special permit.

* * * * *

(d) See § 171.15(e) regarding confidentiality.

L. Section 171.15 (formerly § 170.15) would be amended to read as follows:

§ 171.15 Initial processing of petitions for rulemaking, special permits, and exemptions.

(a) *General.* The Board, or with respect to rulemaking initiated under § 171.3(f), a member of the Board, considers the information submitted by the petitioner and any other available pertinent information. Unless otherwise directed by the Board, no public hearing, argument, or other proceeding is held directly on a petition before its disposition.

(b) *Rulemaking.* If the Board, or a member of the Board (if the rule making is initiated under § 171.3(f)), finds that the petitioner's proposal would provide adequate safety and is otherwise justified, rule-making action is initiated under Subpart C of this Part.

(c) *Special permits and exemptions.* If the Board, finds that the petitioner's proposal would provide adequate safety and is otherwise justified, the special permit is issued for the modes of transportation requested and signed by the appropriate members. Exemptions from the regulations of Part 175 of this subchapter are processed in accordance with 14 CFR Part 11.

(d) *Denials.* If the Board, finds the petitioner's proposal would not provide adequate safety or is not otherwise justified, the petition is denied. The Board will inform the petitioner of the basis for the denial. Exemptions from the regulations of Part 175 of this subchapter are processed in accordance with 14 CFR Part 11.

(e) *Confidentiality.* The treatment of a trade secret and commercial or financial information that is privileged or confidential and that is submitted by any petitioner is governed by § 7.59 of this title. At the time of submission, a petitioner should indicate the special nature of his material if he desires that his material be treated in such a manner, but final decisions with respect to the nature of the material are governed by § 7.59 of this title.

M. Subpart C in Part 170 would be amended and redesignated Part 171 to read as follows:

Subpart C—Rulemaking Procedures

N. Section 171.21 (formerly § 170.21) would remain the same as now written.

O. Section 171.23 (formerly § 170.23) would remain the same except paragraph (b)(6) would be added to read as follows:

§ 171.23 Contents of notices.

* * * * *

(b) * * *

(6) The time and location of any public hearing to be held by the Commandant of the U.S. Coast Guard.

P. Sections 171.25, 171.27, and 171.29 (formerly §§ 170.25, 170.27, and 170.29 respectively) would remain the same as now written.

Q. Section 171.31 (formerly § 170.31) would remain the same except paragraph (c) would be added to read as follows:

§ 171.31 Hearings.

* * * * *

(c) To the extent required by subsection (9) of the Dangerous Cargo Act (46 U.S.C. 170(a)), the Commandant of the Coast Guard, or his designee, holds hearings with respect to proposed rule makings under that Act to receive comments on those aspects of the proposals that would apply to the transportation of hazardous materials by water.

R. Section 171.33 (formerly § 170.33) would remain the same as now written.

S. Section 171.35 (formerly § 170.35) would remain the same except paragraph (a) would be amended to read as follows:

§ 171.35 Petitions for rehearing or reconsideration of a rule.

(a) Any interested person may petition the Board, or with respect to a matter referred to in § 171.3(f), a member of the Board, for reconsideration of any rule issued under this part. Such a petition must be transmitted, in duplicate, to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, Washington, D.C. 20590, at least 20 days before the effective date of the rule unless a different time interval is specified by the Board in its publication of a rule. However, in any case in which a rule becomes effective in less than 30 days after issuance, the petition may be filed at any time before the effective date. Petitions that are not timely filed will be considered as petitions for rule making filed under § 171.11. The petition must contain a brief statement of the requested action and an explanation as to why compliance with the rule is not possible, is not practicable, is unreasonable, or is not in the public interest. Petitions for reconsideration of exemptions involving Part 175 of this subchapter are processed in accordance with 14 CFR Part 11.

* * * * *

PART 172—LIST OF HAZARDOUS MATERIALS AND HAZARDOUS MATERIALS COMMUNICATIONS REGULATIONS

A. Part 172 Table of Contents would be canceled; a new Part 172 Table of Contents would be added to read as follows:

Subpart A—General

Sec.
172.1 Applicability of this part.
172.6 Meaning of words and terms.

Subpart B—List of Hazardous Materials

172.100 Explanation and requirements of the list of Hazardous Materials.
172.101 List of hazardous materials.

Subpart C—Shipping Papers

172.200 Applicability.
172.201 General.
172.202 Description of hazardous materials on shipping papers.
172.203 Additional description requirements.
172.204 Shipper's certification.

Subpart D—Marking

Sec.
172.300 General requirements.
172.302 Packages.
172.305 Portable tanks.
172.308 Cargo tanks.
172.310 Tank cars.

Subpart E—Labeling

172.400 General requirements.
172.401 Prohibited labeling.
172.402 Required labeling.
172.403 Radioactive materials.
172.404 Labels for mixed packaging.
172.405 Placement of labels on a package.
172.406 Hazard information number required on labels.
172.407 Label specifications.
172.411 EXPLOSIVE A, EXPLOSIVE B, and EXPLOSIVE C labels.
172.416 NON-FLAMMABLE GAS label.
172.417 FLAMMABLE GAS label.
172.419 FLAMMABLE LIQUID label.
172.420 FLAMMABLE SOLID label.
172.422 SPONTANEOUSLY COMBUSTIBLE label.
172.423 DANGEROUS WHEN WET label.
172.426 OXIDIZER label.
172.427 ORGANIC PEROXIDE label.
172.430 POISON label.
172.431 IRRITANT label.
172.437 RADIOACTIVE WHITE-I label.
172.438 RADIOACTIVE YELLOW-II label.
172.439 RADIOACTIVE YELLOW-III label.
172.442 CORROSIVE label.
172.457 MAGNETIZED MATERIAL label.
172.459 BUNG label.
172.460 ETIOLOGIC AGENT label.
172.462 CARGO AIRCRAFT ONLY label.

Subpart F—Placarding

172.500 General requirements.
172.501 Prohibited placarding.
172.502 Placarding tables.
172.503 Giving and affixing placards—transport vehicles.
172.504 Transport containers.
172.505 Cargo tanks and portable tanks.
172.506 Empty tank cars.
172.508 Placing, attaching, and maintenance of placards.
172.509 Permitted placard modifications.
172.511 Placard specifications.
172.512 Hazard information number.
172.513 Standard requirements for EXPLOSIVES placards.
172.520 General specifications for diamond placards.
172.522 DANGEROUS placard.
172.527 Standard requirements for diamond EMPTY placards.
172.528 NON-FLAMMABLE GAS placard.
172.530 OXYGEN placard.
172.531 FLAMMABLE GAS placard.
172.533 FLAMMABLE and FLAMMABLE placards.
172.535 COMBUSTIBLE placard.
172.538 OXIDIZER placard.
172.540 ORGANIC PEROXIDE placard.
172.544 POISON placard.
172.547 RADIOACTIVE placard.
172.550 CORROSIVE placard.

APPENDICES TO SUBPART F

Appendix A—Dimensional Specifications for Recommended Placard Holder.
Appendix B—Dimensional Specifications for Placards.
Appendix C—Dimensional Specifications for the Diamond Placard.

Subpart G—Hazard Information Numbers

172.600 Hazard information number required.
172.602 Derivation of the hazard information number.

APPENDICES TO SUBPART G

Index to Appendices to Subpart G.
Appendix A—Definitions.
Appendix B—Definitions.

APPENDIX TO PART 172

Appendix A—Specifications for Colors.

B. Part 172 would be canceled; Subpart B of this Part would be added to read as follows: (See Docket HM-103; Notice 73-10 in this issue of the FEDERAL REGISTER for the remaining Subparts.)

Subpart B—List of Hazardous Materials

§ 172.100 Explanation and requirements of the list of Hazardous Materials.

(a) *Column 1* lists hazardous materials in alphabetical order. The required shipping name appears in Roman type (not italics). For export shipments by water additional requirements are prescribed in § 172.203, for marking and the shipping description (see Docket HM-103).

(1) Shipping names may be used optionally in the singular or plural.

(2) The word "or" in italics indicates that any one term in the sequence it links (nouns or adjectives) may be used to complete the shipping name. Each term is not required to be used.

(3) An asterisk placed before the shipping name indicates that the material may or may not be of the classification shown in column 2.

(4) The abbreviation "n.o.s." means "not otherwise specified." The abbreviation "n.o.i." which means "not otherwise indexed" or "n.o.i.b.n." which means "not otherwise indexed by name" may be used interchangeably with "n.o.s." These abbreviations may be capitalized.

(5) When qualifying words are used as part of the noun description, the sequence of the qualifying words as they appear on package markings and shipping paper descriptions is optional.

(6) The symbol Ⓐ means that the material is subject to Parts 170–189 of this subchapter only for transportation by air.

(7) The symbol Ⓦ means that the material is subject to Parts 170–189 of this subchapter only for transportation by water.

(b) *Column 2* gives the classification and the hazard information number required to be used. Except for ORM A, B, C, and D materials and etiologic agents, where no hazard information number is assigned, the number must be assigned by the shipper in accordance with § 172.602 (see Docket HM-103).

(1) For all radioactive materials n.o.s. type entries, either Hazard Information Number 70 or 71 will be applicable in accordance with the following:

(i) *Hazard Information Number 70* applied as follows (no vehicle placard required): All packages containing not more than Type A quantities and which bear either a category White-I or Yellow-II label.

(ii) *Hazard Information Number 71* applied as follows: All packages containing in excess of Type A quantities or any package bearing a category Yellow-III label, regardless of quantity.

(c) *Column 3* describes the label or labels required to be applied to packages unless exempted therefrom by Parts 170 to 189 of this subchapter.

(d) *Column 4* describes the United Nations (U.N.) class and package label conforming to the U.N. Recommendations for the Transport of Dangerous Goods. If the class and label are identical, only one entry is shown. When these differ, multiple entries are shown, the first being the class, the others describing labels. For applicability of this column to classification and labeling of shipments within the United States see §§ 172.401, 173.9, and 176.30 of this subchapter. This column is for information only except as specified in § 176.30 of this subchapter.

(e) *Column 5* references the predominant regulations for exemptions (if any) and the packaging sections applicable to the hazardous materials listed. When a specific paragraph is referenced in a section, e.g., § 173.244(a)(1), this means that only that paragraph has effect and the remaining paragraphs in the section are inapplicable.

(f) *Column 6* is divided into three sections. A dashed line indicates that there are no special quantity limitations except those which may be specified according to the limitations on package type, or location of stowage in Parts 170 through 189 of this subchapter. The quantity shown is the maximum net quantity of hazardous material permissible in one outside package as this term is used to describe a packaging suitable for shipment. "Not permitted" means the material may not be shipped in the manner described in the applicable column.

(1) *Column 6.a.* applies to a rail car in express service in a passenger train.

(2) *Column 6.b.* applies to an aircraft or rail car transporting any passenger that is not a crew member. When a combustible liquid is listed, the quantity limitation does not apply to a passenger rail car.

(3) *Column 6.c.* applies to an aircraft transporting cargo and not transporting any passengers.

(g) *Column 7* shows the basic stowage conditions applicable to the listed hazardous material for shipment by water on cargo and passenger vessels. Additional requirements are found in Part 176 of this subchapter. The key to the numerals listed is as follows:

(1) "1" means on deck, that the hazardous materials must be stowed on the weather deck unless another stowage is listed. See § 176.63(a)(1) of this subchapter.

(2) "2" means under deck, that the hazardous materials must be stowed in a cargo space or hold below the weather deck unless another stowage is listed. (See § 176.63 (a)(2) of this subchapter).

(3) "3" means under deck away from heat, that the hazardous material must be stowed in a cargo space with built in means for ventilation and not subject to heat from any artificial source, unless on deck stowage is permitted and used for the material in place of this stowage.

(4) For definition of stowage terms used see also § 176.83(c) of this subchapter.

§ 172.101 List of hazardous materials.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Accumulator, pressurized (*pneumatic or hydraulic*), *containing nonflammable gas.*	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306(f)				1,2.
Acetal	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Acetaldehyde (*ethyl aldehyde*).	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Ⓐ Acetaldehyde ammonia	ORM-A	None	M.D.S., none	173.505, 173.510.				
*Acetic acid (*aqueous solution*).	Corrosive material.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2. Stow separate from nitric acid acid or oxidizing materials.
Acetic acid, glacial	Corrosive material, 83.	Corrosive	Flammable liquid; Flammable liquid and Corrosive.	173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2. Stow separate from nitric acid or oxidizing materials. Segregation same as for flammable liquids.
Acetic anhydride	Corrosive material, 83.	Corrosive	Corrosive	173.244, 173.247.	1 gallon	1 quart	1 gallon	1,2. Separate longitudinally by an intervening complete hold or compartment from explosives.
Acetone	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Acetone cyanohydrin	Extremely toxic, 67.	Poison and Flammable liquid.	Poison	No exemption, 173.358.	55 gallons	Not permitted.	55 gallons	1. Shade from radiant heat. Stow away from corrosive materials. Not permitted on passenger vessels.
Acetone oil	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1. *See* § 176.300.
Acetonitrile	Flammable liquid, 32.	Flammable liquid and Poison.	Poison; Poison and Flammable liquid.	No exemption, 173.119.	10 gallons	1 quart	10 gallons	1. Shade from radiant heat. Not permitted on passenger vessels.
Acetyl acetone peroxide solution, *not over 40% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
Acetyl benzoyl peroxide solution, *not over 45% peroxide.*	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Acetyl bromide	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.247.	1 gallon	1 quart	1 gallon	1. Keep dry. Glass carboys not permitted on passenger vessels.
Acetyl chloride	Flammable liquid, 31.	Flammable liquid	Corrosive material; Corrosive and Flammable liquid.	173.244(a)(1), 173.247.	1 gallon	1 quart	1 gallon	1. Stow away from alcohols. Keep cool and dry. Separate longitudinally by an intervening complete compartment or hold from explosives.
Acetyl cyclohexane sulfonyl peroxide wetted, *not over 82% peroxide with minimum 12% water.*	Organic peroxide, 59.	Organic peroxide.						
Acetyl cyclohexane sulfonyl peroxide solution, *not over 32% peroxide.*	Organic peroxide, 58.	Organic peroxide.						
Acetylene	Flammable gas, 23.	Flammable gas.	Flammable gas.	No exemption, 173.303.	300 pounds	Not permitted.	300 pounds	1. Shade from radiant heat.
Ⓐ Acetylene tetrabromide	ORM-A	None		173.505, 173.510.		10 gallons	55 gallons	
Acetyl iodide	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.247.	1 gallon	1 quart	1 gallon	1. Keep dry. Glass carboys not permitted on passenger vessels.
Acetyl peroxide solution, *not over 25% peroxide.*	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Acid butyl phosphate	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	5 gallons	1 quart	5 gallons	1,2. Glass carboys in hampers not permitted under deck.
Acid carboy empty. *See* Carboy, empty.								
*Acid, liquid, n.o.s.	Corrosive material.	Corrosive	Corrosive	173.244, 173.245.	5 pints	1 quart	5 pints	1. Keep cool. Not permitted on passenger vessels.
*Acid, sludge	Corrosive material.	Corrosive	Corrosive	No exemption, 173.248.	1 quart	Not permitted.	1 quart	1,2. Passenger vessels: 1.
Acrolein, inhibited	Flammable liquid, 36.	Flammable liquid and Poison.	Flammable liquid: Flammable liquid and Poison.	No exemption, 173.122.	1 quart	Not permitted.	1 quart	1,2. Keep cool. Stow away from living quarters. Not permitted on passenger vessels.
Acrylic acid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	5 pints	1 quart	1 quart	1.
Acrylonitrile	Flammable liquid, 35.	Flammable liquid.	Flammable liquid; Flammable liquid and Poison	No exemption, 173.119.	1 quart	Not permitted.	1 quart	1,2. Keep cool. Not permitted on passenger vessels.
Actuating cartridge, explosive, (*fire extinguisher, or value*).	Class C explosive, 15.	Explosive C		173.114	150 pounds	50 pounds	150 pounds	1,2. Keep cool and dry.
*Adhesive, n.o.s. *See* Cement, liquid, n.o.s.								
Airplane flare. *See* Fireworks, special								
Ⓐ Aerosol product, each aerosol container exceeding 50 cubic inches capacity. *See* Compressed gas, n.o.s.								
Ⓐ Aerosol product, nonflammable gas (*including contents*), *each aerosol container not exceeding 50 cubic inches capacity.*	Nonflammable gas.	Nonflammable gas.		173.306, 173.305, 173.304, 173.302.		150 pounds	300 pounds	

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Ⓐ Aerosol product, flammable gas (*including contents*), *each aerosol container not exceeding 50 cubic inches capacity.*	Flammable gas.	Flammable gas.		173.306. 173.305. 173.304. 173.302.		50 pounds	300 pounds	
Air, compressed	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306. 173.302.	300 pounds	150 pounds	300 pounds	1,2.
Aircraft rocket engine (*Commercial*).	Flammable solid.	Flammable solid.		No exemption, 173.238.	550 pounds	Not permitted.	550 pounds	1,3. Not permitted on passenger vessels.
Aircraft rocket engine igniter (*Commercial*).	Flammable solid.	Flammable solid.		No exemption, 173.238.	25 pounds	Not permitted.	25 pounds	1,3. Not permitted on passenger vessels.
*Alcohol, n.o.s.	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118. 173.125	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Alcohol, n.o.s.	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Aldrin	Highly toxic, 60.	Poison	Poison	173.364, 173.376.	200 pounds	50 pounds	200 pounds	1,2.
Ⓐ Aldrin, cast solid	ORM-A	None		173.505, 173.510.				
Aldrin mixture, dry (*with more than 65% aldrin*).	Highly toxic, 60.	Poison	Poison	173.364, 173.376.	200 pounds	50 pounds	200 pounds	1,2.
Ⓐ Aldrin mixture, dry, with 65% or less aldrin.	ORM-A	None		173.505, 173.510.				
Aldrin mixture, liquid, (*with more than 60% aldrin*).	Highly toxic	Poison	Poison	173.345, 173.361	55 gallons	1 quart	55 gallons	1,2. If flash point less than 141° F., segregation same as for flammable liquids.
Ⓐ Aldrin mixture, liquid, with 60% or less aldrin.	ORM-A	None		173.505, 173.510.				
*Alkaline caustic liquid, n.o.s.	Corrosive material.	Corrosive	Corrosive	173.244, 173.249.	10 gallons	1 quart	5 gallons	1,2.
Alkaline corrosive battery fluid.	Corrosive material, 80	Corrosive	Corrosive	173.244, 173.249, 173.257.	10 gallons	1 quart	10 gallons	1,2.
Alkaline corrosive battery fluid with empty storage battery.	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.258.	400 pounds	Not permitted.	5 pints	1,2.
*Alkaline corrosive liquid, n.o.s.	Corrosive material.	Corrosive		173.244, 173.249.	10 gallons	1 quart	5 gallons	1,2.
*Alkanesulfonic acid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	1 gallon	5 pints	1 gallon	1,2. Passenger vessels: 1.
Alkyl aluminum halides. See Pyrophoric liquid, n.o.s.								
Ⓐ Allethrin	ORM-A	None		173.505, 173.510.				
Allyl alcohol	Flammable liquid, 32.	Flammable liquid and Poison.	Flammable liquid; Flammable liquid and Poison.	No exemption, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Allyl bromide	Flammable liquid 31.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
Allyl chloride	Flammable liquid, 32.	Flammable liquid and Poison.	Flammable liquid; Flammable liquid and Poison.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Allyl chlorocarbonate	Flammable liquid, 31.	Flammable liquid.	Corrosive	No exemption, 173.288.	5 pints	Not permitted.	5 pints	1. Keep dry. Separate longitudinally by an intervening complete hold or compartment from explosives. Segregation same as for corrosive materials. Not permitted on passenger vessels.
Allyl chloroformate. *See* Allyl chlorocarbonate.								
Allyl trichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry. Separate longitudinally by an intervening complete hold or compartment from explosives.
Aluminum alkyls. *See* Pyrophoric liquid, n.o.s.								
Aluminum bromide, anhydrous.	Corrosive material, 82.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
Ⓐ Aluminum chloride, anhydrous.	ORM-B	None	Corrosive	173.505, 173.510.		25 pounds	25 pounds	
Ⓐ Aluminum chloride solution.	ORM-B	None		173.505, 173.510.		1 gallon	10 gallons	
Aluminum dross, wet or hot. *See* § 173.173.								
Aluminum hydride	Flammable solid, 46.	Flammable solid and Dangerous when wet.		No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solid labeled Dangerous When Wet. Not permitted on passenger vessel.
*Aluminum, liquid or paint. *See* paint, enamel, lacquer stain, shellac, varnish, etc.								
Ⓐ® *Aluminum, metallic, powder.	ORM-C	None	Dangerous when wet.	173.505, 173.905.		25 pounds	100 pounds	1,2. Keep dry. Segregation same as for flammable solids labeled dangerous when wet.
Aluminum nitrate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Aluminum phosphate solution.	Corrosive material.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Aluminum phosphide	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Poison	No exemption, 173.154.	25 pounds	Not permitted.	25 pounds	1,2. Stow away from acids and oxidizing materials.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and specia segregation
Amatol. See High explosive.								
2-(2-Aminoethoxy) ethanol	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
n-Aminoethylpiperazine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Aminopropyldiethanolamine.	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
n-Aminopropylmorpholine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
bis (Aminopropyl) piperazine.	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Ammonia, anhydrous	Nonflammable gas, 21.	Nonflammable gas.	Nonflammable gas; Poison gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Stow in well ventilated space. Not permitted on passenger vessels.
Ammonia solution (*containing more than 44% ammonia*). *See* Ammonia, anhydrous.								
Ammonia solution, containing *over 10% but* not more than 44% ammonia (*below 25.3 p.s.i.g.*).	Corrosive material, 80.	Corrosive		173.244, 173.245.	2 gallons	2 gallons	2 gallons	1. Not permitted on passenger vessels.
Ammonium arsenate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.265.	200 pounds	50 pounds	200 pounds	1,2. Stow away from alkaline corrosives.
Ammonium bichromate (*ammonium dichromate*).	Oxidizing material, 51.	Oxidizer	Oxidizing material.	173.153, 173.154, 173.235.	100 pounds	25 pounds	100 pounds	1,2. Stow well away from foodstuffs.
Ammonium bifluoride, *See* Ammonium hydrogen fluoride.								
Ammonium chlorate				Not permitted.				
Ⓐ Ammonium fluoride	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Ⓐ Ammonium hydrogen fluoride, solid.	ORM-B	None	Corrosive	173.505, 173.510, 173.800.		25 pounds	100 pounds	
*Ammonium hydrogen fluoride solution.	Corrosive material.	Corrosive		173.244, 173.245.	10 gallons	1 quart	5 gallons	1,2. Keep dry.
Ⓐ Ammonium hydrogen sulfate.	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Ⓐ Ammonium hydrosulfide solution.	ORM-A	None		173.505, 173.510, 173.605.		10 gallons	55 gallons	
Ammonium nitrate (no organic coating).	Oxidizing material, 54.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Ammonium nitrate-carbonate mixture.	Oxidizing material, 50.	Oxidizer		173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Ammonium nitrate fertilizer, *containing no more than 0.2% carbon.*	Oxidizing material, 54.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Ammonium nitrate-fuel oil mixture. See Nitro carbo nitrate or *Explosives, Class A or B.*								
*Ammonium nitrate mixed fertilizer.	Oxidizing material.	Oxidizer		173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Ammonium nitrate (organic coating).	Oxidizing material, 54.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
*Ammonium nitrate-phosphate.	Oxidizing material, 50.	Oxidizer		173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Ammonium perchlorate	Oxidizing material, 54.	Oxidizer	Oxidizing material	173.153, 173.154, 173.239a.	100 pounds	25 pounds	100 pounds	1,2. Stow away from powdered metals. Not permitted on passenger vessels.
Ammonium permanganate	Oxidizing material, 54.	Oxidizer	This material may be forbidden in water transportation by certain countries.	173.153, 173.154.	100 pounds	Not permitted.	Not permitted.	1,2. Separate from ammonium compounds and hydrogen peroxide.
Ammonium picrate. See High explosive.								
Ammonium picrate, wet, not to exceed 16 ounces (*in one outside package*).	Flammable solid, 48.	Flammable solid.	Flammable solid.	173.192	1 pound	1 pound	1 pound	1. Stow away from heavy metals and their compounds. Not permitted on passenger vessels.
Ⓐ Ammonium polysulfide solution.	ORM-A	None		173.505, 173.510, 173.605.		10 gallons	55 gallons	
Ⓑ Ammonium sulfate nitrate.	ORM-C	None		173.505, 173.910.				1,2. Must not be accepted for transportation while hot. Separate by an intervening hold or compartment from Class A explosives. Separate from other explosives, corrosive materials, flammable solids, liquids, or gases, oxidizing materials, organic peroxides, or organic materials.
Ⓐ Ammonium sulfide solution.	ORM-A	None		173.505, 173.510, 173.605.		10 gallons	55 gallons	
Ammunition, chemical (containing an extremely toxic liquid or gas). See Chemical ammunition (containing an extremely toxic material).								

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Ammunition, chemical (containing a highly toxic liquid or gas). See Chemical ammunition (containing a highly toxic material).								
Ammunition, chemical (containing an irritating liquid or solid). See Chemical ammunition (containing an irritating material).								
Ammunition, chemical (explosive with fuze or bursting charge). When shipped without ignition element assembled, see appropriate Chemical ammunition entry.	Class A explosive, 19.	Explosive A		173.59	Not permitted.	Not permitted.	Not permitted.	Magazine. No other cargo may be stowed in the same hold with these items. Not permitted on passenger vessels.
Ammunition for cannon with empty projectile.	Class B explosive, 17.	Explosive B		No exemption, 173.89.	Not permitted.	Not permitted.	Not permitted.	1,2. Not permitted on passenger vessels.
Ammunition for cannon with explosive projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.54.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Ammunition for cannon with gas projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.54.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Ammunition for cannon with illuminating projectile.	Class A explosive 19.	Explosive A		No exemption, 173.54.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Ammunition for cannon with incendiary projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.54.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Amunition for cannon with inert loaded projectile.	Class B explosive, 17.	Explosive B		No exemption, 173.89.	Not permitted.	Not permitted.	Not permitted.	1,2. Not permitted on passenger vessels.
Ammunition for cannon with smoke projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.54.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Ammunition for cannon with solid projectile.	Class B explosive, 17.	Explosive B		No exemption, 173.89.	Not permitted.	Not permitted.	Not permitted.	1,2. Not permitted on passenger vessels.
Ammunition for cannon without projectile.	Class B explosive, 17.	Explosive B		No exemption, 173.89.	Not permitted.	Not permitted.	Not permitted.	1,2. Not permitted on passenger vessels.
Ammunition, non-explosive.				173.55				
Ammunition, rocket. See Rocket ammunition.								
Ammunition, small-arms. *See* Small-arms ammunition.								
Ammunition for small-arms with explosive projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.58.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Ammunition for small-arms with incendiary projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.58.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Amyl acetate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels; *See* § 176.300.
Amyl acid phosphate	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Amylamine	Flammable Liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Amyl chloride	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Amylene, *normal*	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool.
Amyl formate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Amyl mercaptan	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.141.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
Amyl nitrite	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Amyl trichlorosilane	Corrosive liquid, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry. Separate longitudinally by an intervening complete hold from explosives.
Anhydrous, ammonia. *See* Ammonia, anhydrous.								
Anhydrous hydrazine. *See* Hydrazine, anhydrous.								
Anhydrous hydrofluoric acid. *See* Hydrogen fluoride.								
Aniline oil drum, empty				173.347				1,2. Passenger vessels: 1 Do not accept unless returnable package notice is on drum and the instructions thereon have been carried out.
Aniline oil, liquid	Highly toxic, 61.	Poison	Poison	No exemption, 173.347.	55 gallons	Not permitted.	55 gallons	1,2. Stow away from oxidizing materials and acids.
Anisoyl chloride	Corrosive material, 81.	Corrosive	Corrosive	173.244(a)(1), 173.279.	1 quart	1 quart	1 quart	1. Keep dry.
*Antifreeze compound, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Antifreeze compound, liquid.	Combustible liquid, 30	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300, Passenger vessels: 1,2.

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*Antifreeze preparation, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Antifreeze preparation, liquid.	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
Antimonius chloride. *See* Antimony trichloride.								
Ⓐ Antimony lactate, solid	ORM-A	None	Poison	173.505, 173.510.				
Antimony pentachloride	Corrosive material, 80.	Corrosive	Corrosive	No exemption 173.247.	1 quart	1 quart	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
*Antimony pentachloride solution.	Corrosive material.	Corrosive	Corrosive	173.244(a)(1), 173.245.	1 quart	1 quart	5 pints	1. Keey dry. Glass carboys not permitted on passenger vessels.
Antimony pentafluoride	Corrosive material, 81.	Corrosive	Corrosive material; Corrosive and Poison.	No xemption, 173.246.	25 pounds	Not permitted.	25 pounds	1. Keep dry. Not permitted on passenger vessels.
Ⓐ Antimony potassium tartrate solid.	ORM-A	None	Poison	173.505, 173.510.				
Ⓐ Antimony sulfide, solid	ORM-A	None	M.D.S., none	173.505, 173.510.				
Antimony trichloride, solid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	10 pounds	25 pounds	100 pounds	1,2. Keep dry.
*Antimony trichloride solution.	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	5 pints	1 quart	5 pints	1. Keep dry.
Argon	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.302, 173.314.	300 pounds	150 pounds	300 pounds	1,3.
Argon, cryogenic, liquid	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	No exemption, 173.304.	300 pounds	Not permitted.	300 pounds	1,3.
*Arsenic acid solution	Highly toxic, 60.	Poison	Poison	173.345, 173.348.	55 gallons	1 quart	55 gallons	1,2.
Arsenic acid, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.366.	200 pounds	50 pounds	200 pounds	1,2.
*Arsenical compound n.o.s., liquid, *or* arsenical mixture, n.o.s., liquid.	Highly toxic	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
*Arsenical compound n.o.s., solid, *or* arsenical mixture, n.o.s., solid.	Highly toxic	Poison	Poison	173.364, 163.367.	200 pounds	50 pounds	200 pounds	1,2. Keep dry.
Arsenical dip, liquid (*sheep dip*).	Highly toxic, 60.	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Arsenical dust	Highly toxic, 60.	Poison	Poison	173.364, 173.368.	200 pounds	50 pounds	200 pounds	1,2.
Arsenical flue dust	Highly toxic, 60.	Poison	Poison	173.364, 173.368.	200 pounds	50 pounds	200 pounds	1,2.
Arsenic bromide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Arsenic chloride (*arsenious*) liquid. *See* Arsenic trichloride.								
Arsenic iodide, solid	Highly toxic, 60.	Poison		173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Arsenic pentoxide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Arsenic, solid	Highly toxic, 60.	Poison		173.364, 173.366.	200 pounds	50 pounds	200 pounds	1,2.
Arsenic sulfide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2. Keep dry.
Arsenic trichloride, liquid	Extremely toxic, 62.	Poison	Poison	No exemption, 173.358.	Not permitted.	Not permitted.	55 gallons	1,2.
Arsenic trioxide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.366, 173.368.	200 pounds	50 pounds	200 pounds	1,2.
Arsenic, white, solid. *See* Arsenic trioxide, solid.								
Arsenious acid, solid. *See* Arsenic trioxide, solid.								
*Arsenous and mercuric iodide solution.	Highly toxic	Poison		173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Arsine	Flammable gas, 29.	Flammable gas and Poison.		No exemption, 173.328.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessel.
Ⓜ Asphalt, *at or above its flashpoint.*	ORM-C	None		Railroad or highway vehicle.				1. When applicable, no fire or residue thereof may be present in the furnace heating the substance while the vehicle is on board a cargo vessel. Not permitted on passenger vessels.
*Asphalt, cut back	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.131.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Asphalt, cut back	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Automobile, motorcycle, tractor, or other self-propelled vehicle.				173.120, 173.306.				1,2.
Automobile, motorcycle, tractor, or other self-propelled vehicle, engine, or other mechanical apparatus, with charged electric storage battery, wet.				173.120, 173.250, 173.306.				1,2.
1-Aziridinyl phosphine oxide (tris). *See* Tris-(1-aziridinyl) Phosphine oxide.								

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Bags, burlap used (*Also see Burlap bags, etc.*).				173.28, 173.930, 173.931.				
Bags, sodium nitrate, empty and unwashed.	Flammable solid, 40.	Flammable solid.	Spontaneously combustible.	No exemption, 173.155.	25 pounds	Not permitted.	25 pounds	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
*Barium azide, wet, *50% or more water.*	Flammable solid, 48.	Flammable solid.	Poison	No exemption, 173.239.	1 pound	Not permitted.	1 pound	1,2. Stow away from heavy metals.
Barium chlorate	Oxidizing material, 50.	Oxidizer	Oxidizing material; Oxidizer and Poison.	173.153, 173.163.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds. Stow away from powdered metals.
*Barium chlorate, wet	Oxidizing material, 50.	Oxidizer		173.153, 173.163.	200 pounds	25 pounds	200 pounds	1,2. Separate from ammonium compounds. Stow away from powdered metals.
Barium cyanide, solid	Highly toxic, 60	Poison	Poison	173.370	200 pounds	25 pounds	200 pounds	1,2. Stow away from acids.
Barium nitrate	Oxidizing material, 50.	Oxidizer	Oxidizing material, Oxidizer and Poison.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Ⓐ Barium oxide	ORM-B		Poison	173.505, 173.510, 173.800.		25 pounds	100 pounds	
Barium perchlorate	Oxidizing material, 50.	Oxidizer	Oxidizing material, Oxidizer and Poison.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Stow away from powdered metals.
Barium permanganate	Oxidizing material, 50.	Oxidizer	Oxidizing material; Oxidizer and Poison.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds and hydrogen peroxide.
Barium peroxide (*binoxide, dioxide*).	Oxidizing material, 50.	Oxidizer	Oxidizing material; Oxidizer and Poison.	173.153, 173.156.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
Barrel, empty. *See* Drum, empty.								
Battery, dry				Not subject to Parts 170–189 of this subchapter.				
Battery, electric storage, wet.	Corrosive material, 80.	Corrosive	Corrosive	173.260	600 pounds	Not permitted.		1,2.
Battery, electric storage, wet, with containers of corrosive battery fluid.	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.258.	2 gallons	Not permitted.	2 gallons	1,2.
Battery, electric storage, wet, with automobile, auto parts, engine (*or other specifically named mechanical apparatus*).	Corrosive material, 80.	Corrosive		173.250, 173.260.				1,2. Keep dry.
Battery charger with electrolyte (acid or alkaline battery fluid).	Corrosive material, 80.	Corrosive		No exemption, 173.259.	5 gallons	Not permitted.	5 pints	1,2.
Battery fluid. See Electrolyte (acid) *or* Alkaline battery fluid).								
Ⓑ Battery parts (*plates, grids, etc., unwashed, exhausted*).	ORM-C	None		173.505, 173.915.				1,2. Not permitted on passenger vessels.
Benzaldehyde	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Benzene (*benzol*)	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Benzene phosphorus dichloride.	Corrosive material, 82.	Corrosive		173.244, 173.250a.	5 pints	Not permitted.	5 pints	1. Not permitted on passenger vessels.
Benzene phosphorus thiodichloride.	Corrosive material, 82.	Corrosive		173.244, 173.250a.	5 pints	Not permitted.	5 pints	1. Not permitted on passenger vessels.
*Benzine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Benzine	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Benzoyl chloride	Corrosive material, 85.	Corrosive	Corrosive	173.244(a)(1), 173.247.	1 quart	1 quart	1 quart	1. Keep dry. Glass carboys. Not permitted on passenger vessels.
Benzoyl peroxide (*other than as specified below*).	Organic peroxide 59.	Organic peroxide.	Organic peroxide.					
Benzoyl peroxide, solid, *not over 52% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
Benzoyl peroxide, paste, *over 72% peroxide.*	Organic peroxide, 59.	Organic peroxide.						
Benzoyl peroxide, paste, not over 72% peroxide.	Organic peroxide, 57.	Organic peroxide.						
Benzoyl peroxide, in water, *over 77% peroxide.*	Organic peroxide, 59.	Organic peroxide.						
Benzoyl peroxide, in water, not over 77% peroxide.	Organic peroxide, 57.	Organic peroxide.						
Benzyl bromide (*bromotoluene, alpha*).	Corrosive material, 85.	Corrosive	Corrosive	No exemption, 173.281.	5 pints	Not permitted.	5 pints	1. Keep dry. Not permitted on passenger vessels.
Benzyl chloride	Corrosive material, 85.	Corrosive	Corrosive	173.244(a)(1), 173.295.	1 quart	Not permitted.	1 quart	1. Keep dry. Not permitted on passenger vessels.
Benzyl chloroformate (or Benzyl chlorocarbonate).	Corrosive material, 81.	Corrosive	Corrosive	No exemption, 173.288.	5 pints	Not permitted.	5 pints	1. Keep dry. Not permitted on passenger vessels.

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Beryllium compound, n.o.s.	Highly toxic	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Black powder	Class A explosive, 19.	Explosive A		No exemption, 173.60.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Black powder igniter with empty cartridge bag.	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.
Blasting caps—*(1,000 or less) (Show actual number).*	Class C explosive, 15.	Explosive C		No exemption, 173.103.	173.86	Not permitted.	Not permitted.	Portable magazine or metal locker. Do not stow blasting caps with any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting caps—*(more than 1,000) (Show actual number.)*	Class A explosive, 19.	Explosive A		No exemption, 173.66.	Not permitted.	Not permitted.	Not permitted.	Magazine. Do not stow blasting caps with any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting caps—electric *(1,000 or less) (Show actual number.)*	Class C explosive, 15.	Explosive C		No exemption, 173.103.	173.86	Not permitted.	Not permitted.	Portable magazine or metal locker. Do not stow blasting caps with any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting caps—electric *(more than 1,000) (Show actual number).*	Class A explosive, 19.	Explosive A		No exemption, 173.66.	Not permitted.	Not permitted.	Not permitted.	Magazine. Do not stow blasting any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting caps with metal clad mild detonating fuse *—(1,000 or less) (Show actual number).*	Class C explosive, 15.	Explosive C		No exemption, 173.103.	173.86	Not permitted.	Not permitted.	Portable magazine or metal locker. Do not stow blasting caps with any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting caps with metal clad mild detonating fuse—*(more than 1,000) (Show actual number).*	Class A explosive, 19.	Explosive A		No exemption, 173.66(c), 173.67.	Not permitted.	Not permitted.	Not permitted.	Magazine. Do not stow blasting caps with any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting caps with safety fuse—*(1,000 or less) (Show actual number).*	Class C explosive, 15.	Explosive C		No exemption, 173.103.	173.86	Not permitted.	Not permitted.	Portable magazine or metal locker. Do not stow blasting caps with any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting caps with safety fuse—*(more than 1,000) (Show actual number).*	Class A explosive, 19.	Explosive A		No exemption, 173.66(c), 173.67.	Not permitted.	Not permitted.	Not permitted.	Magazine. Do not stow blasting caps with any high explosive. Do not handle blasting caps at the same time high explosives are being loaded. Not permitted on passenger vessels.
Blasting gelatin. See High explosive.								
Blasting powder. See Black powder.								
Ⓜ Bleaching powder, *containing 39% or less chlorine.*	ORM-C	None		173.505, 173.920.				1,2. Keep dry. Stow separate from flammable liquids and acids. (Stow away from oils, grease, and similar organic materials.)
*Boiler compound, liquid	Corrosive material.	Corrosive		173.244, 173.249.	10 gallons	1 quart	10 gallons	1,2.
Bomb, explosive. See Explosive bomb.								
Bomb, explosive with gas, smoke, or incendiary material. See Explosive bomb.								
Bomb, fireworks. See Fireworks, special.								
Bomb, gas, smoke, or incendiary, non-explosive. See Chemical ammunition.								
Bomb, incendiary, or smoke without bursting charge. See Fireworks, special.								
Bomb, practice, with electric primer or electric squib (non-explosive).				173.55				
Bomb, sand-loaded or empty (Non-explosive).				173.55				
Ⓐ Bone oil	ORM-A	None		173.505, 173.510.				
Booster, explosive	Class A explosive, 19.	Explosive A		No exemption, 173.69.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
*Bordeaux arsenite, liquid	Highly toxic, 60.	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
*Bordeaux arsenite, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.

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Boron tribromide	Corrosive material, 81.	Corrosive		No exemption, 173.251.	1 quart	Not permitted.	1 quart	1. Not permitted on passenger vessels.
Boron trichloride	Corrosive material, 81.	Corrosive	Nonflammable gas; Poison gas and Corrosive.	No exemption, 173.251.	1 quart	Not permitted.	1 quart	1,2. Stow in well ventilated space. Shade from radiant heat. Segregation same as for nonflammable gases. Not permitted on passenger vessels.
Boron trifluoride	Nonflammable gas, 26.	Nonflammable gas and Poison.	Nonflammable gas; Poison gas.	No exemption, 173.302.	Not permitted.	Not permitted.	Not permitted.	1. Stow away from living quarters and foodstuffs. Not permitted on passenger vessels.
Boron trifluoride-acetic acid complex.	Corrosive material, 80.	Corrosive	Corrosive	173.244(a)(1), 173.247.	1 gallon	1 quart	1 gallon	1,2.
Bottles, empty, *having previously contained a corrosive liquid and not cleaned.*				173.29				
Ⓦ*Box toe board (*nitrocellulose base.*).	ORM-C			173.505, 173.925.				1,3. Provide cool stowage in a compartment having a temperature not exceeding 130° F., well away from any sources of heat, and in position to protect or move, even to jettison in event of fire. Separate from explosives, flammable liquids or gases, oxidizing materials, organic peroxides, or corrosive liquids.
*Box toe gum	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Box toe gum	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Bromine	Corrosive material 81.	Corrosive	Corrosive	No exemption, 173.353.	1 quart	Not permitted.	1 quart	1. Keep cool. Not permitted on passenger vessels.
Bromine pentafluoride	Oxidizing material, 53.	Oxidizer	Corrosive material; Corrosive, oxidizer and Poison.	No exemption, 173.284.	100 pounds	Not permitted.	100 pounds	1. Shade from radiant heat. Segregation same as for corrosives. Not permitted on passenger vessels.
Bromine trifluoride	Oxidizing material, 53.	Oxidizer and Poison.	Corrosive material; Corrosive and Poison.	No exemption, 173.283.	100 pounds	Not permitted.	100 pounds	1. Shade from radiant heat. Segregation same as for corrosives. Not permitted on passenger vessels.
Bromoacetic acid, solid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
*Bromoacetic acid solution	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	1 quart	1 quart	1 quart	1,2. Glass carboys in hampers not permitted under deck.
Bromoacetone, liquid	Extremely toxic, 62.	Poison	Poison	No exemption, 173.329(a).	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for flammable liquids. Not permitted on passenger vessels.
Bromobenzene	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ⓐ Bromochloromethane	ORM-A	None	M.D.S., none	173.505, 173.510, 173.605.		10 gallons	55 gallons	
Bromotoluene, alpha. *See* Benzyl bromide.								
Brucine, solid (dimethoxy strychnine).	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Ⓦ Burlap bags, new. *See* Burlap cloth.								
Ⓐ Ⓦ Burlap bags, used and unwashed, or not cleaned.	ORM-C	None		173.930				1. Keep cool.
Ⓦ Burlap bags, cleaned (*vacuum cleaned, wheel cleaned, or otherwise mechanically brushed*). *See* Burlap cloth.								
Ⓦ Burlap cloth (*hessian*)	ORM-C	None		173.931				1,2. Keep dry. Stow away from organic liquids.
Burnt cotton, not repicked	Flammable solid, 40.			No exemption, 173.169.	Not permitted.	Not permitted.	Not permitted.	1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Burnt fiber	Flammable solid, 40.	Flammable solid.		No exemption, 173.169.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials or organic peroxides.
Burster, explosive	Class A explosive, 19.	Explosive A		No exemption, 173.69.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Butadiene, inhibited	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1. Stow away from living quarters.
Butane or Liquefied petroleum gas. *See* Liquefied petroleum gas.								
Butyl acetate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1. *See* § 176.300.
n-Butyl acid phosphate. *See* Acid butyl phosphate.								
*Butyl alcohol. *See* Alcohol, n.o.s.								
Butylamine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Butyl bromide, *normal*	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Butyl ether	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2.

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n-butyl-4, 4-bis (t-butyl-peroxy) valerate.	Organic peroxide, 59.	Organic peroxide.						
n-butyl-4, 4-bis (t-butyl-peroxy) valerate, solid, not over 52% peroxide.	Organic peroxide, 57.	Organic peroxide.						
Butyl chloride	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels. 1.
t-butyl cumyl peroxide	Organic peroxide, 57.	Organic peroxide.						
bis-(4-tert-butyl cyclohexyl) peroxydicarbonate.	Organic peroxide, 58.	Organic peroxide.						
t-butyl diperphthalate solution, *not over 55% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
t-butyl diperphthalate paste, *not over 55% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
Butyl formate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
t-butyl hydroperoxide solution, *over 72% but not more than 90% peroxide in water.*	Organic peroxide, 57.	Organic peroxide.						
t-butyl hydroperoxide solution, not over 72% peroxide in water.	Organic peroxide, 57.	Organic peroxide.						
t-butyl hydroperoxide solution, not over 80% in di-t-butyl-peroxide or solvent.	Organic peroxide, 57.	Organic peroxide.						
Butyl mercaptan	Flammable liquid, 30.	Flammable liquid.		No exemption, 173.141.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
t-butyl monoperphthalate	Organic peroxide, 57.	Organic peroxide.						
t-butyl peracetate solution, *not over 76% peroxide.*	Organic peroxide, 59.	Organic peroxide.						
t-butyl peracetate solution, not over 52% peroxide.	Organic peroxide, 57.	Organic peroxide,						
t-butylper-(2-ethyl) hexanoate.	Organic peroxide 58.	Organic peroxide.						
t-butyl perisobutyrate solution, not over 77% peroxide.	Organic peroxide, 59.	Organic peroxide.						
t-butyl permaleate	Organic peroxide, 59.	Organic peroxide.						
t-butyl permaleate solution, *not over 55% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
t-butyl permaleate paste, *not over 55% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
t-butyl perneodecanoate solution, *not over 77% peroxide.*	Organic peroxide, 58.	Organic peroxide.						
t-butyl peroxide	Organic peroxide, 57.	Organic peroxide.						
2,2-bis (t-butyl peroxy) butane, solution, *not over 55% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
2,2-bis (4,4-ditert butylperoxy cyclohexyl) propane solid, *not over 42% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
n-Butyl peroxy dicarbonate solution, *not over 52% peroxide.*	Organic peroxide, 58.	Organic peroxide.						
n-butyl peroxy dicarbonate solution, not over 27% peroxide.	Organic peroxide, 58.	Organic peroxide.						
t-butyl peroxy diethylacetate.	Organic peroxide, 57.	Organic peroxide.						
1,3-bis (2,tert-butyl peroxy isopropyl) benzene, solid, *or* 1,4-bis (2,tert-butyl peroxy isopropyl) benzene solid. 1,3-bis (2,tert-butyl peroxy isopropyl) benzene and 1, 4-bis (2,tert-butyl peroxy isopropyl) benzene mixture, solid. (*See entry immediately preceding*).	Organic peroxide, 57.	Organic peroxide.						
t-butyl peroxy isopropyl carbonate.	Organic peroxide, 59.	Organic peroxide.						
1,1-bis (t-butyl peroxy)-3,3,5-trimethyl cyclohexane.	Organic peroxide, 57.	Organic peroxide.						
1,1-bis (t-butyl peroxy)-3,3,5-trimethyl cyclohexane solution, *not over 57% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
1,1-bis (t-butyl peroxy)-3,3,5-trimethyl cyclohexane, solid, *not over 58% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
t-butyl peroxy-3,5,5-trimethyl hexanoate (t-butyl perisononanoate).	Organic peroxide, 57.	Organic peroxide.						
t-butyl perpivalate	Organic peroxide, 59.	Organic peroxide.						

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t-butyl perpivalate solution, *not over 77% peroxide.*	Organic peroxide, 58.	Organic peroxide.						
t-butyl pervenzoate, *or* t-butyl pervenzoate solution *over 75% peroxide.*	Organic peroxide, 59.	Organic peroxide.						
t-butyl pervenzoate solution, *not over 75% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
Butyl phosphoric acid. *See* n-Butyl acid phosphate.								
Butyl trichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry. Separate longitudinally by intervening complete hold or compartment from explosives.
Butyraldehyde	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels; 1.
Butyric acid	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Calcium arsenate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.367, 173.368.	200 pounds	50 pounds	200 pounds	1,2.
Calcium arsenite, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	60 pounds	200 pounds	1,2.
*Calcium bisulfite solution. *See* *Calcium hydrogen sulfite solution.								
*Calcium hydrogen sulfite solution.	Corrosive material.	Corrosive	Corrosive	173. 244, 173.245.	5 gallons	1 quart	5 gallons	1,2.
Calcium carbide	Flammable solid, 44.	Flammable solid,		No exemption, 173.154.	25 pounds	Not permitted.	25 pounds	1,2. Keep dry. Stow away from copper, its alloys, and salts.
Calcium chlorate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.163.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds. Stow away from powdered metals and cyanide.
Calcium chlorite	Oxidizing material, 50.	Oxidizer	Oxidizing material.	No exemption, 173.160.	100 pounds	Not permitted.	100 pounds	1,2. Separate from ammonium compounds powdered materials, and cyanides.
Ⓐ® Calcium cyanamide, not hydrated, containing more than 0.1% calcium carbide.	ORM-C	None	Dangerous when wet.	No exemption, 173.945.		25 pounds	200 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet.
*Calcium cyanide, solid, *or* Calcium cyanide mixture, solid.	Highly toxic, 60	Poison	Poison	173.370 (e) and (d).	200 pounds	25 pounds	200 pounds	1,2. Stow away from corrosive liquids. Keep dry.
Calcium hypochlorite mixture (*dry, containing more than 39% available chlorine*).	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.217.	100 pounds	50 pounds	100 pounds	1,2. Keep cool and dry.
Calcium, metallic	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Dangerous when wet.	173.153(a), 173.154.	100 pounds	25 pounds	100 pounds	1,2. Keep cool and dry. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessel.
Calcium, metallic, crystalline.	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.231.	25 pounds	Not permitted.	25 pounds	1,2. Keep cool and dry. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessel.
*Calcium nitrate (*See § 173.182 Note*).	Oxidizing material, 50.	Oxidizer	Oxidizer	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Ⓐ® Calcium oxide	ORM-B	None	M.D.S., none	173.505, 173.850.		25 pounds	100 pounds	1,2. Keep dry. Stow away from explosives, acids, combustible materials, and ammonium salts.
Calcium permanganate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds and hydrogen peroxide.
Calcium peroxide	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.156.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
Calcium phosphide	Flammable solid, 45.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.161.	25 pounds	Not permitted.	25 pounds	1. Keep cool and dry. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Calcium resinate	Flammable solid, 40.	Flammable solid.		No exemption, 173.166.	125 pounds	Not permitted.	125 pounds	1. Not permitted on passenger vessels.
Calcium resinate, fused	Flammable solid, 40.	Flammable solid.		No exemption, 173.166.	125 pounds	Not permitted.	125 pounds	1. Not permitted on passenger vessels.
Ⓐ® Camphene	ORM-A	None		173.505, 173.948.				1,3. Stow away from foodstuffs and living quarters.
Camphor oil	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Cannon primers	Class C explosive, 15.	Explosive C		No exemption, 173.107.	150 pounds	50 pounds	150 pounds	1,3. Not permitted on passenger vessels.
Caps, blasting. See Blasting caps.								
Caps, toy. See Toy caps.								
Ⓐ Carbaryl	ORM-A	None		173.505, 173.510.				
Carbolic acid, liquid *or* Phenol, liquid, (*liquid tar acid containing over 50% benzophenol*).	Highly toxic, 61.	Poison		173.345, 173.349.	55 gallons	1 quart	55 gallons	1,2. Stow away from foodstuffs.

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Carbolic acid, *or* Phenol	Highly toxic, 61.	Poison	Poison	173.364, 173.369.	250 pounds	50 pounds	250 pounds	1,2. Stow away from foodstuffs.
Carbon bisulfide, *or* Carbon disulfide.	Flammable liquid, 30.	Flammable liquid.	Flammable liquid; Flammable liquid and Poison.	No exemption, 173.121.	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Not permitted on any vessel transporting explosives. Not permitted on passenger vessels.
Carbon dioxide, liquefied	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	150 pounds	300 pounds	1,2.
Carbon dioxide-nitrous oxide mixture.	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304.	300 pounds	150 pounds	300 pounds	1,2.
Carbon dioxide-oxygen mixture.	Nonflammable gas.	Nonflammable gas.	Nonflammable gas.	173.306. 173.304.	300 pounds	150 pounds	300 pounds	1,2.
Ⓐ Ⓦ Carbon dioxide, solid, *or* Dry ice, *or* Carbonice.	ORM-A	None		No exemption, 173.615.				1. Stow in well-ventilated place where gas cannot accumulate. Stow away from open ventilation and direct openings. Stow away from cyanides or cyanide mixtures, liquid or dry.
Carbon monoxide	Flammable gas, 23.	Flammable gas.	Flammable gas; Flammable gas and Poison.	173.306, 173.302.	150 pounds	Not permitted.	150 pounds	1. Not permitted on passenger vessels.
*Carbon remover, liquid	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ⓐ Ⓦ Carbon tetrachloride	ORM-A	None	Poison	173.505, 173.620.		1 quart	55 gallons	1,2. Stow away from living quarters.
Carbonyl chloride. *See* Phosgene.								
Carboys, empty (*previously used for hazardous materials*).				173.29				1,2.
Cartridge bags, empty, with black powder igniter.	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.
Cartridge cases, empty, primed.	Class C explosive, 15.	Explosive C		No exemption, 173.107.	150 pounds	50 pounds	150 pounds	1,3.
Cartridge, practice ammunition.	Class C explosive, 15.	Explosive C		No exemption, 173.101a.	150 pounds	50 pounds	150 pounds	1,2.
Case oil. *See* Gasoline *or* Naphtha.								
Casinghead gasoline. *See* Gasoline.								
Ⓦ Castor beans	ORM-A	None		173.505, 173.625.				1,2. Stow away from living quarters and foodstuffs. Bulk shipments permitted in tight vans or containers only on cargo vessels (Castor beans only).
Ⓦ Castor pomace. *See* Castor beans.								
*Caustic potash, liquid *or* solution. *See* Potassium hydroxide solution.								
Caustic potash, dry, solid, flake, bead, *or* granular. *See* Potassium hydroxide, dry, etc.								
*Caustic soda, liquid *or* solution. *See* Sodium hydroxide solution.								
Caustic soda, dry, solid, flake, bead, *or* granular. *See* Sodium hydroxide, dry, etc.								
Ⓦ *Cellosolve.* *See* Ethylene glycol monoethyl ether.								
Ⓦ *Cellosolve acetate.* *See* Ethylene glycol monoethyl ether acetate.								
*Cement, adhesive, n.o.s. *See* Cement, liquid, n.o.s.								
*Cement, container, linoleum, tile, *or* wallboard, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.132.	15 gallons	1 quart	15 gallons	1,2. Passenger vessels: 1.
*Cement, leather	Flammable liquid.	Flammable liquid.		173.118, 173.119.	12 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Cement, liquid, n.o.s	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Cement, liquid, n.o.s	Flammable liquid.	Flammable liquid.		173.118, 173. 132.	15 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Cement, pyroxylin	Flammable liquid.	Flammable liquid.		173.118, 173.132.	15 gallons	1 quart	15 gallons	1,2. Passenger vessels: 1.
*Cement, roofing, liquid	Flammable liquid.	Flammmable liquid.		173.118, 173.119.	12 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Cement, rubber	Flammable liquid.	Flammable liquid.		173.118, 173.132.	15 gallons	1 quart	15 gallons	1,2. Passenger vessels: 1.
Cesium metal	Flammable solid, 46	Flammable solid and dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Charcoal, activated	Flammable solid, 40.	Flammable solid.		173.162	200 pounds	25 pounds	200 pounds	1,3.
Charcoal briquettes	Flammable solid, 40.	Flammable solid.		173.162	200 pounds	50 pounds	50 pounds	1,2.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Charcoal screenings, made from "pinon" wood.	Flammable solid, 40.	Flammable solid.		173.162	200 pounds	25 pounds	200 pounds	1,2.
Charcoal screenings, wet	Flammable solid, 40.			Not permitted.				
Charcoal, shell	Flammable solid, 40.	Flammable solid.		173.162	200 pounds	25 pounds	200 pounds	1,2.
Charcoal, wet	Flammable solid, 40.			Not permitted.				
Charcoal, wood, ground, crushed, granulated, or pulverized.	Flammable solid, 40.	Flammable solid.		173.162	200 pounds	25 pounds	200 pounds	1,2.
Charcoal, wood, lump	Flammable solid, 40.	Flammable solid.		173.162	100 pounds	50 pounds	50 pounds	1,2.
Charcoal wood screenings, other than "pinon" wood screenings.	Flammable solid, 40.	Flammable solid.		No exemption, 173.162.	Not permitted.	Not permitted.	Not permitted.	1.
Charged oil well jet perforating gun (*total explosive contents in guns 20 pounds or more per motor vehicle*).	Class A explosive, 19.	Explosive A		No exemption, 173.53 (u), 173.80.	Not permitted.	Not permitted.	Not permitted.	Not permitted.
Charged oil well jet perforating gun (*total explosive contents in guns not exceeding 20 pounds per motor vehicle*).	Class C explosive, 15.	Explosive C		No exemption, 173.53 (u), 173.110.	Not permitted.	Not permitted.	Not permitted.	Not permitted.
Chemical ammunition (*containing an extremely toxic material*).	Extremely toxic.	Poison		No exemption, 173.330.	Not permitted.	Not permitted.	Not permitted.	*See* correct shipping name of applicable Extremely toxic material for stowage, special handling, and special segregation requirements.
Chemical ammunition (containing a highly toxic material).	Highly toxic	Poison		173.345, 173.350.	55 gallons	Not permitted.	55 gallons	*See* correct shipping name of applicable Highly toxic material for stowage, special handling, and special segregation requirements.
Chemical ammunition (containing an irritating material).	Irritating material, 05.	Irritant		No exemption, 17.383	20 pounds	Not permitted.	20 pounds	*See* correct shipping name of applicable Irritant material for stowage, special handling, and special segregation requirements.
Chemical ammunition explosive. See Ammunition, chemical, explosive.								
*Chemical kit	Corrosive material.	Corrosive		173.286	1 quart	1 quart	1 quart	1,2. Keep cool.
*Chlorate and borate mixture.	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.229.	100 pounds	25 pounds	100 pounds	1,2. Stow away from ammonium compounds and away from powdered metals. Not permitted on passenger vessels.
*Chlorate and magnesium chloride mixture.	Oxidizing material.	Oxidizer	Oxidizing material.	173.153, 173.229.	100 pounds	25 pounds	100 pounds	1,2. Stow away from ammonium compounds and away from powdered metals. Not permitted on passenger vessels.
Chlorate, n.o.s.	Oxidizing material.	Oxidizer	Oxidizing material.	173.153, 173.163.	100 pounds	25 pounds	100 pounds	1,2. Stow away from ammonium compounds and away from powdered metals. Not permitted on passenger vessels.
*Chlorate, n.o.s., wet	Oxidizing material, 50.	Oxidizer		173.153, 173.163.	200 pounds	25 pounds	200 pounds	1,2. Stow away from ammonium compounds and away from powdered metals. Not permitted on passenger vessels.
Chlorate explosive, dry. See High explosive.								
Chlorate of potash. *See* Potassium chlorate.								
Chlorate of soda. *See* Sodium chlorate.								
Chlorate powder. See High explosive.								
Chlordane, liquid	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Chloric acid	Oxidizing material, 50.	Oxidizer		No exemption, 173.237.	Not permitted.	Not permitted.	Not permitted.	1,2. Stow away from organic materials. Keep cool. Not permitted on passenger vessels.
Chloride of phosphorus. *See* Phosphorus trichloride.								
Chloride of sulfur. *See* Sulfur chloride.								
® Chlorinated lime (*chloride of lime.*) *See* Bleaching powder.								
Chlorine	Nonflammable gas, 20.	Nonflammable gas and Poison.	Nonflammable gas; Poison gas and Oxidizer.	No exemption, 173.304, 173.314, 173.315.	Not permitted.	Not permitted.	Not permitted.	1,2. Stow in a well-ventilated space. Stow away from organic materials. Not permitted on passenger vessels.
Chlorine dioxide hydrate, frozen.	Oxidizing material, 56.	Oxidizer and Poison.		No exemption, 173.237.	Not permitted.	Not permitted.	Not permitted.	Not permitted.
Chlorine trifluoride	Oxidizing material, 53.	Oxidizer and Poison.	Nonflammable gas, Poison gas, Oxidizer, and Corrosive.	No exemption, 173.285.	100 pounds	Not permitted.	100 pounds	1,2. Keep cool. Segregation same as for nonflammable gas. Stow in a well ventilated space. Not permitted on passenger vessels.
Chloroacetic acid, solid	Corrosive material, 82.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.

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*Chloroacetic acid solution. *See** Monochloroacetic acid solution.								
Chloroacetophenone, gas, liquid, or solid (CN).	Irritating material, 65.	Irritant	Poison	No exemption, 173.382.	75 pounds	Not permitted.	75 pounds	1. Not permitted on passenger vessels.
Chloroacetyl chloride	Corrosive material 84.	Corrosive	Corrosive	No exemption, 173.253.	1 quart	Not permitted.	1 quart	1. Keep dry. Not permitted on passenger vessels.
Chlorobenzene. See Chlorobenzol.								
Chlorobenzol	Flammable liquid, 30.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1. See §176.300.
p-Chlorobenzoyl peroxide paste, *not over 52% concentration,*	Organic peroxide, 57.	Organic peroxide.						
p-Chlorobenzoyl peroxide, wet, *not over 75% concentration.*	Organic peroxide, 57.	Organic peroxide.						
Chlorodinitrobenzoyl. See Dinitrochlorobenzoyl, solid.								
Ⓐ Ⓦ Chloroform	ORM-A	None	M.D.S. none	173.505, 173.630.		10 gallons	55 gallons	1,2. Stow away from living quarters and foodstuffs.
4-Chloro-o-toluidine hydrochloride.	Highly toxic, 60.	Poison	Poison	No exemption, 173.362.	1 quart	Not permitted.	1 quart	1,2.
Chlorophenyltrichlorosilane	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Chloropicrin, absorbed	Extremely toxic, 62.	Poison		No exemption, 173.357.	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Not permitted on passenger vessles.
Chloropicrin and methyl chloride mixture.	Flammable gas, 28.	Flammable gas and Poison.	Poison	No exemption, 173.329-(b).	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Not permitted on passenger vessels.
Chloropicrin, liquid	Extremely toxic, 62.	Poison	Poison	No exemption, 173.357.	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Not permitted on passenger vessels.
Chloropicrin mixture (*containing no compressed gas or poisonous liquid, extremely toxic*).	Highly toxic	Poison		No exemption, 173.357.	75 pounds	Not permitted	Not permitted.	1. Keep cool. Not permitted on passenger vessels.
Chloropicrin and nonflammable, nonliquefied compressed gas mixture.	Nonflammable gas, 26.	Nonflammable gas and Poison.		No exemption, 173.329-(c).	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Not permitted on passenger vessels.
Ⓐ Chloroplatinic acid, solid	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
2-Chloropropene	Flammable liquid, 30.	Flammable liquid.		No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Not permitted on passenger vessels.
Chlorosulfonic acid	Corrosive material, 82.	Corrosive	Corrosive	173.244(a)-(1), 173.254.	1 quart	1 quart	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessel.
Chlorosulfonic acid-sulfur trioxide mixture.	Corrosive material, 82.	Corrosive	Corrosive	173.244(a)-(1), 173.254.	1 quart	1 quart	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Chromic acid mixture, dry	Oxidizing material, 51.	Oxidizer		173.153, 173.164.	100 pounds	25 pounds	100 pounds	1,2. Stow away from foodstuffs.
Chromic acid, solid	Oxidizing material, 51.	Oxidizer	Oxidizing material; Oxidizer and Corrosive.	173.153, 173.164.	100 pounds	25 pounds	100 pounds	1,2. Stow away from foodstuffs. Stow separate from flammable liquids and solids.
*Chromic acid solution	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.287.	1 gallon	1 quart	1 gallon	1.
Chromic anhydride. *See* Chromic acid, solid.								
Chromic fluoride, solid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2.
*Chromic fluoride solution	Corrosive material.	Corrosive	Corrosive	173.244, 173.245	1 gallon	1 quart	1 gallon	1,2.
Chromic trioxide, *see* Chromic acid, solid.								
Chromium oxychloride *or* Chromyl chloride.	Corrosive material. 80	Corrosive	Corrosive	No exemption, 173.247	1 gallon	Not permitted.	1 gallon	1. Keep dry. Glass carboys not permitted on passenger vessels.
Cigar and cigarette lighter fluid. See Lighter fluid.								
Cigarette lighter (*or other similar ignition device*) charged with flammable liquid fuel.	Flammable liquid, 30.	Flammable liquid.		173.21(d)		Not permitted.	Not permitted.	1.
Cigarette lighter (*or other similar ignition device*), charged with flammable gas fuel.	Flammable gas, 23.	Flammable gas.		173.21(d), 173.308.		21 ounces	25 pounds	1.
Cigarette load	Class C explosive, 15.	Explosive C		No exemption, 173.111.	150 pounds	50 pounds	150 pounds	1,2.
Clothing, used. See Rags, scrap.								
Cloud gas cylinders See Chemical ammunition.								
Coal briquettes, hot				Forbidden				

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Coal facings. *See* Coal ground bituminous, *etc.*								
Coal gas. See Hydrocarbon gas, nonliquefied.								
Coal, ground bituminous, sea coal; coal facings; *etc.*	Flammable solid, 40.	Flammable solid.		173.165	Not permitted.	Not permitted.	Not permitted.	1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Coal oil (*export shipment only*). *See* Kerosene.								
*Coal tar distillate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Coal tar distillate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Cool tar dye, liquid (*not otherwise specifically named in § 172.101*).	Corrosive material, 80.	Corrosive		173.244, 173.245, 173.249a.	10 gallons	1 quart	10 gallons	1,2.
*Coal tar light oil	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Coal tar light oil	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Coal tar naphtha	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Coal tar naphtha	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Coal tar oil	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Coal tar oil	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Coating solution	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.132.	15 gallons	1 quart	15 gallons	1,2. Passenger vessels: 1. *See* § 176.300.
Cobalt resinate, precipitated.	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.166.	125 gallons	Not permitted.	125 pounds	1,2.
Cocculus, solid (*fishberry*)	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Ⓦ*Coconut meal pellets *containing at least 6%*.	ORM-C	None		173.505, 173.955.				1,2. Keep dry. Not permitted on passenger vessels.
Coir. *See* Fibers.								
Coke, hot				Forbidden				
Collodion	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1. *See* § 176.300.
Collodion cotton, wet. See Nitrocellulose, wet.								
Cologne spirits (*alcohol*)	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.125.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Columbian spirits (*wood alcohol*).	Flammable liquid, 30.	Flammable liquid.	Flammable liquid; Flammable liquid and Poison.	173.118, 173.125.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Combination fuze	Class C explosive, 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.
Combination primer	Class C explosive, 15.	Explosive C		No exemption, 173.107.	150 pounds	50 pounds	150 pounds	1,3. Not permitted on passenger vessels.
Combustible liquid, n.o.s	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Commercial shaped charge. See High explosive.								
Common fireworks. *See* Fireworks, common.								
*Compound, cleaning, liquid.	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
*Compound, cleaning, liquid.	Corrosive material.	Corrosive		173.244, 173.245.	1 quart	1 quart	1 quart	1,2.
*Compound, cleaning, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Compound, cleaning, liquid (containing hydrochloric (muriatic) acid).	Corrosive material.	Corrosive		173.244(a)(1), 173.263.	10 pints	1 quart	1 gallon	1.
Compound, cleaning, liquid (containing hydrofluoric acid).	Corrosive material.	Corrosive		173.244(a)(1), 173.256.	10 pints	1 quart	1 gallon	1. Not permitted on passenger vessels.
Compound, cleaning liquid (*containing phosphoric acid, acetic acid, sodium or potassium hydroxide*).	Corrosive material.	Corrosive		173.244, 173.245, 173.249a.	10 gallons	1 quart	1 quart	1,2.
*Compound, enamel	Flammable liquid.	Flammable liquid.		173.118, 173.128.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
*Compound, rust preventing *or* Compound, rust removing.	Corrosive material.	Corrosive		173.244, 173.245.	1 gallon	1 quart	1 gallon	1,2.
*Compound, lacquer, paint, *or* varnish, removing, reducing, *or* thinning, liquid.	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
*Compound, lacquer, paint, *or* varnish, removing, reducing, *or* thinning, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.128.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
*Compound, lacquer, paint, *or* varnish removing, liquid.	Corrosive material.	Corrosive		173.244, 173.245.	1 gallon	1 quart	1 gallon	1,2.
*Compound, polishing, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.129.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
*Compound, tree *or* weed killing, liquid.	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.

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					(a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	
*Compound, tree or weed killing, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Compound, tree or weed killing, liquid.	Highly toxic	Poison		173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
*Compound, tree or weed killing, solid.	Oxodizing material.	Oxidizer		173.153, 173.154, 173.229.	100 pounds	25 pounds	100 pounds	1,2.
*Compound, type cleaning, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Compound, vulcanizing, liquid.	Corrosive material.	Corrosive		173.244, 173.245.	1 quart	1 quart	1 quart	1,2.
*Compound, vulcanizing, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Compound, water treatment, liquid. *See* Water treatment, liquid.								
Compressed gas, flammable, n.o.s.	Flammable gas.	Flammable gas.	Flammable gas.	173.306, 173.305, 173.304, 173.302.	300 pounds	Not permitted.	300 pounds	1. Not permitted on passenger vessels.
Compressed gas, nonflammable, n.o.s.	Nonflammable gas.	Nonflammable gas.	Nonflammable gas.	173.306, 173.305, 173.304, 173.302.	300 pounds	150 pounds	300 pounds	1,2.
Container, reused or empty (previously used for hazardous materials).				173.28, 173.29.				*See* Bottles, empty; carboys, empty; cylinders, empty; drums, empty.
Copper acetoarsenite, solid (*emerald green, imperial green, King's green, moss green, meadow green, mitis green, parrot green, Vienna green*).	Highly toxic, 60.	Poison	Poison	173.364, 173.367.	200 pounds	50 pounds	200 pounds	1,2.
Copper arsenite, solid (*Scheele's green, cuprice green, copper orthoarsenite, Swedish green*).	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Ⓐ Copper chloride	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Copper cyanide	Highly toxic, 60.	Poison	Posion	173.370		25 pounds		1,2. Stow away from acids.
Ⓦ Copra	ORM-C	None	Spontaneously combustible material.	173.505, 173.960.				1,2. Segregation same as for flammable solids. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Copra pellets. See Coconut meal pellets.								
Cordeau detonant fuse	Class C explosive, 15.	Explosive C		No exemption, 173.104.	300 pounds	50 pounds	300 pounds	1,2.
Corrosive battery fluid. *See* Electrolyte (acid), *or* Alkaline Corrosive battery fluid.								
Corrosive liquid, n.o.s	Corrosive material.	Corrosive	Corrosive	173.244, 173.245, 173.245a:	5 pints	1 quart	1 quart	1. Not permitted on passenger vessels.
Corrosive solid, n.o.s	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1. Keep dry. Not permitted on passenger vessels.
*Cosmetics, n.o.s	Combustible liquid, 30.	None		173.1118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300 Passenger vessels: 1,2.
*Cosmetics, n.o.s., liquid	Corrosive material.	Corrosive		173.244, 173.245.	1 quart	1 quart	1 quart	1,2.
*Cosmetics, n.o.s., solid	Corrosive material, 80.	Corrosive		173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
*Cosmetics, n.o.s	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Cosmetics, n.o.s	Flammable solid.	Flammable solid.		173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2.
*Cosmetics, n.o.s	Oxidizing material.	Oxidizer		173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2.
Ⓦ Cotton	ORM-C	None	Flammable solid.	173.505, 173.965.				1,2. Segregation same as for flammable solids.
Ⓦ Cotton batting	ORM-C	None		173.505, 73.970.				1,2. Keep dry. Stow away from vegetable or animal oils.
Ⓦ Cotton batting dross. *See* Cotton batting.								
Cotton, burnt. See Burnt cotton.								
Ⓦ Cotton seed hull fiber *or* shavings, pulp, *or* cut linters. *See* Cotton batting.								
Cotton sweepings. *See* Cotton waste.								
Ⓦ Cotton wadding. *See* Cotton batting.								
Ⓦ Cotton waste	ORM-C	None		173.505, 173.975.				1,2. Keep dry. Stow away from vegetable or animal oils.
Cotton waste, oily (*with more than 5% of animal or* vegetable oil).	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.167.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Creosote, coal tar	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300 Passenger vessels: 1,2.

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Creosote oil. See Creosote, coal tar.								
Crotonaldehyde	Flammable liquid, 35.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119 (m).	10 gallons	1 quart	1 gallon	1,2. Passenger vessels: 1.
Crotonic acid	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Crotonylene	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Crude nitrogen fertilizer solution (more than 25.3 p.s.i.g.).	Nonflammable gas, 20.	Nonflammable gas.		173.306, 173.304, 173.314.	300 pounds	Not permitted.	300 pounds	1,3.
*Crude oil, petroleum	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Crude oil, petroleum	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Cumene hydroperoxide	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Cupric cyanide. See Copper cyanide.								
*Cupriethylene-diamine solution.	Corrosive material, 80.	Corrosive	Corrosive material; Corrosive and Poison.	173.244, 173.249.	1 gallon	1 quart	1 gallon	1,2.
*Cyanide or cyanide mixture, dry.	Highly toxic, 60.	Poison	Poison	173.364, 173.370.	200 pounds	25 pounds	200 pounds	1,2. Keep dry. Stow away from acids.
Cyanogen bromide	Extremely toxic, 62.	Poison	Poison; Poison and Corrosive.	No exemption, 173.379.	Not permitted.	Not permitted.	25 pounds	1. Shade from radiant heat. Segregation same as for corrosive materials. Not permitted on passenger vessels.
Cyanogen chloride *containing less than 0.9% water.*	Nonflammable gas, 26.	Nonflammable gas and Poison.	Poison gas	No exemption, 173.328.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Not permitted on passenger vessels.
Cyanogen gas	Flammable gas, 28.	Flammable gas and Poison.	Flammable gas; Poison gas and Flammable gas.	No exemption, 173.328.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Cyclohexane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Cyclohexanone peroxide solution, *over 90% peroxide.*	Organic peroxide, 59.	Organic peroxide.	Organic peroxide.					
Cyclohexanone peroxide solution, 10% or more water.	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Cyclohexanone peroxide paste, or solution, *not over 72% peroxide.*	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Cyclohexanone peroxide, solid, *not over 30% peroxide.*	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Cyclohexanone peroxide and bis (1-hydroxy cyclohexyl) peroxide mixture. *See appropriate cyclohexanone peroxide entry immediately preceding.*								
Cyclohexenyl trichlorosilane.	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Cyclohexyl trichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Cyclopentane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Cyclopentane, methyl	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Cyclopropane	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels. 1.
Cyclotrimethylenetrinitramine, desensitized. See High explosive.								
Cyclotrimethylenetrinitramine, wet with not less than 10% water. See High explosive.								
Ⓡ Cylinder, empty (*including "ton tanks") previously having contained any hazardous material.*				173.29.				1,2.
2,4-D. *See* 2,4-Dichlorophenoxyacetic acid.								
Ⓐ DDT *or* Dichlorodiphenyltrichloroethane.	ORM-A	None		173.505, 173.510.				
Dead oil. See Creosote, Coal tar.								
Decaborane	Flammable solid, 41.	Flammable solid and Poison.	Flammable solid; Flammable solid and Poison.	No exemption, 173.236.	25 pounds	Not permitted.	25 pounds	1,2.
Decahydronaphthalene	Combustible liquid, 30.	None	Flammable liquid.	173.118,a 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Decalin. See Decahydronaphthalene.								
Decanoyl peroxide	Organic peroxide, 58.	Organic peroxide.						
Delay electric igniter	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.

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Denatured alcohol. *See* Alcohol, n.o.s.								
Depth bomb. *See* Explosive bomb.								
Detonating fuze, Class A explosive, *with or without radioactive components.*	Class A explosive, 19.	Explosive A		No exemption, 173.69.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Detonating fuze, Class C explosive.	Class C, explosive, 15.	Explosive C		No exemption, 173.113.	150 pounds	50 pounds	150 pounds	1,3.
Detonating primer	Class A explosive, 19.	Explosive A		No exemption, 173.68.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Diacetone alcohol	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Diacetone alcohol peroxide solution, *not over 57% peroxide with not over 9% hydrogen peroxide and not less than 26% diacetone alcohol.*	Organic peroxide, 58.	Organic peroxide.						
Diacetyl	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ⓐ Diazinon	ORM—A	None		173.505, 173.510.				
Diazodinitrophenol. *See* Initiating explosive.								
Dibenzyl peroxydicarbonate solution not over 87% peroxide.	Organic peroxide, 59.	Organic peroxide.						
Ⓐ Dibromodifluoromethane	ORM—A	None		173.505, 173.510, 173.605.		10 gallons	55 gallons	
Ⓦ 1,2, dibromoethane. *See* ethylene dibromide.								
Dicetyl peroxydicarbonate	Organic peroxide, 58.	Organi peroxide.						
Dichloroacetic acid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	1 quart	1 quart	1 quart	1,2. Glass caroby in hampers not permitted under deck.
Dichloroacetyl Chloride	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.247.	1 gallon	1 quart	1 gallon	1. Keep dry. Not permitted on passenger vessels.
Ⓐ Dichlorobenzene, ortho, liquid.	ORM-A	None	Poison	173.505, 173.510.				
Ⓐ Dichlorobenzene, para, solid.	ORM-A	None	M.D.S., none	173.505, 173.510.				
2,4-dichlorobenzoyl peroxide solution, *not over 75% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
2,4-dichlorobenzoyl peroxide paste, *not over 52% peroxide.*	Organic peroxide. 57.	Organic peroxide.						
2,4-Dichlorobenzoyl peroxide solution, not over 52% peroxide.	Organic peroxide, 57.	Organic peroxide.						
Dichlorobutene. *See* Corrosive liquid, n.o.s.	Corrosive material, 83.							
Ⓐ Dichlorodifluoroethylene	ORM-A	None		173.505, 173.510, 173.605.		10 gallons	55 gallons	
Dichlorodifluoromethane	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	150 pounds	300 pounds	1,2.
Dichlorodifluoromethane-dichlorotetrafluoroethane mixture.	Nonflammable gas, 20.	Nonflammable gas.		173.306, 173.304, 173.314, 173.315.	300 pounds	150 pounds	300 pounds	1,2.
Dichlorodifluoromethane-monochlorodifluoromethane mixture.	Nonflammable gas, 20.	Nonflammable gas.		173.306, 173.304, 173.314.	300 pounds	150 pounds	300 pounds	1,2.
Dichlorodifluoromethane-trichloromonofluoromethane-monochloro difluoromethane mixture.	Nonflammable gas, 20	Nonflammable gas.		173.306, 173.304, 173.314.	300 pounds	150 pounds	300 pounds	1,2.
Dichlorodifluoromethane-trichlorotrifluoroethane mixture.	Nonflammable gas, 20.	Nonflammable gas.		173.306, 173.304, 173.314.	300 pounds	150 pounds	300 pounds	1,2.
*Dichlorodifluoromethane-trichloromonofluoromethane mixture.	Nonflammable gas, 20.	Nonflammable gas.		173.306, 173.314, 173.315.	300 pounds	150 pounds	300 pounds	1,2.
Dichlorodifluoromethane and difluoroethane mixture (*constant boiling mixture*).	Nonflammable gas, 20.	Nonflammable gas.		173.306, 173.304, 173.314, 173.315.	300 pounds	150 pounds	300 pounds	1,2.
Dichlorodiphenyltrichloro ethane. *See* DDT.								
Dichloroethylene	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	1 gallon	1,2. Passenger vessels: 1.
Dichloroisopropyl ether	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Ⓐ Dichloromethane or methylene chloride.	ORM-A	None	M.D.S., none	173.505, 173.510, 173.605.		10 gallons	55 gallons	

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*Dichloropentane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. *See* § 176.300.
Ⓐ 2,4-Dichlorophenoxyacetic acid.	ORM-A	None		173.505, 173.510.				
Dichlorophenyltrichlorosilane.	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Dichlrorpropane and propylene dichloride mixture.	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Dicumyl peroxide, dry	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Dicumyl peroxide solid not over 40% peroxide.	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Dicyclohexyl peroxydicarbonate.	Organic peroxide, 59.	Organic peroxide.	Organic peroxide.					
Dicyclohexyl peroxydicarbonate solution, not over 91% peroxide.	Organic peroxide, 58.	Organic peroxide.	Organic peroxide.					
Ⓐ Dieldrin	ORM-A	None		173.505, 173.510.				
Diethyl cellosolve. *See* Ethylene glycol diethyl ether.								
Diethylamine	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119 (m).	10 gallons	Not permitted.	5 pints	1,2. Keep cool. Not permitted on passenger vessels.
Diethyl dichlorosilane	Flammable liquid, 31.	Flammable liquid.	Corrosive	No exemption, 173.135.	10 gallons	Not permitted.	10 gallons	1. Keep dry. Separate longitudinally by an intervening complete hold or compartment from explosives. Segregation same as for explosives.
Diethylene glycol dinitrate				Forbidden, 173.51(d).				
Di-(2-ethylhexyl) peroxydicarbonate.	Organic peroxide, 58.	Organic peroxide.						
Di-(2-ethylhexyl) peroxydicarbonate solution *not over 47% peroxide.*	Organic peroxide, 58.	Organic peroxide.						
Di - (2- ethylhexyl) phosphoric acid.	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Diethyl ketone	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Diethyl peroxydicarbonate solution, *not over 27% peroxide.*	Organic peroxide, 58.	Organic peroxide.						
1,1-difluoro 1-chloroethane. *See* Difluoromonochlorethane.								
Difluoroethane	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Difluoromonochloroethane *(1,1-difluoro 1-chloroethane).*	Flammable gas 23.	Flammable gas.	Flammable gas.	173.306, 173.304.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Difluorophosphoric acid, anhydrous.	Corrosive material, 82.	Corrosive	Corrosive	No exemption, 173.275.	1 gallon	Not permitted.	1 gallon	1,2.
Dihydropyran	Flammable liquid, 30.	Flammable liquid.		No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Not permitted on passenger vessels.
Diisobutyl ketone	Combustible liquid, 30.	None	Flammable liquid.	173.118a 173.119b.		10 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Di iso octyl acid phosphate	Corrosive material, 80	Corrosive	Corrosive	173.244, 173.296.	1 quart	1 quart	1 quart	1,2. Glass carboys in hampers not permitted under deck.
Diisopropylamine	Flammable liquid, 30.	Flammable	Flammable	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Diisopropylbenzene hydroperoxide solution, *not over 72% peroxide.*	Organic peroxide, 59.	Organic peroxide.						
Diisopropylethanolamine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2.
Diisopropylether	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Dimethylamine, anhydrous.	Flammable gas, 24.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
*Dimethylamine, aqueous solution.	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	173.118, 173.119. (m)	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
2,3-Dimethylbutane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool, Not permitted on passenger vessels.
Dimethyl carbonate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
1,4-Dimethylcyclohexane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
2,5-dimethyl-2, 5-bis-(2-ethyl hexanoyl peroxy) hexane.	Organic peroxide, 58.	Organic peroxide.						
Dimethyldichlorosilane	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	No exemption, 173.135.	10 gallons	Not permitted.	5 pints	1,2. Passenger vessels: 1.
2,5-dimethyl-2, 5-bis(t-butyl-peroxy) hexane.	Organic peroxide, 57.	Organic peroxide.						
2,5-dimethyl-2, 5-bis(t-butyl-peroxy) hexyne-3.	Organic peroxide, 59.	Organic peroxide.						

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2,5-dimethyl-2, 5-bis(t-butyl-peroxy) hexyne-3, solid, *not over 52% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
2,5-dimethyl-2, 5-di (benzoyl-peroxy) hexane).	Organic peroxide, 59.	Organic peroxide.						
2,5-dimethyl-2, 5-di (benzoyl-peroxy) hexane, solid, not over 82% peroxide.	Organic peroxide, 59.	Organic peroxide.						
2,5-dimethyl-2, 5-dihydroperoxy hexane solution, *not over 82% peroxide.*	Organic peroxide, 59.	Organic peroxide.						
Dimethyl ether	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds.	Not permitted.	300 pounds.	1,2. Passenger vessels: 1.
Dimethylhydrazine, unsymmetrical (*UDMH*).	Flammable liquid, 36.	Flammable liquid and Poison.	Flammable liquid.	No exemption, 173.145.	5 pints.	Not permitted.	5 pints.	1,2. Passenger vessels: 1. Keep dry. Separate from corrosive and oxidizing materials, and organic peroxides.
Dimethyl sulfate	Extremely toxic, 67.	Poison and Flammable liquid.	Poison.	No emxeption, 173.255.	Not permitted.	Not permitted.	1 quart.	1. Keep cool. Not permitted on passenger vessels.
Dimethyl sulfide	Flammable liquid, 32.	Flammable liquid and Poison.	Flammable liquid.	No exemption, 173.119.	10 gallons.	Not permitted.	10 gallons.	1,2. Not permitted on passenger vessels.
Dinitrobenzene, solid, or dinitrobenzol, solid.	Highly toxic, 60.	Poison.	Poison.	173.364, 173.371.	200 pounds.	50 pounds.	200 pounds.	1,2.
*Dinitrobenzene solution	Highly toxic.	Poison.	Poison.	173.345, 173.346.	55 gallons.	1 quart.	55 gallons.	1,2.
Dinitrochlorbenzol, solid	Highly toxic, 60.	Poison.	Poison.	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Ⓐ Dinitrocyclohexylphenol.	ORM-A.	None.		173.505, 173.510.				
*Dinitrophenol solution	Highly toxic.	Poison.	Poison.	173.345, 173.362a.	65 pounds.	1 quart.	65 pounds.	1,2. Stow away from heavy metals and their compounds. If flash point is 141° F. or less segregation same as for flammable liquids.
Dioxane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons.	Not permitted.	10 gallons.	1,2. Passenger vessels: 1.
Dioxolane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons.	Not permitted.	10 gallons.	1,2. Passenger vessels: 1.
Di-n-propyl peroxydicarbonate.	Organic peroxide, 59.	Organic peroxide.						
Di-n-propyl peroxydicarbonate solution, not over 87% peroxide.	Organic peroxide.	Organic peroxide.						
Diphenylaminechloroarsine (*DM*).	Irritating material, 65.	Irritant.	Poison.	No exception, 173.382.	75 pounds.	Not permitted.	75 pounds.	1. Not permitted on passenger vessels.
Diphenyl dichlorosilane	Corrosive material, 83.	Corrosive.	Corrosive.	No exception, 173.280.	10 gallons.	Not permitted.	10 gallons.	1. Keep dry.
Diphenyl methyl bromide, solid.	Corrosive material, 80.	Corrosive.	Corrosive.	173.244, 173.245b.	100 pounds.	25 pounds.	100 pounds.	1. Not permitted on passenger vessels.
*Diphenyl methyl bromide solution.	Corrosive material, 80.	Corrosive.		173.244, 173.247.	1 gallon.	1 quart.	1 gallon.	1,2.
Diphosgene. See Phosgene.								
Di-(sec-butyl) peroxydicarbonate.	Organic peroxide, 59.	Organic peroxide.						
Di-(sec-butyl) peroxydicarbonate solution, *not over 52% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
*Disinfectant, liquid	Combustible liquid, 30.	None.		173.118a, 173.119b.		15 gallons.	55 gallons.	See §176.300. Passenger vessels: 1,2.
*Disinfectant, liquid	Corrosive material.	Corrosive.		173.244, 173.245.	10 gallons.	1 quart.	10 gallons.	1. Not permitted on passenger vessels.
*Disinfectant, liquid	Highly toxic.	Poison.		173.345, 173.346.	55 gallons.	1 quart.	55 gallons.	1,2. Passenger vessels: 1.
*Disinfectant, solid	Highly toxic.	Poison.		173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2. Passenger vessels: 1.
Dispersant gas				173.314(c), Table, Note 13, 173.315(a), Table, Note 9.				
*Distillate (*petroleum or coal tar*).	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons.	1 quart.	10 gallons.	1,2. Passenger vessels: 1.
Divinyl ether	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons.	Not permitted.	10 gallons.	1,2. Keep cool. Not permitted on passenger vessels.
Dodecyl trichlorosilane	Corrosive material, 83.	Corrosive.	Corrosive.	No exemption, 173.280.	10 gallons.	Not permitted.	10 gallons.	1. Keep dry.
*Dressing leather	Combustible liquid, 30.	None.	Flammable liquid.	173.118a, 173.119b.		15 gallons.	55 gallons.	See § 176.300. Passenger vessels 1,2.
*Dressing, leather	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons.	1 quart.	10 gallons.	1,2. Passenger vessels: 1.
Drier. See Paint drier, liquid.								
Drill cartridge				173.55				
*Drugs, n.o.s.	Combustible liquid, 30.	None.		173.118a, 173.119b.		15 gallons.	55 gallons.	See § 176.300. Passenger vessels: 1,2.
*Drugs, n.o.s., liquid	Corrosive material.	Corrosive.		173.244, 173.245.	1 quart.	1 quart.	1 quart.	1,2.
*Drugs, n.o.s., solid	Corrosive material, 80.	Corrosive.		173.244, 173.245b.	100 pounds.	25 pounds.	100 pounds.	1,2. Keep dry.

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*Drugs, n.o.s.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Drugs, n.o.s.	Flammable solid.	Flammable solid.		173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2.
*Drugs, n.o.s.	Oxidizing material.	Oxidizer		173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2.
*Drugs, n.o.s., liquid	Highly toxic	Poison		173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1. Keep cool.
*Drugs, n.o.s., solid	Highly toxic	Poison		173.364	200 pounds	50 pounds	200 pounds	1,2. Keep cool.
® Drum, empty (*previously having contained hazardous materials*).				173.29				1,2.
Dry ice. *See* Carbon dioxide, solid.								
Dusts, by-product, poisonous. *See* Arsenical dust.								
*Dye intermediate, liquid	Corrosive material, 80.	Corrosive	Poison	173.244, 173.245, 173.249a.	10 gallons	1 quart	10 gallons	1,2. Segregation same as for poisons
Dynamite. *See* High explosive.								
Electric blasting caps. *See* Blasting caps, electric.								
Electric squib	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.
Electric storage battery, wet. *See* Battery, electric storage, wet.								
Electrolyte (*acid*), battery fluid.	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.257.	5 gallons	1 quart	5 gallons	1,2. Passenger vessels: Glass carboys in hampers not permitted under deck.
Electrolyte (*acid*), *or* alkaline (*corrosive*) battery fluid packed with dry-storage battery.	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.258.	2 gallons	Not permitted.	5 pints	1,2.
Electrolyte (*acid*), *or* alkaline (*corrosive*) battery fluid packed with battery charger, radio current supply device, *or* electronic equipment and actuating device.	Corrosive material, 80.	Corrosive		No exemption, 173.259.	6 quarts	Not permitted.	5 pints	1,2.
Empty cartridge bag with black powder igniter.	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.
Empty cartridge case, primed.	Class C explosive, 15.	Explosive C		No exemption, 173.107.	150 pounds	50 pounds	150 pounds	1,3.
*Enamel. *See* *Paint, enamel, lacquer, etc.								
Engine starting fluid	Flammable gas, 23.	Flammable gas		No exemption, 173.304.	60 pounds	Not permitted.	60 pounds	1,2. Not permitted on passenger vessels.
Engine, internal combustion.				173.120				1,2. Not permitted in unventilated containers.
*Eradicator, paint *or* grease, liquid.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Etching acid, liquid, n.o.s.	Corrosive material.	Corrosive		No exemption, 173.299.	10 pounds	Not permitted.	10 pounds	1. Not permitted on passenger vessels.
Ethane	Flammable gas, 23.	Flammable gas	Flammable gas	173.306, 173.304.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
Ether, (*ethyl*)	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Ethyl acetate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl acrylate, inhibited	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl alcohol. *See* Alcohol, n.o.s.								
Ethyl aldehyde. *See* Acetaldehyde.								
Ethyl benzene	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1. See § 176.300.
Ethyl borate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep dry. Passenger vessels: 1.
Ethyl bromide	Corrosive material, 81.	Corrosive	M.D.S., none	No exemption, 173.245.	10 gallons	1 quart	10 gallons	1,2. Stow away from food stuffs and living quarters.
Ethyl butyl acetate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
Ethyl butyl ether	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl butyraldehyde	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl butyrate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. *See* § 176.300.
Ethyl chloride	Flammable liquid, 31.	Flammable liquid.	Flammable gas	No exemption, 173.123.	300 pounds in cylinders; 15 pounds in other packagings.	Not permitted.	300 pounds in cylinders; 15 pounds in other packagings.	1,2. Passenger vessels: 1. Segregation same as for flammable gases.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package			(7) Vessels, stowage, special handling, and special segregation
					(a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	
Ethyl chloroacetate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		1 quart	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethyl chloroformate (*chlorocarbonate*).	Flammable liquid, 32.	Flammable liquid and Poison.	Flammable liquid; Flammable liquid, poison, and Corrosive.	No exemption, 173.288.	5 pints	Not permitted.	5 pints	1,2. Passenger vessels: 1.
Ethyl chlorothioformate	Highly toxic, 61.	Poison		173.345, 173.346.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl crotonate	Flammable liquid, 31.	Flammable liquid.	Flammable liquid and Corrosive.	173.118, 173.119 (m).	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl dichlorosilane	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	No exemption, 173.135.	10 gallons	Not permitted.	5 pints	1,2. Passenger vessels: 1.
Ethylene	Flammable gas, 23.	Flammable gas	Flammable gas	173.306, 173.304.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
Ethylene chlorohydrin	Highly toxic, 61.	Poison	Flammable liquid.	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1. Segregation same as for flammable liquids.
Ethylene diamine	Flammable liquid, 32.	Flammable liquid and Poison.	Corrosive	No exemption, 173.119.	10 gallons	1 quart	10 gallons	1,2. Stow away from oxidizing materials.
Ⓐ Ⓦ Ethylene dibromide (1, 2 dibromethane).	ORM-A	None	Poison	173.505, 173.620.		1 quart	55 gallons	1,2. Stow away from living quarters.
Ethylene dichloride	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	173.118, 173.119 (m).	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethylene glycol diethyl ether (*diethyl "Cellosolve"*).	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethylene glycol monoethyl ether (*"Cellosolve"*).	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethylene glycol monoethyl ether acetate (*"Cellosolve acetate"*).	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethylene glycol monomethyl ether (*methyl "Cellosolve"*).	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethylene glycol monomethyl ether acetate (*methyl "Cellosolve" acetate"*).	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethylene imine, inhibited	Flammable liquid, 36.	Flammable liquid and Poison.	Flammable liquid; Flammable liquid and Poison.	No exemption, 173.139.	Not permitted.	Not permitted.	5 pints	1,2. Passenger vessels: 1.
Ethylene oxide	Flammable liquid, 35.	Flammable liquid.	Flammable gas	No exemption, 173.124.	300 pounds in cylinders; 15 pounds in other packagings.	Not permitted.	300 pounds in cylinders; 15 pounds in other packagings.	1,2. Passenger vessels: 1. Segregation same as for flammable gases
Ethyl ether. See Ether.								
Ethyl formate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Ethylhexaldehyde	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethyl lactate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethyl mercaptan	Flammable liquid, 30.	Flammable liquid.		No exemption, 173.141.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
Ethyl methyl ether	Flammable liquid, 30.	Flammable liquid.	Flammable gas	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1. Keep cool. Segregation same as for flammable gases.
Ethyl methyl ketone	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl nitrate (*nitric ether*)	Flammable liquid, 34.	Flammable liquid.		173.118(a), 173.119.	10 gallons	Not permitted.	Not permitted.	1,2. Passenger vessels: 1.
Ethyl nitrite (*nitrous ether*)	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	Not permitted.	1,2. Keep cool. Not permitted on passenger vessels.
Ethyl phenyl dichlorosilane	Corrosive material, 83.	Corrosive		No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Not permitted on passenger vessels.
Ethyl phosphonothioic dichloride, anhydrous.	Corrosive material, 80.	Corrosive		173.244, 173.245, 173.245a.	5 pints	1 quart	1 quart	1. Not permitted on passenger vessels.
Ethyl phosphonous dichloride, anhydrous.	Corrosive material, 83.	Corrosive		173.244, 173.245, 173.245a.	5 pints	1 quart	1 quart	1. Not permitted on passenger vessels.
Ethyl phosphorodichloridate.	Corrosive material, 80.	Corrosive		173.244, 173.245, 173.245a.	5 pints	1 quart	1 quart	1. Not permitted on passenger vessels.
Ethyl propionate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ethyl silicate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Ethyl trichlorosilane	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	No exemption, 173.135.	10 gallons	Not permitted.	5 pints	1,2. Passenger vessels: 1.
Etiologic agent, n.o.s.	Etiologic agent.	Etiologic agent (173.388).		173.386, 173.387.	4 liters	173.386(d)	4 liters	Not permitted except under specific conditions approved by the Department.
Ⓦ Excelsior (shredded wood) *when dry, clear, and free from oil.*	ORM-C	None		173.505, 173.980.				1,2. Keep cool. Stow away from organic, corrosive, or oxidizing materials.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Ⓦ Exothermic ferrochrome	ORM-C	None		173.505, 173.985.				1.
Ⓦ Exothermic ferromanganese. *See* Exothermic ferrochrome.								
Ⓦ Exothermic silicon chrome. *See* Exothermic ferrochrome.								
Explosive auto alarm	Class C explosive, 15.	Explosive C		No exemption, 173.111.	150 pounds	50 pounds	150 pounds	1,2.
Explosive bomb	Class A explosive, 19.	Explosive A		No exemption, 173.56.	Not permitted.	Not permitted.	Not permitted.	Magazine *or* 1,2. No other cargo may be stowed in the same hold with these items. Not permitted on passenger vessels.
Explosive cable cutter	Class C explosive, 15.	Explosive C		No exemption, 173.102.	150 pounds	50 pounds	150 pounds	1,3.
Explosives, Class A				173.53				
Explosives, Class B				173.88				
Explosives, Class C				173.100				
Explosive mine	Class A explosive, 19.	Explosive A		No exemption, 173.56.	Not permitted.	Not permitted.	Not permitted.	Magazine *or* 1,2. No other cargo may be stowed in the same hold with this material. Not permitted on passenger vessels.
Explosive power device, Class B.	Class B explosive, 17.	Explosive B		No exemption, 173.94	150 pounds	Not permitted.	150 pounds	1,2. Not permitted on passenger vessels.
Explosive power device, Class C.	Class C explosive, 15.	Explosive C		No exemption, 173.102.	150 pounds	50 pounds	150 pounds	1,3.
Explosive projectile	Class A explosive, 19.	Explosive A		No exemption, 173.56.	Not permitted.	Not permitted.	Not permitted.	Magazine *or* 1,2. No other cargo may be stowed in the same hold with this material. Not permitted on passenger vessels.
Explosive release device	Class C explosive, 15.	Explosive C		No exemption, 173.102.	150 pounds	50 pounds	150 pounds	1,3.
Explosive rivet	Class C explosive, 15.	Explosive C		No exemption, 173.100 (g).	150 pounds	50 pounds	150 pounds	1,2.
Explosive, sample for laboratory examination.				173.86		Not permitted.	173.86	
Explosive torpedo	Class A explosive, 19.	Explosive A		No exemption, 173.56.	Not permitted.	Not permitted.	Not permitted.	Magazine *or* 1,2. No other cargo may be stowed in the same hold with this material. Not permitted on passenger vessels.
*Extract, liquid, flavoring	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1. *See* § 176.300.
Extremely toxic material, n.o.s.	Extremely toxic.	Poison		No exemption, 173.328.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Fabric with animal or vegetable oil. See Fibers or fabric containing not more than 5% animal or vegetable fat.								
Ⓐ Ⓦ Feed, wet, mixed	ORM-C	None		173.505, 173.990.		Not permitted.	Not permitted.	3. Stow in cool, dry, well ventilated compartment. Do not stow bags over ten tiers high without flooring off. Do not overstow.
Ⓦ Felt, waste. *See* Cotton waste.								
Felt, Waste, wet. *See* Waste wool, wet.								
Ferric arsenate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Ferric arsenite, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Ⓐ Ferric chloride, solid, *anhydrous.*	ORM-B	None	Corrosive	173.505, 173.510.		25 pounds	100 pounds	
Ⓦ Ferrophosphorus	ORM-A	None		173.505, 173.635.				1,2. Keep dry. Stow away from living quarters.
Ⓐ Ⓦ Ferrosilicon, *containing 30% or more but not more than 70% silicon.*	ORM-A	None	Dangerous when wet; Dangerous when wet and Poison.	173.505, 173.510, 173.645.		Not permitted. 9	25 pounds	1,2. Keep dry. Stow away from living quarters. Segregation same as for flammable solids labeled Dangerous When Wet.
Ferrous arsenate (*iron arsenate*), solid.	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Fertilizer ammoniating solution *containing free ammonia. (more than 25.3 p.s.i.g.).*	Nonflammable gas.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304, 173.314.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
Fertilizer, tankage. *See* Garbage, tankage.								
Fibers, burnt	Flammable solid, 40.	Flammable solid.	Spontaneously combustible.	No exemption, 173.169.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Ⓦ Fibers (*jute, hemp, flax, sisal, coir, kapok, and similar vegetable fibers*).	ORM-C	None	Flammable solid; none.	173.505, 173.965.				1,2. Stow away from animal or vegetable oils. Segregation same as for flammable solids.
Fibers or fabric, containing not more than 5% animal or vegetable oil.	Flammable solid, 40.	Flammable solid.	Spontaneously combustible.	No exemption, 173.170.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.

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Film (nitrocellulose)	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.177, 173.178, 173.180.	200 pounds	50 pounds	200 pounds	1,2. Keep cool. Stow away from other flammable cargo or substances.
Film, photographic, (including scrap film), safety, nonflammable, or slow burning.				Not subject to 49 Parts 170 to 189 of this subchapter.				
Film scrap sample, nitrocellulose.	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.197.	25 pounds	Not permitted.	Not permitted.	1. Keep cool. Stow away from other flammable cargo or substances. Not permitted on passenger vessels.
Film scrap, nitrocellulose (*other than sample*).	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.195.	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Stow away from other flammable cargo or substances. Not permitted on passenger vessels.
Firecracker. See Fireworks, common or special.								
Firecracker salute. See Fireworks, common or special.								
Fire extinguisher charge *containing sulfuric acid.*	Corrosive material, 80.	Corrosive	Corrosive	173.261	1 gallon	1 quart	1 gallon	1,2.
Fire extinguisher charge containing not more than 50 grains of propellant explosive per unit.				173.88(g), Note 1.				
*Fire extinguisher	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306	300 pounds	150 pounds	300 pounds	1,2.
Fireworks, common	Class C explosive, 15	Explosive C		No exemption, 173.100 (r), 173.108.	200 pounds	50 pounds	200 pounds	1,2. Passenger vessels. 1,2, in metal lockers only. Keep cool.
Fireworks, exhibition display piece. See Fireworks, special.								
Fireworks, special	Class B explosive, 17.	Explosive B		No exemption, 173.88(d), 173.91.	200 pounds	Not permitted.	200 pounds	2. Passenger vessels: 2, in metal lockers only. Keep cool. Toy torpedoes must not be packed with other special fireworks.
Ⓦ Fish meal or fish scrap containing at least 6% and not more than 12% moisture.	ORM-C	None	Spontaneously combustible.	173.505, 173.995.				1,2. Segregation same as for flammable solids. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. *Use double strip stowage* for cargo 6-12 percent moisture containing not more than 12 percent fat. *Use single strip stowage* for cargo 6-11 percent moisture containing more than 12 percent, but not more than 15 percent fat.
Fish meal or fish scrap containing less than 6% or more than 12% moisture.	Flammable solid, 40.	Flammable solid.	Spontaneously combustible.	No exemption, 173.171.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Fissile radioactive material. *See* Radioactive material, fissile.								
*Flame retardant compound liquid.	Corrosive material.	Corrosive		173.244, 173.291.	10 gallons	1 quart	10 gallons	1,2.
Flammable liquid, n.o.s	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Flammable solid, n.o.s	Flammable solid.	Flammable solid.	Flammable solid.	173.153, 173.154.	25 pounds	25 pounds	25 pounds	1,2.
Flare. See Fireworks, common.								
Flare, airplane. See Fireworks, special.								
Flash cartridge. See Fireworks, special or Black powder.								
Flash cracker. See Fireworks, common or special.								
Flash powder. See Fireworks, special or Black powder.								
Flax. See Fibers.								
Flexible linear shaped charge, metal clad.	Class C explosive, 15.	Explosive C		No exemption, 173.104.	300 pounds	50 pounds	300 pounds	1,2.
Flowers of sulfur. *See* Sulfur.								
Flue dust, poisonous	Highly toxic, 60.	Poison		173.364, 173.368.	200 pounds	50 pounds	200 pounds	1,2.
Fluoboric acid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.264(a).	1 gallon	1 quart	1 gallon	1,2.
Fluoric acid. *See* Hydrofluoric acid.								
Fluorophosphoric acid, anhydrous. *See* Monofluorophosphoric acid, anhydrous.								
Fluorosilicic acid. *See* Hydrofluosilicic acid.								

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Fluorine	Flammable gas, 27.	Poison and Oxidizer.	Nonflammable gas; Poison gas and Oxidizer.	No exemption, 173.302.	6 pounds	Not permitted.	Not permitted.	1. Segregation same as for nonflammable gas. Stow away from foodstuffs, living quarters and organic materials. Not permitted on passenger vessels.
Fluosulfonic acid	Corrosive material, 84.	Corrosive	Corrosive	No expemtion, 173.274.	10 pints	Not permitted.	1 gallon	1. Keep dry. Not permitted on passenger vessels.
*Formaldehyde solution or formalin.	Combustible liquid, 30.	None		173.118a, 173.149b.		10 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2. Stow away from foodstuffs.
Formalin. *See* Formaldehyde solution.								
Formic acid	Corrosive material, 83.	Corrosive	Corrosive	173.244, 173.245, 173.289.	5 gallons	1 quart	5 gallons	1,2. Glass carboys in hampers not permitted under deck.
*Formic acid solution	Corrosive material.	Corrosive		173.244, 173.245, 173.289.	5 gallons	1 quart	5 gallons	1,2.
*Fuel, aviation, turbine engine.	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1. *See* § 176.300.
*Fuel oil	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Fuel oil, C.S. No. 1	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Fuel oil, C.S. No. 2, 4, or 5	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons	55 gallons	See § 176.300. Passenger vessels: 1,2.
Fulminate of mercury, dry				Forbidden				
Fulminate of mercury, wet. *See* Initiating explosive.								
Fumaryl chloride	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	1 quart	1 quart	1 quart	1. Passenger vessels: 1. Glass car boys not permitted.
*Fumigant				173.152(a), note 1.				
*Furfural	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passsenger vessels: 1, 1,2.
Fuse igniter	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.
Fuse, instantaneous	Class C explosive, 15.	Explosive C		173.100(m)	150 pounds	50 pounds	150 pounds	1,2.
Fuse lighter	Class C explosive, 15	Explosive C		No exemption, 173.106	150 pounds	50 pounds	150 pounds	1,3.
Fuse, mild detonating, metal clad.	Class C explosive, 15.	Explosive C		No exemption 173.104.	300 pounds	50 pounds	300 pounds	1,2.
Fuse, safety	Class C explosive, 15.	Explosive C		173.100(o)		50 pounds	300 pounds	1,2.
Fusee (*railway or highway*)	Flammable solid, 40.	Flammable solid.		No exemp- 173.154a.	200 pounds	50 pounds	200 pounds	1,3.
Fusel oil	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300: Passenger vessels: 1,2.
Fuze, combination	Class C explosive 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.
Fuze, detonating	Class A explosive, 19.	Explosive A		No exemption, 173.69	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Fuze, detonating, radioactive.	Class A explosive, 19.	Explosive A		No exemption, 173.69.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Fuze, detonating, Class C explosive.	Class C explosive, 15.	Explosive C		No exemption, 173.113.	150 pounds	50 pounds	150 pounds	1,3.
Fuze, percussion, nondetonating.	Class C explosive, 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.
Fuze, time, non-detonating	Class C explosive, 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.
Fuze, tracer, non-detonating	Class C explosive, 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.
® Garbage tankage *containing 8% or more moisture.*	ORM-C	None		173.505, 173.1000.				1,2.
Garbage tankage, containless than 8% of moisture.	Flammable solid, 40.	Flammable solid.		No exemption, 173.209.	Not permitted.	Not permitted.	Not permitted.	1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Gas cylinder, empty. *See* cylinder, empty.								
*Gas drips, hydrocarbon	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Gas drips, hydrocarbon	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
*Gas identification set	Extremely toxic.	Poison		No exemption, 173.331.	173.331	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
*Gas identification set	Irritating material, 05.	Irritant		No exemption, 173.331.	173.331	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Gas mine. *See* Explosive projectile.								
Gas oil. *See* Fuel oil.								
Gasoline (*including casinghead and natural*).	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Not permitted on passenger vessels.
Gelatine Dynamite. *See* High explosive.								

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Germane	Flammable gas, 20.	Flammable gas and poison.		No exemption, 173.328.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Grenade, empty, primed	Class C explosive, 15.	Explosive C		No exemption, 173.107.	150 pounds	50 pounds	150 pounds	1,3.
Grenade, hand or rifle, explosive (*with or without gas, smoke, or incendiary material.*)	Class A explosive, 19.	Explosive A		No exemption, 173.56.	Not permitted.	Not permitted.	Not permitted.	Magazine or 1,2. No other cargo may be stowed in the same hold with these items. Not permitted on passenger vessels.
Grenade without bursting charge:								
With incendiary material (Special fireworks).	Class B explosive, 17.	Explosive B		173.91	50 pounds	Not permitted.	Not permitted.	2. Passenger vessels: 2, in metal lockers only. Keep cool.
With smoke charge (Smoke grenade).	Class C explosive, 15.	Explosive C		173.108	200 pounds	50 pounds	150 pounds	1,2. Keep cool.
With extremely toxic gas charge.	Extremely toxic.	Poison		173.330	Not permitted.	Not permitted.	Not permitted.	*See* correct shipping name of applicable extremely toxic material for stowage, special handling, and special segregation requirements.
With highly toxic gas charge.	Highly toxic	Poison		173.350	Not permitted.	Not permitted.	Not permitted.	*See* correct shipping name of applicable Highly Toxic material for stowage special handling, and special segregation requirements.
Grenade, tear gas	Irritating, material, 05.	Irritant		No exemption, 173.385.	75 pounds	Not permitted.	75 pounds	1,2. Passenger vessels: 1.
Guanidine nitrate	Oxidizing material, 54.	Oxidizer	M.D.S., none	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2. Separate from nitro-compounds, chlorates, and acids.
Guanyl nitrosamino guanylidene hydrazine. See Initiating explosive.								
Guanyl nitrosamino guanyl tetrazene. See Initiating explosive.								
Guided missile with warhead. See Rocket ammunition with explosive, illuminating, gas, incendiary, or smoke projectile.								
Guided missile, without warhead. See Rocket motor, Class A explosive or Rocket motor, class B explosive.								
Guncotton. See High explosive.								
Hafnium metal, dry (*See* Note 3, § 173.214).	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.214.	75 pounds	Not permitted.	75 pounds	1. Not permitted on passenger vessels.
Hafnium metal, wet	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.214.	150 pounds	Not permitted.	150 pounds	1.2. Not permitted on passenger vessels.
Hair, wet	Flammable solid, 40.	Flammable solid.		No exemption, 173.172.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Hand signal device	Class C explosive, 15.	Explosive C		No exemption, 173.108.	200 pounds	50 pounds	200 pounds	1,2.
Ⓡ Hay	ORM-C	None	Flammable solid.	173.505, 173.1005.				1,2. Segregation same as for flammable solids. Stow away from animal or vegetable oils.
Ⓡ Hay or straw (*loose, wet, or damp*).								Forbidden for water shipment.
Heater for refrigerator car, liquid fuel type (*containing fuel*).	Flammable liquid, 30.	Flammable liquid.		173.146		Not permitted.	Not permitted.	1,2. Passenger vessels: 1.
Helium	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.302, 173.314.	300 pounds	150 pounds	300 pounds	1,2.
Helium-oxygen mixture	Nonflammable gas, 22.	Oxidizer		173.306, 173.302.	300 pounds	150 poonds	300 pounds	1,2.
Ⓐ Heptachlor	ORM-A	None		173.505, 173.510.				
Heptane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ⓡ *Hessian. See* Burlap cloth.								
Ⓡ Hexachloroethane	ORM-A	None		173.505, 173.650.				1,2.
Hexadecyltrichlorosilane	Corrosive material.	Corrosive	Corrosive	No exemption. 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Hexadiene	Flammable liquid, 30.	Flammable liquid.		No exemption. 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Not permitted on passenger vessels.
Hexaethyl tetraphosphate and compressed gas mixture.	Nonflammable gas, 26.	Nonflammable gas and Poison.	Poison: Poison and Nonflammable gas.	No exemption, 173.334.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Not permitted on passenger vessels.
Hexaethyl tetraphosphate, liquid.	Highly toxic, 60.	Poison	Poison	173.345, 173.358a.	1 quart	Not permitted	1 quart	1. Not permitted on passenger vessels.

(1) Hazardous materia	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
*Hexaethyl tetraphosphate mixture, dry (containing not more than 2% hexaethyl tetraphosphate).	Highly toxic, 60.	Poison		173.377a, 173.377b.	200 pounds	50 pounds	200 pounds	1,2. Not permitted on passenger vessels.
Hexaethyl tetraphosphate mixture, dry (*containing more than 2% hexaethyl tetraphosphate*).	Highly toxic, 60.	Poison		173.377a	200 pounds	Not permitted.	200 pounds	1,2. Not permitted on passenger vessels.
*Hexaethyl tetraphosphate mixture, liquid (containing not more than 25% hexaethyl tetraphosphate).	Highly toxic	Poison		173.359a	1 quart	1 quart	1 quart	1,2. Not permitted on passenger vessels.
Hexaethyl tetraphosphate mixture, liquid (*containing more than 25% hexaethyl tetraphosphate*).	Highly toxic	Poison		173.359a	1 quart	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
Hexafluorophosphoric acid	Corrosive material, 81.	Corrosive	Corrosive	No exemption, 173.275.	1 gallon	Not permitted.	1 gallon	1,2.
Hexafluoropropylene	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas; Poison gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	150 pounds	300 pounds	1. Not permitted on passenger vessels.
Hexaldehyde	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
3,3,6,6,9,9-hexamethyl-1,2,4,5-tetroxonane.	Organic peroxide, 59.	Organic peroxide.						
3,3,6,6,9,9-hexamethyl-1,2,4,5-tetroxonane solid, *not over 52% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
3,3,6,6,9,9-hexamethyl-1,2,4,5-tetroxonane solution, *not over 42% peroxide.*	Organic peroxide, 57.	Organic peroxide.						
Hexamethylene diamine, solid.	Corrosive material, 80.	Corrosive		173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2.
*Hexamethylene diamine solution.	Corrosive material.	Corrosive	Corrosive material; Corrosive and Poison.	173.244, 173.249.	10 gallons	1 quart	10 gallons	1,2.
Hexamethylene imine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Hexane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Hexanoic acid	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Hexyltrichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
High explosive	Class A explosive, 19.	Explosive A		No exemption, 173.61 to 173.87, inclusive.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
High explosive, liquid	Class A explosive, 19.	Explosive A		No exemption, 173.62.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
*Hydraulic accumulator. *See* Accumulator, pressurized.								
Hydrazine, anhydrous	Flammable liquid, 36.	Flammable liquid and Poison.	Corrosive material, Corrosive; and Poison	No exemption, 173.276.	5 pints	Not permitted.	5 pints	1. Segregation same as for corrosives. Not permitted on passenger vessels.
Hydrazine solution (*containing 50% or more hydrazine*).	Corrosive material, 85.	Corrosive	Corrosive material; Corrosive and Poison.	No exemption, 173.276.	5 pints	Not permitted.	5 pints	1. Not permitted on passenger vessels.
Hydriodic acid	Corrosive material, 80.	Corrosive	Corrosive	173.244(a)(1), 173.245.	1 gallon	Not permitted.	1 gallon	1. Glass carboys not permitted on passenger vessel.
*Hydorbromic acid not more than 49% strength.	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.262.	1 gallon	1 quart	1 gallon	1. Glass carboys not permitted on passenger vessel.
Hydrobromic acid, *more than 49% strength.*	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.262.	1 gallon	Not permitted.	Not permitted.	1. Glass carboys not permitted on passenger vessel.
Hydrobromic acid, anhydrous *See* Hydrogen bromide.								
Hydrocarbon gas, liquefied	Flammable gas, 23.	Flammable gas	Flammable gas	173.306, 173.304, 173.314.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Hydrocarbon gas, nonliquefied.	Flammable gas, 23.	Flammable gas	Flammable gas	173.306, 173.302.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Hydrochloric (*muriatic*) acid.	Corrosive material, 80.	Corrosive	Corrosive	173.244(a)(1), 173.263.	10 pints	1 quart	1 gallon	1. Glass carboys not permitted on passenger vessel.
Hydrochloric acid, anhydrous *See* Hydrogen chloride.								
*Hydrochloric acid mixture	Corrosive material.	Corrosive		173.244, 173.263.	10 pints	1 quart	1 gallon	1. Glass carboys not permitted on passenger vessel.
*Hydrochloric acid solution, inhibited.	Corrosive material, 80.	Corrosive		173.244, 173.263.	10 pints	1 quart	1 gallon	1. Glass carboys not permitted on passenger vessel.

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Hydrocyanic acid, liquefied	Flammable gas, 29.	Flammable gas and Poison.	Flammable gas, Flammable gas and Poison gas.	No exemption, 173.332.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Hydrocyanic acid (*prussic*), solution.	Flammable gas, 29.	Flammable gas and Poison.	Poison	No exemption, 173.332.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Aqueous solutions containing more than 20 percent hydrogen cyanide are not permitted in transportation by water. Not permitted on passenger vessels.
Hydrocyanic acid (*prussic*), unstabilized.				Forbidden				
Hydrocyanic acid solution, more than 5% hydrocyanic acid.	Extremely toxic, 62.	Poison	Poison	No exemption, 173.351.	25 pounds	Not permitted.	25 pounds	1. Shade from radiant heat. Not permitted on passenger vessels.
Hydrofluoric acid solution	Corrosive material.	Corrosive	Corrosive	173.244(a)(1), 173.264.	10 pints	1 quart	1 gallon	1. Keep cool. Not permitted on passenger vessels.
Hydrofluoric acid, anhydrous. *See* Hydrogen fluoride.								
Hydrofluoric and sulfuric acids, mixture.	Corrosive material, 84.	Corrosive	Corrosive	No exemption, 173.290.	10 pints	Not permitted.	1 gallon	1. Not permitted on passenger vessels.
Hydrofluoroboric acid. *See* Fluoboric acid.								
Hydrofluosilicic acid	Corrosive material, 84.	Corrosive	Corrosive	No exemption 173.265.	10 pints	1 quart	1 gallon	1,2.
Hydrogen	Flammable gas, 23.	Flammable gas.	Flammable gas	173.306, 173.302, 173.314.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
Hydrogen bromide	Nonflammable gas, 21.	Nonflammable gas.	Nonflammable gas; Poison gas and Corrosive.	173.306, 173.304.	300 pounds	Not permitted.	300 pounds	1. Stow away from foodstuffs. Not permitted on passenger vessels.
Hydrogen chloride	Nonflammable gas, 21.	Nonflammable gas.	Nonflammable gas; Poison gas and Corrosive.	173.306, 173.304.	300 pounds	Not permitted.	300 pounds	1. Stow away from foodstuffs. Not permitted on passenger vessels.
Hydrogen fluoride	Corrosive material, 84.	Corrosive	Nonflammable gas; Poison gas and Corrosive.	No exemption, 173.264 (b).	110 pounds	Not permitted.	110 pounds	1. Segregation same as for nonflammable gases. Stow away from foodstuffs. Not permitted on passenger vessels.
Hydrogen, cryogenic liquid	Flammable gas, 23.	Flammable gas.	Flammable gas.	No exemption, 173.316.	Not permitted.	Not permitted.	Not permitted.	Not permitted in transportation by water.
Hydrogen iodide solution. *See* Hydriodic acid.								
Hydrogen peroxide solution containing more than 8% but not more than 40% hydrogen peroxide.	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.244, 173.266.	1 gallon	1 quart	1 gallon	1,2. Passenger vessels: 1. Shade from radiant heat. Separate from permanganates. Keep away from powdered metals.
Hydrogen peroxide solution containing more than 40% but not more than 52% hydrogen peroxide.	Oxidizing material, 50.	Oxidizer	Oxidizing material; Oxidizer and Corrosive.	173.244, 173.266.	1 gallon	Not permitted.	Not permitted.	1. Shade from radiant heat. Separate from permanganates. Keep away from powdered metals. Not permitted on passenger vessels.
Hydrogen peroxide solution *containing more than 52% hydrogen peroxide.*	Oxidizing material, 54.	Oxidizer	Oxidizing material; Oxidizer and Corrosive.	No exemption, 173.266.	1 gallon	Not permitted.	Not permitted.	1. Shade from radiant heat. Separate from permanganates. Keep away from powdered metals. Not permitted on passenger vessels. Concentrations greater than 60% hydrogen peroxide not permitted on any vessel except under conditions approved by the Department.
Hydrogen selenide	Flammable gas, 29.	Flammable gas and Poison.		No exemption, 173.328	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Hydrogen sulfate. *See* sulfuric acid.								
Hydrogen sulfide	Flammable gas, 29.	Flammable gas and Poison.	Flammable gas; Flammable gas and Poison gas.	No exemption, 173.304, 173.314.	300 pounds	Not permitted.	300 pounds	1. Stow away from foodstuffs. Not permitted on passenger vessels.
Hydrosilicofluoric acid. *See* Hydrofluosilicic acid.								
bis (1-hydroxy cyclohexyl) peroxide.	Organic peroxide, 57.	Organic peroxide.						
Ⓐ Hypochlorite solution containing not more than 7% available chlorine *by weight.*	ORM-B	None	Corrosive	173.505, 173.510.				
Hypochlorite solution *containing more than 7% available chlorine by weight.*	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.277.	4 gallons	1 quart	4 gallons	1,2. Glass carboys in hampers not permitted under deck. Passenger vessels: 1.
Igniter	Class C explosive, 15.	Explosive C		No exemption. 173.106.	150 pounds	50 pounds	150 pounds	1,3.
Igniter cord	Class C explosive, 15.	Explosive C		No exemption, 173.100(s).	150 pounds	50 pounds	150 pounds	1,3.
Igniter fuse, metal clad	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.

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*Igniter, jet thrust (jato)	Class A explosive, 19.	Explosive A		No exemption, 173.79.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
*Igniter, jet-thrust (jato)	Class B explosive, 17.	Explosive B		No exemption, 173.92.	550 pounds.	Not permitted.	550 pounds.	1,3. Not permitted on passenger vessels.
*Igniter, rocket motor	Class A explosive, 19.	Explosive A		No exemption, 173.79.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
*Igniter, rocket motor	Class B explosive, 17.	Explosive B		No exemption, 173.92.	550 pounds.	Not permitted.	550 pounds.	1,3. Not permitted on passenger vessels.
Illuminating projectile. See Fireworks, special.								
Iminobispropylamine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Initiating explosive (*see following list for specific regulations*).	Class A explosive.	Explosive A		No exemption, 173.70 to 173.78 inclusive.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Diazodinitrophenol				173.70				
Fulminate of mercury				173.71				
Guanyl nitrosamino guanylidene hydrazine.				173.72				
Lead azide, dextrinated type only.				173.73				
Lead mononitroresorcinate.				173.70				
Lead styphnate (*lead trinitroresorcinate*).				173.74				
Nitro mannite				173.75				
Nitrosoguanidine				173.76				
Pentaerythrite tetranitrate.				173.77				
Tetrazene (*guanyl nitrosamine guanyl tetrazene*).				173.78				
*Ink	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.144.	10 gallons	1 quart	10 gallons	1,2. Passenger vessel: 1.
*Ink	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Insecticide, dry, n.o.s	Highly toxic	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
*Insecticide, liquid, n.o.s	Highly toxic	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Insecticide, liquefied gas, (*containing no Extremely or Highly Toxic material*).	Nonflammable Gal.	Nonflammable Gas.		173.306, 173.304.	300 pounds.	150 pounds.	300 pounds.	1,3.
Insecticide, liquefied gas, containing Extremely Toxic material or Highly Toxic material.	Nonflammable gas, 26.	Nonflammable gas and Poison.	Poison gas	No exemption, 173.329, 173.334.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Not permitted on passenger vessel.
*Insecticide, liquid	Combustible liquid 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Insecticide, liquid	Flammable liquid.	Flammable liquid.	Flammable liquid; Flammable liquid and Poison.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ⓟ Insulation tape (*varnished cloth type*). *See* Oiled textiles.								
Iodine monochloride	Corrosive material 81.	Corrosive	Corrosive	No exemption, 173.293.	1 quart	Not permitted.	1 quart	1. Keep dry. Not permitted on passenger vessels.
Iodine pentafluoride	Oxidizing material, 53.	Oxidizer and Poison.		No exemption, 173.246.	100 pounds.	Not permitted.	100 pounds.	1. Keep dry.
Iron chloride, solid. *See* Ferric chloride, solid.								
Iron mass or sponge spent.	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.174.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Iron mass or sponge, *not properly oxidized.*	Flammable solid 40.	Flammable solid.		No exemption. 173.174.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Ⓐ Iron oxide, spent	ORM-C	None	Spontaneously combustible material.			Not permitted.	Not permitted.	
Iron sesquichloride, solid. *See* Ferric chloride.								
Irritating agent, n.o.s	Irritating material 05.	Irritant		173.382	75 pounds	Not permitted.	75 pounds	1. Stow away from living quarters.
Isobutane or Liquefied petroleum gas. *See* Liquefied petroleum gas.								
Isobutyl acetate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Isobutylamine	Flammable liquid 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Isobutylene or Liquefied petroleum gas. *See* Liquefied petroleum gas.								

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Isobutyric acid	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Isobutyric anhydride	Corrosive material 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Isononanoyl peroxide *or* Isononanoyl peroxide solution.	Organic peroxide, 58.	Organic peroxide.						
Isooctane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Isooctene	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Isopentane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Isopentanoic acid	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Isoprene	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	1 gallon	1,2. Keep cool. Not permitted on passenger vessels.
*Isopropanol. *See* Alcohol, n.o.s.								
Isopropyl acetate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Isopropyl acid phosphate solid.	Corrosive material, 80.	Corrosive		173.244, 173.245b	100 pounds	25 pounds	100 pounds	1,2.
Isopropylamine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Isopropyl mercaptan	Flammable liquid 30.	Flammable liquid.		No exemption, 173.141.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Isopropyl nitrate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Isopropyl peroxydicarbonate, stabilized	Organic peroxide, 59.	Organic peroxide.						
Isopropyl peroxydicarbonate solution, *not over 52% peroxide.*	Organic peroxide, 58.	Organic peroxide.						
Isopropyl phosphoric acid, solid *See* Isopropyl acid phosphate, solid.								
Jet thrust igniter. *See* Igniter, jet thrust.								
*Jet thrust unit (*jato*)	Class A explosive, 19.	Explosive A		No exemption, 173.79.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
*Jet thrust unit (*jato*)	Class B explosive, 17.	Explosive B		No exemption, 173.92.	550 pounds	Not permitted.	550 pounds	1,3. Not permitted on passenger vessels.
Ⓦ *Jute. See* Fibers.								
Ⓦ *Kapok. See* Fibers.								
Kerosene	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
*Lacquer. *See* *Paint, enamel, lacquer, stain, etc.								
*Lacquer base, liquid. *See* *Paint, enamel, lacquer, stain, etc.								
*Lacquer base, *or* lacquer chips, dry.	Flammable solid, 40.	Flammable solid.	Flammable solid.	173.153, 173.175.	100 pounds	25 pounds	100 pounds	1.
*Lacquer base *or* lacquer chips, plastic (*wet with alcohol or solvent*).	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.127.	25 pounds	1 quart	25 pounds	1,2. Passenger vessels: 1. *See* §176.300.
*Lacquer removing, reducing, *or* thinning compound. *See* Compound, lacquer, paint, *or* varnish, *etc.*, removing, reducing *or* thinning liquid.								
Lauroyl peroxide	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Lead arsenite, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Lead azide. See Initiating explosive.								
Ⓐ Lead chloride	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Lead cyanide	Highly toxic, 60.	Poison	Poison	173.370	No limit	25 pounds	No limit	1,2. Stow away from acids.
Ⓦ Lead dross	ORM-C	None	Corrosive	173.505, 173.1010.				1,2. Segregation same as for corrosive materials.
Lead mononitroresorcinate. See Initiating explosive.								
Lead nitrate	Oxidizing material, 50.	Oxidizer	Oxidizing, material; Oxidizer and Poison.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2. Stow away from foodstuffs.
Lead peroxide	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Stow away from foodstuffs.
Ⓦ Lead scrap. *See* Lead dross.								
Lead styphnate (lead trinitroresorcinate). See Initiating explosive.								
Lead sulfate, solid (*containing more than 3% free acid*).	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2.
*Leather bleach *or* dressing	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
*Leather bleach or dressing	Combustible liquid.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
Lighter fluid	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Lime-nitrogen. See calcium cyanamide, not hydrated, etc.								
Lime, unslaked. *See* Calcium oxide.								
Ⓐ Lindane	ORM-A	None		173.505, 173.510				
Liquefied hydrocarbon gas. *See* Hydrocarbon gas, liquefied.								
Liquefied nonflammable gas (*charged with nitrogen, carbon dioxide, or air*).	Nonflammable gas.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304.	300 pounds	30 pounds	30 pounds	1,2.
Liquefied petroleum gas	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Liquid other than one classed as flammable, corrosive, extremely or highly toxic or irritating, charged with nitrogen, carbon dioxide, or air See Compressed gas n.o.s.								
Lithium acetylide-ethylene diamine complex.	Flammable solid, 46.	Flammable solid and Dangerous when wet.		No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solid labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium aluminum hydride	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solid labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium aluminum hydride, ethereal.	Flammable liquid, 30.	Flammable liquid.	Dangerous when wet, Dangerous when wet and Flammable liquid.	No exemption, 173.137.	1 quart	Not permitted.	1 quart	1. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium amide, powdered	Flammable solid, 40.	Flammable solid.	Dangerous when wet.	173.153(a), 173.168.	100 pounds	25 pounds	100 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium borohydride	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium ferro silicon	Flammable solid, 44.	Flammable solid and Dangerous when wet.		No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium hydride	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium hydride in fused solid form.	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	100 pounds	Not permitted.	100 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium hypochlorite compound, dry (*containing more than 39% available chlorine*).	Oxidizing material, 51.	Oxidizer	Oxidizing material.	173.153, 173.217.	100 pounds	50 pounds	100 pounds	1,2.
Lithium metal	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium metal, in cartridges	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	173.206	25 pounds	1 pound	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium nitride	Flammable solid, 40.	Flammable solid and Dangerous when wet.		No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Lithium peroxide	Oxidizing material 51.	Oxidizer	Oxidizing material.	173.153(a), 173.154.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
Lithium silicon	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet.
London purple, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Low explosive. See Black powder.								
Low blasting explosive. See black powder.								
Lye. See Sodium hydroxide, solid.								
Magnesium aluminum phosphide	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet.
Magnesium arsenate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.367.	200 pounds	50 pounds	200 pounds	1,2.

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Magnesium dross, wet or hot.				Forbidden, 173.173.				
*Magnesium, metallic (*powdered, pellets, turnings, or ribbons*).	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Dangerous when wet.	173.153(a), 173.220.	100 pounds.	25 pounds.	100 pounds.	1,2. Segregation same as for flammable solids labeled Dangerous When Wet.
Magnesium nitrate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds.	25 pounds.	100 pounds.	1,2.
Magnesium perchlorate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds.	25 pounds.	100 pounds.	1,3. Stow away from powdered metals.
Magnesium peroxide, solid	Oxidizing material, 51.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds.	25 pounds.	100 pounds.	1,2. Keep dry.
*Magnesium scrap (*borings, clippings, shavings, sheet, turnings, or scalpings*).	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Dangerous when wet.	173.153(a), 173.220.	100 pounds.	Not permitted.	Not permitted.	1,2. Segregation same as for flammable solids labeled Dangerous When Wet.
Ⓐ Magnetized material	ORM-C	Magnetized material.		No exemption, 173.1020.				
Ⓐ Malathion	ORM-A	None		173.505, 173.510.				
Ⓐ Manganese dioxide	ORM-B	None		173.505, 173.510.				
Matches, block. See Matches, strike anywhere.								
Matches, safety, *book, card, or strike-on-box.*	Flammable solid, 40.	Flammable solid.	Flammable solid.	173.176(g)	50 pounds.	50 pounds.	50 pounds.	1,2. Passenger vessels: 1.
Matches, strike anywhere	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.176.	60 pounds.	Not permitted.	Not permitted.	1,2. Passenger vessels: 1.
Matting acid. See Sulfuric acid.								
*Medicines, n.o.s.	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons.	55 gallons.	See § 176.300. Passenger vessels: 1,2.
*Medicines, n.o.s., liquid	Corrosive material.	Corrosive		173.244, 173.245.	1 quart.	1 quart.	1 quart.	1,2.
*Medicines, n.o.s., solid	Corrosive material, 80.	Corrosive		173.244, 173.245b.	100 pounds.	25 pounds.	100 pounds.	1,2. Keep dry.
*Medicines, n.o.s.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons.	1 quart.	10 gallons.	1,2. Passenger vessels: 1.
*Medicines, n.o.s.	Flammable solid.	Flammable solid.		173.153, 173.154.	100 pounds.	25 pounds.	100 pounds.	1,2.
*Medicines, n.o.s.	Oxidizing material.	Oxidizer		173.153, 173.154.	100 pounds.	25 pounds.	100 pounds.	1,2.
*Medicines, n.o.s., liquid	Highly toxic	Poison		173.345, 173.346.	55 gallons.	1 quart.	55 gallons.	1,2. Passenger vessels: 1. Keep cool.
*Medicines, n.o.s., solid	Highly toxic	Poison		173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2. Keep cool.
Memtetrahydro phthalic anhydride.	Corrosive material, 80.	Corrosive		No exemption, 173.208.	1 quart.	Not permitted.	1 quart.	1,2. Passenger vessels: 1.
*Mercaptan mixture, aliphatic.	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		Not permitted. (See § 173.141(b)).	10 gallons.	See § 176.300. Passenger vessels: 1,2.
*Mercaptan mixture, aliphatic.	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.141.	10 gallons.	Not permitted (See § 173.141(b)).	10 gallons.	1,2. Keep cool Not permitted on passenger vessels (See § 173.141(b)).
Mecuric acetate	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric-ammonium chloride, solid.	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric benzoate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric bromide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	Not permitted.	25 pounds.	1,2.
Mercuric chloride, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.372.	200 pounds.	Not permitted.	25 pounds.	1,2.
Mecuric cyanide, solid	Highly toxic, 60.	Poison	Poison	173.370	200 pounds.	25 pounds.	200 pounds.	1,2. Stow away from acids.
Mercuric iodide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric iodide solution	Highly toxic, 60.	Poison		173.345, 173.346.	55 gallons.	1 quart.	55 gallons.	1,2.
Mercuric oleate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric oxide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric oxycyanide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	25 pounds.	200 pounds.	1,2. Stow away from acids.
Mercuric-potassium cyanide, solid.	Highly toxic, 60.	Poison	Poison	173.364, 173.365, 173.370.	200 pounds.	25 pounds.	200 pounds.	1,2. Stow away from acids.
Mercuric-potassium iodide, solid.	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric salicylate solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric subsulfate, solid	Highly toxic, 60.	Poison		173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric sulfate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercuric sulfo cyanate, solid or mercuric thiocyanate, solid.	Highly toxic,	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Mercurol, or mercury nucleate, solid.	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.

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Mercurous acetate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Mercurous bromide, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Mercurous gluconate, solid	Highly toxic, 60.	Poison		173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Mercurous iodide, solid	Highly toxic, 60.	Poison		173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Mercurous nitrate, solid	Oxidizing material, 50.	Oxidizer	Poison	173.153(a) 173.154.	100 pounds	50 pounds	100 pounds	1,2.
Mercurous oxide, black, solid.	Highly toxic, 60.	Poison		173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Mercurous sulfate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pouuds	200 pounds	1,2.
*Mercury compound, n.o.s., solid.	Highly toxic	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Mercury fulminate. See Initiating explosive.								
Ⓐ Mercury, metallic	ORM-B	None		No exemption, 173.860.		173.860	173.860	
Mesityl oxide	Flammable liquid, 32.	Flammable liquid and Poison.	Flammable liquid.	No exemption, 173.119.	10 gallons	1 quart	10 gallons	1,2. *See* § 176.300.
Ⓐ Metal borings, shavings, turnings, or cuttings.	ORM-C	None		173.505, 173.1025.				1,2. Keep dry. Not permitted if temperature of material is at or above 130° F.
Methane	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.302.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
Methanol. *See* Methyl alcohol.								
Methyl acetate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Methyl acetone	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Methylacetylene-propadiene, stabilized.	Flammable gas, 23.	Flammable gas.		173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Methyl acrylate, inhibited	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Methylal	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep Cool. Not permitted on passenger vessels.
Methyl alcohol	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Methyl amyl acetate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Methyl amyl ketone	Combustible liquid. 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Methyl bromide and more than 2% chloropicrin mixture, liquid.	Extremely toxic, 62.	Poison	Poison	No exemption, 173.353.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Not permitted on passenger vessels.
Methyl bromide and ethylene dibromide mixture, liquid.	Highly toxic, 60.	Poison	Poison	No exemption, 173.353.	55 gallons	Not permitted.	55 gallons	1.
Methyl bromide and nonflammable, nonliquefied compressed gas mixture, liquid.	Nonflammable gas, 26.	Nonflammable gas and Poison.		No exemption, 173.353.	Not permitted.	Not permitted.	Not permitted.	1. Stow away from living quarters. Not permitted on passenger vessels.
Methyl bromide, liquid (*bromomethane*) (*including up to 2% chloropicrin*).	Highly toxic, 60.	Poison	Nonflammable gas; Poison gas.	No exemption, 173.353.	55 gallons	Not permitted.	55 gallons	1. Stow away from living quarters. Segregation same as for nonflammable gas. Not permitted on passenger vessels.
Methyl butene	Flammable liquid, 30.	Flammable liquid.		No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Not permitted on passenger vessels.
Methyl butyrate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Methyl cellosolve. See Ethylene glycol monomethyl ether.								
Methyl cellosolve acetate. See Ethylene glycol monomethyl ether acetate.								
Methyl chloride	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1.2. Not permitted on passenger vessels.
Methyl chloride-methylene chloride mixture.	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
Methyl chlorocarbonate. *See* Methyl chloroformate.								
Ⓐ Methyl chloroform	ORM-A	None		173.505, 173.510, 173.605.		10 gallons	55 gallons	
Methyl chloroformate	Flammable liquid, 32.	Flammable liquid and Poison.	Flammable liquid: Flammable liquid, Poison, and Corrosive.	No exemption, 173.288.	5 pints	Not permitted.	5 pints	1,2. Passenger vessels; 1.
Methylchloromethyl ether, anhydrous.	Flammable liquid, 32.	Flammable liquid and Poison.	Flammable liquid.	No exemption, 173.143.	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Not permitted on passenger vessels.

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Methylcyclohexane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels; 1.
Methylcyclopentane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Methyl dichloroacetate	Corrosive material, 80.	Corrosive		173.244, 173.245.	1 quart	1 quart	1 quart	1,2.
Methyldichloroarsine	Extremely toxic, 62.	Poison		No exemption, 173.328.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Not permitted on passenger vessels.
Methyl dichlorosilane	Flammable liquid, 31.	Flammable liquid.	Flammable liquid: Flammable liquid and Corrosive	No exemption, 173.136.	10 gallons	Not permitted.	5 pints	1,2. Passenger vessels; 1.
Methylene chloride. *See* Dichloromethane.								
Methyl ethyl ketone	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels; 1.
Methyl ethyl ketone peroxide solution, *not over 60% peroxide.*	Organic peroxide, 59.	Organic peroxide.	Organic peroxide.					
Methyl ethyl pyridine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Methyl formate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Methylfuran	Flammable liquid, 30.	Flammable liquid.		173.118(a) 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Methyl hydrate. *See* Alcohol, n.o.s.								
Methylhydrazine	Flammable. liquid, 36	Flammable liquid and Poison.	Flammable liquid: Flammable liquid and Corrosive	No exemption, 173.145.	5 pints	Not permitted.	5 pints	1,2. Passenger vessels; 1. Stow separate from oxidizing materials and corrosives.
Methyl isobutyl ketone peroxide solution, *not over 68% peroxide.*	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Methyl isopropenyl ketone, inhibited.	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	1 gallon	1,2. Passenger vessels: 1.
Methyl magnesium bromide in ethyl ether *not over 40% concentration.*	Flammable liquid, 30.	Flammable liquid.	Spontaneousiy combustible material.	No exemption, 173.143.	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for flammable solids. Separate from flammable gases or liquids, oxidizing materials or organic peroxides.
Methyl mercaptan	Flammable gas, 24.	Flammable gas	Flammable gas	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Methyl methacrylate monomer, inhibited.	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Methyl methacrylate monomer, uninhibited (*high-purity, if acceptable under § 173.21 of this subchapter*).	Flammable liquid, 34.	Flammable liquid.		173.118, 173.119.	10 gallons	Not permitted.	Not permitted.	1,2. Passenger vessels: 1.
Methyl norbornene dicarboxylic anhydride. *See* Memtetrahydro phthalic anhydride.								
Methyl parathion, liquid	Highly toxic, 60.	Poison	Poison	No exemption, 173.358a.	1 quart	Not permitted.	1 quart	1,2. Shade from radiant heat.
*Methyl parathion mixture, dry (containing not more than 2% methyl parathion).	Highly toxic, 60.	Poison		173.377a, 173.372b.	200 pounds	50 pounds	200 pounds	1,2.
Methyl parathion mixture, dry, (*containing over 2% methyl parathion*).	Highly toxic	Poison		No exemption, 173.377a.	200 pounds	Not permitted.	200 pounds	1,2.
Methyl parathion mixture, liquid, (containing 25% or less methyl parathion).	Highly toxic	Poison		173.359a	1 quart	½ pint	1 quart	1,2.
Methyl parathion mixture, liquid, (*containing over 25% methyl parathion*).	Highly toxic	Poison		No exemption, 173.359a.	1 quart	Not permitted.	1 quart	1,2. Shade from radiant heat.
Methylpentadiene	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
Methyl pentane	Flammable liquid, 30.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Methyl phosphonothioic dichloride, anhydrous.	Corrosive material, 81.	Corrosive		173.244, 173.245, 173.245a	5 pints	1 quart	5 pints	1. Not permitted on passenger vessels.
Methyl phosphonous dichloride. *See* Corrosive liquid, n.o.s.	Corrosive material, 81.	Corrosive		173.244, 173.245, 173.245a.	5 pints	1 quart	5 pints	1. Not permitted on passenger vessels.
Methyl propionate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
Methyl propyl ketone	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
Methyl sulfate. *See* Dimethyl sulfate.								
Methyl sulfide	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2.Not permitted on passenger vessels. Keep cool.
Methyltrichlorosilane	Flammable liquid, 31.	Flammable liquid.	Flammable liquid; Flammable liquid and Corrosive.	No exemption, 173.135.	10 gallons	Not permitted.	5 pints	1,2. Passenger vessels: 1.

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					(a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	
Methyl vinyl ketone, inhibited.	Flammable liquid, 34.	Flammmable liquid.	Flammable liquid.	173.147	10 gallons	4 ounces	1 gallon	1,2. Passenger vessels: 1.
Mild detonating fuse, metal clad. See Fuse, mild detonating, metal clad.								
Mine rescue equipment containing carbon dioxide.	Nonflammable gas, 20.	Nonflammable gas.		173.306(a)(2).	300 pounds	150 pounds	300 pounds	1,2.
Mine, empty				173.55				
Mine, explosive, with gas material. See Explosive mine.								
*Mining reagent, liquid (*containing 20% or more cresylic acid*).	Corrosive material.	Corrosive		173.244, 173.245, 173.249a.	10 gallons	1 quart	1 quart	1,2.
Ⓐ Mipafox	ORM-A	None		173.505, 173.510.				
Mixed acid. *See* Nitrating (*mixed*) acid.								
Ⓐ Molybdenum pentachloride.	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Monobromotrifluoromethane.	Nonflammable gas, 20.	Nonflammable gas.		173.306, 173.304, 173.314.	300 pounds	150 pounds	300 pounds	1,2.
*Monochloroacetic acid solution.	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.294.	1 quart	1 quart	1 quart	1,2. Glass carboys in hampers not permitted under deck.
Monochlorodifluoromethane.	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	150 pounds	300 pounds	1,2.
Monochloroethylene. *See* Vinyl chloride.								
Monochloropentafluoroethane.	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304.	300 pounds	150 pounds	300 pounds	1,2.
Monochlorotetrafluoroethane.	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304, 173.314.	300 pounds	150 pounds	300 pounds	1,2.
Monochlorotrifluoromethane.	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304.	300 pounds	150 pounds	300 pounds	1,2.
Monoethylamine	Flammable liquid, 31.	Flammable liquid.	Flammable gas.	173.118(a), 173.148.	10 gallons	Not permitted.	5 pints	1,2. Segregation same as for flammable gas. Not permitted on passenger vessels.
Monoethanolamine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
*Monoethanolamine solution.	Corrosive material.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Monofluorophosphoric acid, anhydrous.	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.275.	1 gallon	Not permitted.	1 gallon	1,2. Keep dry.
Monomethylamine, anhydrous.	Flammable gas, 21.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Not permitted on passenger vessels.
*Monomethylamine, aqueous solution.	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	173.118, 173.119 (m).	10 gallons	1 quart	5 pints	1,2. Keep cool, Stow away from mercury and its compounds. Not permitted on passenger vessels.
Mortar stain, liquid	Combustible liquid.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Motar stain, liquid	Flammable liquid.	Flammable liquid.		173.118, 173.128.	55 gallons	1 quart	55 gallons	1, 2. Passenger vessels: 1.
Moth balls. See Naphthalene.								
Motion picture film. See Film.								
Motor fuel antiknock compound.	Extremely toxic, 67.	Poison	Poison	No exemption, 173.354.	55 gallons	Not permitted.	55 gallons	1. If flashpoint less than 141°F., segregation same as for flammable liquids. Not permitted on passenger vessels.
*Motor fuel n.o.s	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Motor fuel, n.o.s	Flammable liquid, 30.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Motor, internal combustion				173.120				
Motor vehicle, *etc., including automobile, motorcycle, truck, tractor, and other self-propelled vehicle or equipment powered by internal combustion engine, when offered new or used for transportation and which contain fuel in the engine or fuel tank or the electric storage battery is connected to either terminal of the electrical system.*				173.120, 173.257, 173.306.				1,2. Not permitted in nonventilated containers.
Muriatic acid. *See* Hydrochloric (muriatic) acid.								
*Naphtha	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Naphtha	Flammable liquid, 30.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Naphtha distillate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Naphtha distillate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119,	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Ⓐ Ⓦ Naphthalene *or* Naphthalin.	ORM-A	None	Flammable solid.	173.505, 173.655.		25 pounds	300 pounds	1,2. Segregation same as for flammable solids.
**Naphtha petroleum. See* Petroleum naphtha.								
*Naphtha, solvent	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Naphtha, solvent	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Natural gasoline. See Gasoline.								
Neohexane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Neon	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.302.	300 pounds	150 pounds	300 pounds	1,2.
New explosive or explosive device.				173.51(q), 173.86.				
Nickel carbonyl	Extremely toxic, 65	Poison and Flammable liquid.	Flammable liquid: Flammable liquid and Poison.	No exemption, 173.126.	Not permitted.	Not permitted.	Not permitted.	1. Keep cool. Not permitted on a vessel carrying explosives. Segregation same as for flammable liquids. Not permitted on passenger vessels.
Nickel catalyst, wet, *finely divided, activated, or spent.*	Flammable solid.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.233.	100 pounds	Not permitted.	100 pounds	1,2. Passenger vessels: 1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Nickel cyanide, solid	Highly toxic, 60.	Poison	Poison	173.370	200 pounds	25 pounds	200 pounds	1,2. Stow away from acids.
Nicotine hydrochloride	Highly toxic, 62.	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Nicotine, liquid	Extremely toxic, 62.	Poison	Poison	No exemption, 173.358.	Not permitted.	Not permitted.	55 gallons	1,2.
Nicotine salicylate	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
*Nicotine sulfate, liquid	Highly toxic, 60.	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Nicotine sulfate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Nicotine tartrate	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Nitrate of ammonia explosives. See High explosive.								
*Nitrate, n.o.s.	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Nitrating (*mixed*) acid	Oxidizing material, 51.	Oxidizer	Corrosive	No exemption, 173.267.	2½ pints	Not permitted.	1 quart	1. Segregation same as for corrosive materials. Not permitted on passenger vessels.
Nitrating (*mixed*) acid, spent.	Oxidizing material, 51.	Oxidizer	Corrosive	No exemption, 173.248.	1 quart	Not permitted.	1 quart	1. Segregation same as for corrosive materials. Not permitted on passenger vessels.
Nitric acid	Oxidizing material, 53.	Oxidizer and Corrosive.	Corrosive	No exemption, 173.268.	5 pints	Not permitted.	5 pints	1. Segregation same as for corrosive materials. Stow away from hydrazine, separated from diethylenetriamine. Not permitted on passenger vessels.
Nitric acid, fuming	Oxidizing material, 53.	Oxidizer and Corrosive.	Corrosive material; Corrosive and Oxidizer.	No exemption. 173.268.	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for corrosive materials. Stow away from hydrazine, separated from diethylenetriamine. Not permitted on passenger vessels.
Nitric ether. See Ethyl nitrate.								
Nitric oxide	Nonflammable gas, 26	Nonflammable gas and Poison.	Nonflammable gas; Poison gas and Oxidizer.	No exemption, 173.337.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Nitrobenzol, liquid (*oil of mirbane, nitrobenzene*).	Flammable liquid, 34.	Flammable liquid.	Poison	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Segregation same as for posions.
Nitro carbo nitrate	Oxidizing material, 54.	Oxidizer		173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Nitrocellulose, colloided, granular *or* flake, wet with not less than 20% alcohol *or* solvent, *or* block, wet with not less than 25% alcohol.	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.127.	25 pounds	1 quart	25 pounds	1,2. Passenger vessels: 1.
Nitrocellulose, colloided, granular *or* flake, wet with not less than 20% water.	Flammable solid, 40.	Flammable solid.	Flammable solid.	173.153, 173.184.	100 pounds	25 pounds	100 pounds	1.
Nitrocellulose, dry. See High explosive.								
Nitrocellulose flakes, wet with not less than 20% alcohol *or* solvent.	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.127.	25 pounds	1 quart	25 pounds	1,2. Passenger vessels: 1.
Nitrocellulose, wet with not less than 30% alcohol *or* solvent.	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.127.	25 pounds	1 quart	25 pounds	1,2. Passenger vessels: 1.
Nitrocellulose, wet with not less than 20% water.	Flammable solid, 40.	Flammable solid.	Flammable solid.	173.153, 173.184.	100 pounds	25 pounds	100 pounds	1. Not permitted on passenger vessels.
Nitrochlorobenzene, ortho, liquid.	Highly toxic, 60.	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Nitrochlorobenzene, meta *or* para, solid.	Highly toxic, 60.	Poison	Poison	173.364, 173.374.	200 pounds	50 pounds	200 pounds	1,2.
Nitrogen	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.302, 173.314.	300 pounds	150 pounds	300 pounds	1,2.

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Nitrogen dioxide, liquid	Oxidizing material, 53.	Oxidizer and Poison.	Nonflammable gas; Poison gas and Oxidizer.	No exemption, 173.336	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for nonflammable gases. Stow away from organic materials. Not permitted on passenger vessels.
Nitrogen fertilizer solution	Nonflammable gas.	Nonflammable gas.		173.306, 173.304, 173.314.	300 pounds	150 pounds	300 pounds	1,3.
Nitrogen, cryogenic liquid	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	No exemption, 173.304.	300 pounds	Not permitted.	300 pounds	1,3.
Nitrogen peroxide, liquid	Oxidizing material, 53.	Oxidizer and Poison.	Nonflammable gas; Poison gas and Oxidizer.	No exemption, 173.336.	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for nonflammable gas. Stow away from organic materials. Not permitted on passenger vessels.
Nitrogen tetroxide, liquid	Oxidizing material, 53.	Oxidizer and Poison.	Nonflammable gas; Poison gas and Oxidizer.	No exemption, 173.336.	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for nonflammable gases. Stow away from organic materials. Not permitted on passenger vessels.
Nitrogen tetroxide-nitric oxide mixture, *containing up to 33.2% by weight nitric oxide.*	Oxidizing material, 53.	Oxidizer and Poison.	Nonflammable gas; Poison gas and Oxidizer.	No exemption, 173.338.	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for nonflammable gases. Stow away from organic materials. Not permitted on passenger vessels.
Nitroglycerin, liquid, undesensitized.				Forbidden, 173.51(d).				
Nitroglycerin, liquid, desensitized. See High explosive, liquid.								
Nitroglycerin, spirits of. See Spirits of nitroglycerin.								
Nitroguanidine, dry. See High explosive.								
Nitroguanidine, wet with not less than 20% water.	Flammable solid, 40.	Flammable solid.	Flammable solid.	173.153, 173.184.	100 pounds	25 pounds	100 pounds	1,2. Not permitted on passenger vessels.
Nitrohydrochloric acid	Corrosive material, 80.	Corrosive	Corrosive	No exemption, 173.278.	5 pints	Not permitted.	5 pints	1. Not permitted on passenger vessels.
*Nitrohydrochloric acid, diluted.	Corrosive material, 80.	Corrosive		No exemption, 173.278.	5 pints	Not permitted.	5 pints	1. Not permitted on passenger vessels.
Nitromannite. See High explosive.								
Nitromethane	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.149a.	10 gallons	1 quart	10 gallons	1,2. *See* § 173.300.
Nitromuriatic acid. *See* Nitrohydrochloric acid.								
Nitrosoguanidine. *See* Initiating explosive.								
Nitrostarch, dry. *See* High explosive.								
Nitrostarch, wet with not less than 30% alcohol *or* solvent.	Flammable liquid, 34.	Flammable liquid.		173.118, 173.127.	25 pounds	1 quart	25 pounds	1,2. Passenger vessels: 1.
Nitrostarch, wet with not less than 20% water.	Flammable solid, 48.	Flammable solid.	Flammable solid.	173.153, 173.184.	100 pounds	25 pounds	100 pounds	1. Not permitted on passenger vessels.
Nitrosyl chloride	Nonflammable gas, 21.	Nonflammable gas.	Nonflammable gas; Poison gas and Corrosive.	173.306, 173.304, 173.314.	300 pounds	Not permitted.	300 pounds	1. Not permitted on passenger vessels.
Nitrourea. See High explosive.								
Nitrous oxide	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas: Nonflammable gas and Oxidizer.	173.306, 173.304, 173.315.	300 pounds	150 pounds	300 pounds	1,2. Under deck stowage must be in well-ventilated space.
Nitroxylol	Highly toxic, 60.	Poison		173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
Nonliquefied gas. See Compressed gas, n.o.s.								
Nonliquefield hydrocarbon gas.	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.302.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1.
Nonyl trichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Nordhausen acid. *See* Sulfuric acid.								
® Oakum	ORM-C	None		173.505, 173.1030.				1,2.
Octadecyltrichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Octane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
n-octanoyl peroxide	Organic peroxide, 58.	Organic peroxide.						
Octyl trichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
*Oil, *described as oil*, oil, n.o.s., petroleum oil, *or* petroleum oil, n.o.s.	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Oil, *described as oil*, oil, n.o.s., petroleum oil, *or* petroleum oil, n.o.s.	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Oiled clothing (*manufactured article properly dried to prevent spontaneous heating*). *See* Oiled material.								
Oiled paper (*manufactured article properly dried to prevent spontaneous heating*). *See* Oiled material.								
Ⓐ Ⓦ Oiled material (*manufactured article properly dried to prevent spontaneous heating*).	O RM-C	None		173.505, 173.1035.				1,2. Keep cool.
Oil of mirbane. *See* Nitrobenzol, liquid.								
Oil of vitriol. *See* Sulfuric acid.								
Oil well cartridge	Class C explosive, 15.	Class C explosive.		No exemption, 173.112.	150 pounds	50 pounds	150 pounds	1,3.
Oleum (*sulfuric acid fuming*)	Corrosive material, 84.	Corrosive	Corrosive	No exemption, 173.272.	10 pints	Not permitted.	5 pints	1,2. Passenger vessels: 1. Under deck stowage must be in metal drums only. Keep dry.
*Organic phosphate liquid, n.o.s.	Extremely toxic.	Poison	Poison	No exemption, 173.358.	Not permitted.	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
*Organic phosphate liquid, n.o.s.	Highly toxic	Poison	Poison	No exemption, 173.358a.	1 quart	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
*Organic phosphate compound mixture, dry, n.o.s. (containing not more than 2% organic phosphate).	Highly toxic	Poison	Poison	173.377a, 173.377b.	200 pounds	50 pounds	200 pounds	1,2. Not permitted on passenger vessels.
*Organic phosphate compound mixture, dry, n.o.s. (*containing more than 2% organic phosphate*).	Extremely toxic.	Poison	Poison	No exemption, 173.377.	Not permitted.	Not permitted.	200 pounds	1,2. Not permitted on passenger vessels.
*Organic phosphate compound mixture, dry, n.o.s. (*containing more than 2% organic phosphate*).	Highly toxic	Poison	Poison	No exemption, 173.377a.	200 pounds	Not permitted.	200 pounds	1,2. Not permitted on passenger vessels.
Organic phosphate compound, dry, n.o.s. *See appropriate entry:* "Organic phosphate compound mixture, dry, n.o.s."								
*Organic phosphate compound mixture, liquid, n.o.s.	Extremely toxic.	Poison	Poison	No exemption, 173.359.	Not permitted.	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
*Organic phosphate compound mixture, liquid, n.o.s.	Highly toxic	Poison	Poison	No exemption, 173.359a.	1 quart	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
*Organic phosphate compound mixture, liquid, n.o.s., containing 25% or less organic phosphate.	Highly toxic	Poison		173.359a	1 quart	½ pint	1 quart	1,2. Not permitted on passenger vessels.
*Organic phosphate compound mixture, liquid, n.o.s., containing 25% or less organic phosphate.	Extremely toxic.	Poison		No exemption, 173.359.	Not permitted.	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
*Organic phosphate, n.o.s. mixed with compressed gas.	Nonflammable gas, 26.	Nonflammable gas and Poison.		No exemption, 173.334.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Not permitted on passenger vessels.
Orthonitroaniline	Highly toxic, 60.	Poison	Poison	173.364, 173.373.	200 pounds	50 pounds	200 pounds	1,2.
Ⓐ Other Regulated Materials, Group A, n.o.s.	O RM-A	None		173.505, 173.510.				
Ⓐ Other Regulated Material, Group B, n.o.s.	O RM-B	None		173.525, 173.510.				
Ⓐ Other Regulated Material, Group D.	O RM-D	None		173.510 and applicable section according to class	65 pounds	65 pounds	65 pounds	
Oxide, spent. *See* Iron mass *or* sponge, spent.								
Oxidizing material, n.o.s	Oxidizing material.	Oxidizer	Oxidizing material.	173.153, 173.154.	25 pounds	25 pounds	25 pounds	1,2.
Oxidizing material packed with other articles.				173.152(a)				
Oxygen	Nonflammable gas, 22.	Oxidizer	Nonflammable gas; Nonflammable gas and Oxidizer.	173.306, 173.302, 173.314.	300 pounds	150 pounds	300 pounds	1,2. Under deck stowage must be in well ventilated space.
Oxygen, cryogenic liquid	Nonflammable gas, 22.	Oxidizer	Nonflammable gas; Nonflammable gas and Oxidizer.	No exemption, 173.304.	300 pounds	Not permitted.	Not permitted.	1,3. Stow separate from acetylene. Do not overstow with other cargo.
*Paint drier, liquid	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Paint drier, liquid	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.128.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
*Paint, enamel, lacquer, stain, shellac, *or* varnish; aluminum, bronze, gold, wood filler, liquid *or* lacquer base, liquid.	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.

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					(a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	
*Paint, enamel, lacquer stain, shellac, or varnish; aluminum, bronze, gold, wood filler, liquid, or lacquer base, liquid. *Paint, reducing or thinning compound. See *Compound, lacquer, paint, or varnish, reducing or thinning liquid, etc.	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.128.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
Paper caps. See Toy caps.								
® Paper scrap (when dry, clean, and free from oil).	ORM-C	None		173.505, 173.1075.				1,2.
Paper stock, wet	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.185.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Paper waste, wet. See Waste paper, wet.								
Paper waste (when dry, clean, and free from oil). See Paper scrap.								
p-chlorobenzoyl peroxide paste, not over 52% concentration.	Organic peroxide, 57.	Organic peroxide.						
p-chlorobenzoyl peroxide solution, not over 52% concentration.	Organic peroxide, 57.	Organic peroxide.						
p-chlorobenzoyl peroxide, wet, not over 76% concentration.	Organic peroxide, 57.	Organic peroxide.						
Paraldehyde	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	55 gallons	1 quart	55 gallons	1,2. See § 176.300.
Paramenthane hydroperoxide.	Organic peroxide, 57.	Organic peroxide.	Organic peroxide.					
Paranitraniline or paranitroaniline, solid.	Highly toxic, 60.	Poison	Poison	173.364, 173.373.	200 pounds	50 pounds	200 pounds	1,2.
Parathion and compressed gas mixture.	Nonflammable gas, 26.	Nonflammable gas and Poison.	Poison	No exemption, 173.334.	Not permitted.	Not permitted.	Not permitted.	1,2. Shade from radiant heat.
Parathion, liquid	Extremely toxic, 64.	Poison	Poison	No exemption, 173.358.	Not permitted.	Not permitted.	1 quart	1,2. Shade from radiant heat.
*Parathion mixture, dry, (containing not more than 2% parathion).	Highly toxic, 60.	Poison	Poison	173.377a, 173.377b	200 pounds	50 pounds	200 pounds	1,2. Shade from radiant heat.
Parathion mixture, dry (containing more than 2% parathion).	Extremely toxic, 62.	Poison	Poison	No exemption, 173.377.	Not permitted.	Not permitted.	200 pounds	1,2. Shade from radiant heat.
Parathion mixture, liquid	Extremely toxic.	Poison	Poison	No exemption, 173.350.	Not permitted.	Not permitted.	1 quart	1,2. Shade from radiant heat.
Paris green, solid. See Copper acetoarsenite, solid.								
Pelargonyl peroxide	Organic peroxide, 58.	Organic peroxide.						
Pentaborane	Extremely toxic, 65.	Poison and flammable liquid.	Spontaneously combustible material.	No exemption, 173.138.	Not permitted.	Not permitted.	Not permitted.	1. Segregation same as for flammable solids. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Pentachlorophenol	Highly toxic, 60.	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Pentaerythrite tetranitrate. See Initiating explosive.								
Pentaerythrite tetranitrate, desensitized, wet. See High explosive.								
Pentane	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118(a), 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Pentolite, dry. See High explosive.								
Peracetic acid solution, not over 43% peracetic acid and not over 6% hydrogen peroxide.	Organic peroxide, 57.	Organic peroxide.	Organic peroxide; Organic peroxide Corrosive.	173.223	5 pints	1 pint	5 pints	1. Shade from radiant heat. Not permitted on passenger vessels.
*Perchlorate, n.o.s.	Oxidizing material.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,3. Stow away from powdered metals.
Perchloric acid exceeding 72% strength.				Forbidden				
Perchloric acid, exceeding 50% but not exceeding 72% strength.	Oxidizing material, 55.	Oxidizer	Corrosive material; Corrosive and Oxidizer.	No exemption, 173.269.	5 pints	Not permitted.	5 pints	1. Not permitted on passenger vessels. Segregation same as for corrosive materials. Stow away from hydrazine.
*Perchloric acid, not exceeding 50% strength.	Oxidizing material, 55.	Oxidizer	Corrosive material; Corrosive and Oxidizer.	173.244(a)(1), 173.269.	5 pints	Not permitted.	5 pints	1. Segregation same as for corrosive materials. Stow away from hydrazine.
Perchloro-methyl-mercaptan.	Extremely toxic, 62.	Poison	Poison	173.345, 173.360.	Not permitted.	Not permitted.	10 pounds	1. Not permitted on passenger vessels.
Percussion cap	Class C explosive, 15.	Explosive C		No exemption, 173.107.	150 pounds	50 pounds	150 pounds	1,3.
Percussion fuze	Class C explosive, 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Ⓐ Perfluoro-2-butene	ORM-A	None		173.505, 173.510, 173.605.		10 gallons	55 gallons	
Permanganate of potash. See Potassium permanganate.								
*Permanganate, n.o.s.	Oxidizing material.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds, hydrogen peroxide, and acids.
Ⓦ Pesticide, water reactive, *including but not limited to fungicides, and herbicides, etc., which contain manganese ethylenebisdithio carbamate.*	ORM-C	None		173.505, 173.1040.				2. Keep dry.
Ⓦ Petroleum coke (calcined).	ORM-C							Not subject to Parts 170–189 of this subchapter if shipped below 130° F. Shipments are permitted at higher temperatures only when specifically authorized in writing by the Department.
Ⓦ Petroleum coke (*uncalcined*).	ORM-C	None		173.505, 173.1045.				1,2. Not permitted if temperature of material is at or above 130° F.
Petroleum crude. See Crude oil.								
*Petroleum distillate	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Petroleum distillate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Petroleum ether	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Petroleum gas, liquefied. See Liquefied petroleum gas.								
*Petroleum naphtha	Combustible liquid.	None		173.118a, 173.119a.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Petroleum naphtha	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ⓐ Phencapton	ORM-A	None		173.505, 173.510.				
Phenol. See Carbolic acid								
Ⓐ Phenylenediamine, meta or para, solid.	ORM-A	None	Poison	173.505, 173.510.				
Phenyl trichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry.
Phosgene (diphosgene)	Nonflammable gas, 29.	Nonflammable gas and Poison.	Nonflammable gas; Poison gas and Corrosive.	No exemption, 173.333.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Phosphine	Flammable gas, 29.	Flammable gas and Poison.		No exemption, 173.328.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
*Phosphoric acid (ortho) or Phosphoric acid solution.	Corrosive material, 80.	Corrosive	M.D.S., none	173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2. Glass carboys in hampers not permitted under deck.
Phosphoric acid triethyleneimine. *See* Tris-(1-aziridinyl phosphine oxide).								
Phosphoric anhydride (*phosphorus pentoxide*).	Corrosive material, 82.	Corrosive	Corrosive	No exemption, 173.188.	100 pounds	Not permitted.	100 pounds	1,2. Keep dry. Glass bottles not permitted under deck.
Phosphorus, amorphous, red.	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.189.	11 pounds	Not permitted.	11 pounds	1,2.
Phosphorus bromide. *See* Phosphorus tribromide.								
Phosphorus chloride. *See* Phosphorus trichloride.								
Phosphorus heptasulfide	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.225.	10 pounds	Not permitted.	10 pounds	1,2. Passenger vessels: 1 Separate from oxidizing materials.
Phosphorus oxybromide	Corrosive material, 82.	Corrosive	Corrosive	No exemption, 173.271.	1 quart	Not permitted.	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Phosphorus oxychloride	Corrosive material, 82.	Corrosive	Corrosive	No exemption, 173.271.	1 quart	Not permitted.	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Phosphorus pentachloride, solid.	Corrosive material, 84.	Corrosive	Corrosive	No exemption, 173.191.	5 pounds	Not permitted.	5 pounds	1. Keep dry.
Phosphorus pentasulfide	Flammable solid, 45.	Flammable solid, Poison, and Dangerous when wet.	Flammable solid.	No exemption, 173.225.	25 pounds	Not permitted.	11 pounds	1,2. Separate from oxidizing materials.
Phosphorus sesquisulfide	Flammable solid, 45.	Flammable solid, Poison and Dangerous when wet.	Flammable solid.	No exemption, 173.225.	11 pounds	Not permitted.	11 pounds	1,2. Passenger vessels: 1 Separate from oxidizing materials.
Phosphorus tribromide	Corrosive material, 82.	Corrosive	Corrosive	No exemption, 173.270.	1 quart	Not permitted.	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Phosphorus trichloride	Corrosive material, 84.	Corrosive	Corrosive	No exemption, 173.271.	1 quart	Not permitted.	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Phosphorus trisulfide	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.225.	10 pounds	Not permitted.	10 pounds	1,2. Passenger vessels: 1. Separate from oxidizing materials.

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Phosphorus, white or yellow, dry.	Flammable solid, 43.	Flammable solid and Poison.	Spontaneously combustible material.	No exemption, 173.190.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Phosphorus, white or yellow, in water.	Flammable solid, 43.	Flammable solid and Poison.	Spontaneously combustible material.	No exemption, 173.190, 173.232.	25 pounds	Not permitted.	25 pounds	1,2. Separate from flammable gases or liquids, oxidizing materials or organic peroxides. Not permitted on passenger vessels.
Phosphoryl chloride. *See* Phosphorus oxychloride.								
Photographic film. See Film.								
® Photographic flash lamp. *(Capable upon breakage of igniting flammable vapors or finely divided combustible substances.)*	ORM-C	None		No exemption, 173.1050.				1,2. Passenger vessels: 1.
Photographic flash powder. See Fireworks, special or Black powder.								
Picrate, dry. See High explosive.								
Picrate of ammonia. See High explosive.								
Picric acid, dry. See High explosive.								
Picric acid, wet, not exceeding 16 ounces in one outside package.				173.192				
Picric acid, wet, with not less than 10% water, over 25 pounds. See High explosive.								
Picric acid, wet, with not less than 10% water, *in excess of 16 ounces but not exceeding 25 pounds in one outside package.*	Flammable solid, 48.	Flammable solid.	Flammable solid.	No exemption, 173.193	25 pounds	1 pound	25 pounds	1. Under deck stowage permitted on cargo vessels if wet with more than 30% water. Not permitted on passenger vessels. Stow away from heavy metals and their compounds.
Pinane hydroperoxide	Organic peroxide, 57.	Organic peroxide.						
Pine oil	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Pinwheels. *See* Fireworks, common.								
Pivaloyl chloride. *See* Trimethyl acelylchloride.								
*Plastic solvent, n.o.s.	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Plastic solvent, n.o.s.	Flammable liquid.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Plutoniumnitrate solution	Radioactive material, 79.	Radioactive. (See § 172.403.)	Radioactive	173.393, 173.395, 173.396.				1,2.
Poisonous liquid, n.o.s.	Highly toxic	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
Poisonous solid, n.o.s.	Highly toxic	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2. Passenger vessels: 1.
*Polish, metal, stove, furniture or wood, liquid.	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2
*Polish, metal, stove, furniture or wood, liquid.	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.129.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels: 1.
**Polymerizable material*				173.21(b)				
*Polystyrene beads	Flammable solid, 40.	Flammable solid.		173.153, 173.154.	25 pounds	Not permitted.	25 pounds	1,2.
Potassium arsenate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Potassium arsenite, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
*Potassium bifluoride solution. *See* *Potassium hydrogen fluoride solution.								
Potassium bromate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds. Stow away from powdered metals.
Potassium chlorate (*potash chlorate*).	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.163.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds. Stow away from powdered metals.
Potassium cyanide, solid	Highly toxic, 60.	Poison	Poison	173.370	200 pounds	25 pounds	200 pounds	1,2. Stow away from acids.
*Potassium cyanide solution.	Highly toxic, 60.	Poison	Poison	173.345, 173.352.	55 gallons	1 quart	55 gallons	1,2. Stow away from acids.
Potassium dichloro-s-triazinetrione, *dry (containing more than 39% available chlorine).*	Oxidizing material, 54.	Oxidizer		173.153, 173.217.	100 pounds	50 pounds	100 pounds	1,2.
Ⓐ Potassium dichromate	ORM-A	None	M.D.S., none	173.505, 173.510.				
Ⓐ Potassium fluoride	ORM-A	None	Poison; Poison and Corrosive.	173.505, 173.510.				
*Potassium fluoride solution.	Corrosive material.	Corrosive		173.244, 173.249.	5 gallons	1 quart	5 gallons	1,2.
Potassium hydrate. *See* Caustic potash, dry, etc.								
*Potassium hydrogen fluoride solution.	Corrosive material.	Corrosive		173.244, 173.249.	5 gallons	1 quart	5 gallons	1,2.

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Ⓐ Potassium hydrogen sulfate, solid.	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Potassium hydroxide, dry solid, flake, bead, *or* granular.	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Keep dry. Do not stow with metals or alloys such as brass, copper, tin, zinc, aluminum solder, or lead.
*Potassium hydroxide, liquid *or* solution.	Corrosive material.	Corrosive	Corrosive	173.244, 173.249.	10 gallons	1 quart	10 gallons	1,2.
*Potassium hypochlorite solution. *See* Hypochlorite solutions containing more than 7% available chlorine by weight.								
Ⓐ Potassium metabisulfite	ORM-B	None		173.505, 173.510.				
Potassium, metallic	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Potassium, metallic liquid alloy.	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.202.	1 pound	Not permitted.	1 pound	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Potassium nitrate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Potassium nitrate mixed (*fused*) with sodium nitrite.	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.183.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds and cyanides. Stow away from foodstuffs.
Potassium nitrite	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds and cyanides. Stow away from foodstuffs.
Potassium perchlorate	Oxidizing material, 54.	Oxidizer	Oxidizing material.	173.153, 173.219.	100 pounds	25 pounds	100 pounds	1,3. Stow away from powdered metals.
Potassium permanganate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154, 173. 194.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds and hydrogen peroxide.
Potassium peroxide	Oxidizing material, 51.	Oxidizer	Oxidizing material.	No exemption, 173.154.	100 pounds	Not permitted.	100 pounds	1,2. Keep dry.
Potassium sulfide	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	173.153, 173.207.	300 pounds	25 pounds	300 pounds	1,2. Separate from liquid acids, flammable gases or liquids, oxidizing materials or organic peroxides.
Pressurized product. See Compressed gas, n.o.s.								
Primer. See Cannon primer, combination primer, or small-arm primer.								
Primer, detonating. See Detonating primer.								
Projectile, explosive. See Explosive projectile.								
Projectile, gas, nonexplosive. See Chemical ammunition, containing Extremely Toxic, Highly Toxic, or Irritating Material.								
Projectile, gas, smoke, or incendiary, with burster or booster with or without detonating fuze. See Explosive projectile.								
Projectile, illuminating, incendiary or smoke, with expelling charge but without bursting charge. See Fireworks, special.								
Projectile, sand-loaded, empty or solid.				173.55				
Propane or Liquefied petroleum gas. See Liquefied petroleum gas.								
*Propellant explosive	Class A explosive, 19.	Explosive A		No exemption, 173.64 (d).	173.86	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
*Propellant explosive, liquid.	Class B explosive, 17.	Explosive B		No exemption, 173.93.	10 pounds	Not permitted.	10 pounds	Magazine or 1,2. Not permitted on passenger vessels.
*Propellant explosive, solid.	Class B explosive, 17.	Explosive B		No exemption, 173.93.	10 pounds	Not permitted.	10 pounds	Magazine or 1,3. Not permitted on passenger vessels.
Propellant explosive (*solid, Class B, and small-arms primer*). *See* *Propellant explosive, solid.								
Propellant explosive in water (*smokeless powder*).	Class B explosive, 17.	Explosive B		No exemption, 173.93.	Not permitted.	Not permitted.	Not permitted.	Magazine or 1,3. Not permitted on passenger vessels.
Propellant explosive in water, unstable, condemned, *or* deteriorated (*smokeless powder*).	Class B explosive, 17.	Explosive B		No exemption, 173.93.	Not permitted.	Not permitted.	Not permitted.	Magazine or 1,3. Not permitted on passenger vessels.
Propionaldehyde	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.

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Propionic acid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	5 gallons	1 quart	5 gallons	1,2. Separated by a complete compartment or hold from organic peroxides. Separate longitudinally by a complete compartment or hold from explosives.
*Propionic acid solution	Corrosive material.	Corrosive	Corrosive	173.244, 173.245.	10 gallons	1 quart	10 gallons	1,2. Separated by a complete compartment or hold from organic peroxides. Separate longitudinally by a complete compartment or hold from explosives.
Propionic anhydride	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	10 gallons	1 quart	1 quart	1,2. Keep dry. Passenger vessels: 1.
Propionyl peroxide solution, *not over 28% concentration.*	Organic peroxide, 58.	Organic peroxide.						
Propyl acetate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Propylamine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
*Propyl alcohol. *See* Alcohol, n.o.s.								
Propyl chloride	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Propylene *or* Liquefied petroleum gas. *See* Liquefied petroleum gas.								
Propylene diamine	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Propylene dichloride	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Propylene imine, inhibited	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	No exemption, 173.139.	5 pints	Not permitted.	5 pints	1,2. Passenger vessels: 1.
Propylene oxide	Flammable liquid, 35.	Flammable liquid.	Flammable liquid.	173.118, 173.119 (m).	10 gallons	Not permitted.	1 gallon	1,2. Keep cool. Not permitted on passenger vessels.
Propyl formate	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Propyl mercaptan	Flammable liquid, 30.	Flammable liquid.		No exemption, 173.141.	10 gallons	Not permitted.	10 gallons	1,2. Not permitted on passenger passenger vessels.
Propyl trichlorosilane	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.280.	10 gallons	Not permitted.	10 gallons	1. Keep dry. Separate longitudinally by intervening compartment or hold from explosives.
Prussic acid. See Hydrocyanic acid (*prussic*), liquid *or* unstablized.								
Pyridine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid; Flammable liquid and Poison.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Pyrophoric liquid, n.o.s.	Flammable liquid, 38.	Flammable liquid.		No exemption, 173.134.	70 pounds	Not permitted.	Not permitted.	1. Shade from radiant heat. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Pyrophoric solid, n.o.s.	Flammable solid.	Flammable solid.		No exemption, 173.154.	70 pounds	Not permitted.	Not permitted.	1. Shade from radiant heat. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Pyro sulfuryl chloride	Corrosive material, 82.	Corrosive	Corrosive	173.244, 173.247.	1 quart	1 quart	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Pyroxylin plastic scrap	Flammable solid, 40.	Flammable solid.		No exemption, 173.195.	173.195(c)	Not permitted.	Not permitted.	1. Shade from radiant heat. Not permitted on passenger vessels.
Pyroxylin plastics, rods, sheets, rolls, or tubes.	Flammable solid, 40.	Flammable solid.		173.197	350 pounds	50 pounds	350 pounds	1,3. Passenger vessels: 1. Keep cool.
*Pyroxylin solution	Combustible liquid, 30.	None	Flammable solid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Pyroxylin solution	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Pyroxylin solvent, n.o.s.	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels 1,2.
*Pyroxylin solvent, n.o.s.	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Pyrrolidine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Quicklime. *See* Calcium oxide.								
Radioactive device, n.o.s.	Radioactive material (None).	None	Radioactive: None.	173.391(b)				1,2.
*Radioactive material, fissile, n.o.s.	Radioactive material 70 or 71 (§ 172.100(b)(1)).	Radioactive. (*See* § 172.403.)		173.393, 173.396.				1,2.
*Radioactive material, low specific activity *or* LSA, n.o.s.	Radioactive material 70 or 71 (§172. 100 (b)(1)).	Radioactive. (See §172.403.)	Radiocative; Radioactive Full load: No label.	173.392, 173.393.				1,2.

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*Radioactive material, n.o.s.	Radioactive material 70 or 71 (172.100 (b) (1)).	Radioactive (See §172.403.)		173.393, 173.395.				1,2.
Radioactive material, small quantity, n.o.s.	Radioactive material (none).	None	Radioactive; None.	173.391(a)				1,2.
* Radioactive material, special form, n.o.s.	Radioactive material 70 or 71 (§172.100 (b)(1)).	Radioactive. (See §172.403.)	Radioactive; Radioactive.	173.393, 173.394.				1,2.
Rags, oily	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.199.	Not permitted.	Not permitted.	Not permitted.	1,2. Keep dry, Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
® Rags, scrap (*when dry and free from oil*).	ORM-C	None		173.505, 173.1055.				1,3.
Rags, wet	Flammable solid 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.200.	Not permitted.	Not permitted.	Not permitted.	1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Railway fusee. See Fusee.								
Railway torpedo. *See* Torpedo, railway.								
Range oil. *See* Fuel oil.								
**Reducing compound, paint, varnish, lacquer, etc. See* *Compound, lacquer, paint, or varnish, etc., removing, reducing, or thinning, liquid.								
Refrigerant gas				173.314(c) Table, Note 13; 173.315 (a) Table Note 9.				
*Refrigerating machine	Nonflammable gas.	Nonflammable gas.		173.306(e)				1,3.
*Refrigerating machine	Flammable gas.	Flammable gas.		173.306(e)				1,3.
*Refrigerating machine	Flammable liquid.	Flammable liquid.		173.130 173.306 (e).				1,2. Passenger vessels: 1.
**Removing compound, paint, varnish, lacquer, etc., See* *Compound, lacquer, paint, or varnish, etc., removing reducing, or thinning, liquid.								
*Resin solution (*resin compound, liquid*).	Combustible liquid, 30.	None	Flammable liquid.	173.118a 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Resin solution (*resin compound, liquid*).	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	55 gallons	1 quart	55 gallons	1,2. Passenger vessels; 1.
Rifle grenade. See Grenade, hand or rifle, explosive.								
Rifle powder. See *Propellant explosive, or Black powder.								
Road asphalt or tar (*when heated to or above its flash point*). *See* Asphalt.								
Road asphalt or tar, liquid. *See* Asphalt, cut back.								
*Road oil	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Rocket fireworks. See Fireworks, common.								
Rocket ammunition with empty projectile.	Class B explosive, 17.	Explosive B		No exemption, 173.90.	Not permitted.	Not permitted.	Not permitted.	1,3. Not permitted on passenger vessels.
Rocket ammunition with explosive projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.57.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Rocket ammunition with gas projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.57.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Rocket ammunition with illuminating projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.57.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Rocket ammunition with incendiary projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.57.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Rocket ammunition with inert loaded projectile.	Class B explosive, 17.	Explosive B		No exemption, 173.90.	Not permitted.	Not permitted.	Not permitted.	1,3. Not permitted on passenger vessels.
Rocket ammunition with smoke projectile.	Class A explosive, 19.	Explosive A		No exemption, 173.57.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Rocket ammunition with solid projectile.	Class B explosive, 17.	Explosive B		No exemption, 173.90.	Not permitted.	Not permitted.	Not permitted.	1,3. Not permitted on passenger vessels.
Rocket body, with electric primer or electric squib.				173.55				
Rocket engine, liquid	Class B explosive, 17.	Explosive B		No exemption, 173.95.	Not permitted.	Not permitted.	Not permitted.	Magazine or 1,2. Not permitted on passenger vessels.

(1) Hazardous material	(2) Classification and hazard information number	(3) Label(s) required (if not exempt)	(4) UN class and label(s)	(5) Exemptions and packaging (see sec.)	(6) Maximum quantity in one package (a) Express railcar	(b) Passenger-carrying railcar or aircraft	(c) Cargo-only aircraft	(7) Vessels, stowage, special handling, and special segregation
Rocket head. *See* Explosive projectile.								
*Rocket motor	Class A explosive, 19.	Explosive A		No exemption, 173.79.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
*Rocket motor	Class B explosive 17.	Explosive B		No exemption, 173.92.	550 pounds	Not permitted.	550 pounds	1,3. Not permitted on passenger vessels.
Roman candle. *See* Fireworks, common.								
Ⓦ Rosin (*colaphony*) or Resin.	ORM-C	None		173.505, 173.1060.				1,2.
*Rough ammoniate tankage (*less than 7% moisture content*).	Flammable solid.	Flammable solid.		No exemption, 173.210.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
*Rough ammoniate tankage 7% or more moisture content.	Flammable solid.	Flammable solid.		No exemption, 173.210.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Ⓦ Rubber curing compound (*solid*).	ORM-C	None		173.505, 173.1065.				1,2.
Rubber scrap or rubber buffings.	Flammable solid, 40.	Flammable solid.	Flammable solid.	173.153, 173.201.	10 pounds	10 pounds	10 pounds	1,2.
*Rubber shoddy, regenerated rubber, or reclaimed	Flammable solid, 40.	Flammable solid.	Flammable solid.	173.153, 173.201.	10 pounds	10 pounds	10 pounds	1,2.
Rubidium metal	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solid labled Dangerous when wet. Not permitted on passenger vessels.
Rubidium metal, in cartridges.	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	173.206	25 pounds	1 pound	25 pounds	1,2. Segregation same as for flammable solid labeled Dangerous when wet. Not permitted on passenger vessels.
Rum, denatured	Flammable liquid, 30.	Flammable liquid.		173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Rust preventive coating	Combustible liquid, 30.	None		173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
Shell, fireworks. *See* Fireworks, common or special.								
Ship, distress signal. *See* Fireworks, special.								
Signal flare	Class C explosive, 15.	Explosive C		No exemption, 173.108.	200 pounds	50 pounds	200 pounds	1,2.
Silicofluoric acid. *See* Hydrofluosilicic acid.								
Silicon chloride or silicon tetrachloride.	Corrosive material, 82.	Corrosive	Corrosive	173.244(a)(1), 173.247.	1 gallon	1 quart	1 gallon	1. Keep dry. Glass carboys not permitted on passenger vessels.
Silicon chrome, exothermic. *See* Exothermic silicon-chrome.								
Silicon tetrafluoride	Nonflammable gas, 21.	Nonflammable gas.	Nonflammable gas; Poison gas and Corrosive.	173.306, 173.302.	300 pounds	Not permitted.	300 pounds	1. Stow away from foodstuffs. Not permitted on passenger vessels.
Silver cyanide	Highly toxic, 60.	Poison	Poison	173.370		25 pounds		1,2. Stow away from acids.
Silver nitrate	Oxidizing material, 51.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2. Stow away from foodstuffs.
Safety fuse. *See* Fuse, safety.								
Safety squib	Class C explosive, 15.	Explosive C		No exemption, 173.106.	150 pounds	50 pounds	150 pounds	1,3.
Salute. *See* Fireworks common or special.								
Sample of explosive				173.86	173.86	Not permitted	Not permitted	
Sand acid. *See* Hydrofluosilicic acid.								
Ⓦ Sawdust (*when dry, clean, and free from oil*).	ORM-C	None		173.505, 173.1070				1,2. Keep dry.
Selenic acid, liquid	Corrosive material, 80.	Corrosive		No exemption, 173.245.	5 pints	Not permitted.	5 pints	1,2.
Self-lighting cigarette	Flammable solid.	Flammable solid.	Flammable solid.	173.21(d)	Not permitted.	Not permitted.	Not permitted.	1,2. Keep dry.
Self-propelled vehicle				173.120, 173.257, 173.306.				
Shaped charge, commercial. *See* High explosive				173.65(h)				
Shellac. *See* *Paint, enamel, lacquer, stain, shellac, varnish, etc.								
Sisal. *See* Fibers.								
**Sludge acid.* *See* Acid, sludge.								
Small arms ammunition	Class C explosive, 15.	Explosive C		No exemption, 173.101.	150 pounds	50 pounds	150 pounds	1,3.
Small arms ammunition, irritating (*tear gas*) cartridge.	Class C explosive, 15.	Irritant		No exemption, 173.101.	150 pounds	Not permitted.	150 pounds	1,3.
Small arms primer	Class C explosive, 15.	Explosive C		No exemption, 173.107.	150 pounds	50 pounds	150 pounds	1,3.

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Smoke generator. See Chemical ammunition, Extremely toxic or Highly Toxic Material.								
Smoke candle	Class C explosive, 15.	Explosive C		No exemption, 173.108.	200 pounds	50 pounds	200 pounds	1,3.
Smoke grenade	Class C explosive, 15.	Explosive C		No exemption, 173.108.	200 pounds	50 pounds	150 pounds	1,3.
Smokeless powder for cannon or small arms. See Propellant explosive, Class A *or* B.								
Smokeless powder for small arms (*100 pounds or less.*)	Flammable solid, 40.	Flammable solid.		173.88(f), 173.197a	8 pounds	Not permitted.	Not permitted.	1,3. Segregation same as for explosives.
Smoke pot	Class C explosive, 15.	Explosive C		No exemption, 173.108.	200 pounds	50 pounds	200 pounds	1,3.
Smoke projectile with bursting charge. See Explosive projectile.								
Smoke projectile with expelling charge but without bursting charge. See Fireworks, special.								
Smoke signal	Class C explosive, 15.	Explosive C		No exemption, 173.108.	200 pounds	50 pounds	200 pounds	1,3.
Soda amatol. See High explosive.								
Soda lime, solid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
Ⓐ Sodium aluminate, solid	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Sodium aluminate solution	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.249.	5 gallons	1 quart	5 gallons	1,2.
Sodium aluminum hydride	Flammable solid, 46.	Flammable solid and Dangerous when wet.		No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Sodium amide	Flammable solid, 40.	Flammable solid.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solid labeled Dangerous When Wet. Not permitted on passenger vessels.
Sodium arsenate	Highly toxic, 60.	Poison	Poison	173.364, 173.365, 173.368.	300 pounds	50 pounds	200 pounds	1,2.
*Sodium arsenite (*solution*), liquid.	Highly toxic, 60.	Poison	Poison	173.345, 173.346.	55 gallons	1 quart	55 gallons	1,2.
Sodium azide	Highly toxic, 60.	Poison	Poison	173.364, 173.375.	100 pounds	50 pounds	100 pounds	1,2. Stow away from heavy metals, especially lead and their compounds. Stow separate from acids.
Sodium bisulfate, solid or solution. *See appropriate* Sodium hydrogen sulfate entry.								
Sodium bisulfite, solid. *See* Sodium hydrogen sulfite, solid.								
Sodium bromate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Stow separate from ammonium compounds. Stow away from powdered metals.
Sodium chlorate (*soda chlorate*).	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.163.	100 pounds	25 pounds	100 pounds	1,2. Stow separate from ammonium compounds. Stow away from powdered metals.
Sodium chlorite	Oxidizing material, 54.	Oxidizer	Oxidizing material.	No exemption, 173.160.	100 pounds	Not permitted.	100 pounds	1,2. Stow separate from ammonium compounds. Stow away from powdered metals.
Sodium chlorite solution (*not exceeding 42% sodium chlorite*).	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.263.	4 gallons	1 quart	4 gallons	1,2. Glass carboys in hampers not permitted under deck. Passenger vessels; 1.
Sodium cyanide, solid	Highly toxic, 60.	Poison	Poison	173.370	200 pounds	25 pounds	200 pounds	1,2. Stow away from acids.
*Sodium cyanide solution	Highly toxic	Poison	Poison	173.345, 173.352.	55 gallons	1 quart	55 gallons	1,2. Stow away from acids.
Sodium dichloro-s-triazinetrione.	Oxidizing material, 54.	Oxidizer		173.153, 173.217.	100 pounds	50 pounds	100 pounds	1,2.
Ⓐ Sodium dichromate	ORM-A	None	Oxidizing material.	173.505, 173.510.				
Ⓐ Sodium fluoride, solid	ORM-A	None	Poison	173.505, 173.510.				
*Sodium fluoride solution	Corrosive material.	Corrosive	Poison; Poison and Corrosive.	173.244, 173.245.	5 gallons	1 quart	5 gallons	1,2. Stow away from acids.
Sodium hydrate. *See* Caustic soda, dry, etc.								
Sodium hydride	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.198.	50 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Ⓐ Sodium hydrogen sulfate, solid.	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	

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*Sodium hydrogen sulfate solution.	Corrosive material.	Corrosive	Corrosive	173.244, 173.245.	1 gallon	1 quart	1 gallon	1,2.
Ⓐ Sodium hydrogen sulfite, solid.	ORM-B	None		173.505, 173.510, 173.800.		25 pounds	100 pounds	
Sodium hydrosulfite (*sodium dithionite*).	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	173.153, 173.204.	100 pounds	25 pounds	100 pounds	1,2. Keep dry. Below deck stowage in metal drums only. Separate from flammable gases, liquids, oxidizing materials, or organic peroxides.
Sodium hydroxide, dry solid, flake, bead, or granular.	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	200 pounds	1,2. Keep dry.
*Sodium hydroxide, liquid or solution.	Corrosive material.	Corrosive	Corrosive	173.244, 173.249.	10 gallons	1 quart	5 gallons	1,2.
Ⓐ Sodium metabisulfite	ORM-B	None		173.505, 173.510.				
Sodium, metallic	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Sodium, metallic, dispersion in organic solvent.	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.230.	10 pounds	Not permitted.	10 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Sodium, metallic liquid alloy.	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.202.	1 pound	Not permitted.	1 pound	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
*Sodium methylate, alcohol mixture.	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Sodium methylate, alcohol mixture.	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
*Sodium methylate, alcohol mixture.	Corrosive material.	Corrosive		173.244, 173.145.	10 gallons	1 quart	1 quart	1,2.
Sodium methylate, dry	Flammable solid, 40.	Flammable solid.	Dangerous when wet.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Passenger vessels: 1.
Sodium monoxide, solid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
Sodium nitrate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Sodium nitrate bags. See Bags, sodium nitrate, empty and unwashed.								
Sodium nitrite	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154, 173.234.	100 pounds	25 pounds	100 pounds	1,2. Stow separate from ammonium compounds and cyanides. Stow away from foodstuffs. Bagged material not permitted on passenger vessels.
Sodium nitrite mixed (*fused*) with potassium nitrate.	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.183,	100 pounds	25 pounds	100 pounds	1,2. Stow separate from ammonium compounds and cyanides. Stow away from foodstuffs.
Sodium nitrite mixture (*sodium nitrate, sodium nitrite, and potassium nitrate*).	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.234.	100 pounds	25 pounds	100 pounds	1,2. Stow separate from ammonium compounds and cyanides. Stow away from foodstuffs.
Ⓐ Sodium pentachlorophenate.	ORM-A	None		173.505, 173.510.				
Sodium permanganate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Separate from ammonium compounds and hydrogen peroxide.
Sodium peroxide	Oxidizing material, 51.	Oxidizer	Oxidizing material.	No exemption, 173.187.	100 pounds	Not permitted.	100 pounds	1,2. Passenger vessels: 1. Keep dry. Stow away from powdered metals, permanganates, combustible packing of other cargo, and combustible foodstuffs.
Sodium phenolate, solid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	25 pounds	1,2.
Sodium phosphide	Flammable solid., 45.	Flammable solid and Dangerous when wet.	Dangerous when wet; Dangerous when wet and Poison.	No exemption, 173.154.	25 pounds	Not permitted.	25 pounds	1. Not permitted on passenger vessels.
Sodium picramate, wet *with* at least 20% of water.	Flammable solid, 48.	Flammable solid.	Flammable solid.	No exemption, 173.205.	25 pounds	Not permitted.	25 pounds	1,2. Stow away from heavy metals, especially lead, and their compounds. Not permitted on passenger vessels.
Sodium potassium alloy	Flammable solid, 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	25 pounds	Not permitted.	25 pounds	1,2. Under deck stowage must be readily accessible. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Sodium sulfate, acid. *See appropriate* Sodium hydrogen sulfate entry.								
*Sodium sulfide, anhydrous	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	173.153, 173.207.	300 pounds	25 pounds	300 pounds	1,2. Stow separate from liquid acids. Separate from flammable gases or liquids, oxidizing materials or organic peroxides.
*Solvent, n.o.s.	Combustible liquid, 30.	None	Flammable liquid.	173.405, 173.425.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels: 1,2.
*Solvent, n.o.s.	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	15 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.

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*Sparklers. *See* Fireworks, common.								
Spent iron mass. See Iron mass, spent.								
Spent iron sponge. See Iron sponge, spent.								
Spent mixed acid. See Nitrating acid.								
Spent oxide. See Oxide, spent.								
Spent sulfuric acid. See sulfuric acid, spent.								
Spirits of nitroglycerin, (*1 to 10%*)	Flammable liquid, 34.	Flammable liquid.	Explosive	No exemption, 173.133.	6 quarts	Not permitted.	6 quarts	1,2. Segregation same as for explosives. Not permitted on passenger vessels.
Spirits of nitroglycerin, not exceeding 1% nitroglycerin by weight.	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.133.	6 quarts	1 quart	6 quarts	1,2. Passenger vessels: 1.
Spirits of salt. *See* Hydrochloric acid.								
Sporting powder. See Black powder *or* Propellant explosive, solid, Class B explosive.								
Spray starting fluid. See Engine starting fluid.								
Spreader cartridge. See Fireworks, special.								
Squib, electric or safety. See Electric squib *or* Safety squib.								
Stain. See * Paint, enamel, lacquer, stain, shellac, varnish, etc.								
Stannic phosphide	Flammable solid 46.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.154-	25 pounds	Not permitted.	25 pounds	1. Segregation same as for flammable solid labeled Dangerous when wet. Not permitted on passenger vessels.
Ⓐ Stannous chloride, solid	ORM-B	None	Corrosive	173.505, 173.510.				
*Starter cartridge	Class B explosive 17.	Explosive B		No exemption, 173.92.	200 pounds	Not permitted.	200 pounds	1,3. Not permitted on passenger vessels.
*Starter cartridge	Class C explosive, 15.	Explosive C		No exemption, 173.102.	150 pounds	50 pounds	150 pounds	1,3.
Storage battery wet. See Battery, electric storage, wet.								
Straw. *See* Hay.								
Strontium arsenite, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Strontium chlorate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.163.	100 pounds	25 pounds	100 pounds	1,2. Stow separate from ammonium compounds. Stow away from powdered metals.
*Strontium chlorate, wet	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.163.	200 pounds	25 pounds	200 pounds	1,2. Stow separate from ammonium compounds. Stow away from powdered metals.
Strontium nitrate	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.182.	100 pounds	25 pounds	100 pounds	1,2.
Strontium peroxide	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds	25 pounds	100 pounds	1,2. Keep dry.
*Strychnine, solid	Extremely toxic, 62.	Poison	Poison	No exemption, 173.377.	Not permitted.	Not permitted.	200 pounds	1,2.
*Strychnine salt, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds	50 pounds	200 pounds	1,2.
Styphnate of lead. See Initiating explosive.								
Ⓐ Ⓦ Styrene monomer, inhibited.	Combustible liquid, 34.	None		173.118a, 173.119a.		1 gallon	55 gallons	*See* § 176.300, Passenger vessels: 1,2.
Succinic acid peroxide, dry	Organic peroxide, 59.	Organic peroxide.	Organic peroxide; Organic peroxide and Explosive.					
Ⓦ Sulfur, solid	ORM-C	None	Flammable solid.	173.505, 173.1080.				1,2. Protect from sparks and open flame. Stow separate from oxidizing materials. Segregation same as for flammable solids.
Sulfur chloride (*mono and di*).	Corrosive material, 82.	Corrosive	Corrosive	No exemption, 173.247.	1 gallon	Not permitted.	1 gallon	1. Keep dry. Glass carboys not permitted on passenger vessels.
Sulfur dioxide	Nonflammable gas, 21.	Nonflammable gas.	Poison gas	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Stow away from living quarters. Not permitted on passenger vessels.
Sulfur flower. *See* Sulfur.								
Sulfur hexafluoride	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.304.	300 pounds	150 pounds	300 pounds	1,2.
Sulfuric acid (*oil of vitriol*) (*For fuming sulfuric acid, see Oleum*).	Corrosive material, 84.	Corrosive	Corrosive	173.244, 173.272.	10 pints	1 quart	1 gallon	1. Keep dry. Under deck stowage is permitted on cargo vessels only in metal drums.
Sulfuric acid, spent	Corrosive material, 84.	Corrosive	Corrosive	No exemption, 173.248.	1 quart	Not permitted.	1 quart:	1. Under deck stowage is permitted on cargo vessels only in metal drums.
Sulfuric anhydride. *See* Sulfur trioxide, stabilized.								

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Sulfurous acid	Corrosive material, 81.	Corrosive	Corrosive	173.244, 173.245.	2 gallons	2 gallons	2 gallons	1,2. Glass carboys in hampers not permitted under deck. Passenger vessels: 1.
Sulfur trioxide, stabilized	Corrosive material, 84.	Corrosive	Corrosive	173.244(a), 173.272.	1 gallon	Not permitted.	1 gallon	1,2. Keep dry. Glass bottles not permitted under deck.
Sulfuryl chloride	Corrosive material, 82.	Corrosive	Corrosive	173.244(a), 173.247.	1 quart	Not permitted.	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Sulfuryl fluoride	Nonflammable gas, 21.	Nonflammable gas.		173.304, 173.306, 173.314.	300 pounds	150 pounds	300 pounds	1,3. Passenger vessels: 1.
Sulphur. *See* Sulfur.								
Supplementary charge (explosive).	Class A explosive, 19.	Explosive A		No exemption, 173.69.	Not permitted.	Not permitted.	Not permitted.	Magazine. Not permitted on passenger vessels.
Tankage. See Garbage tankage.								
*Tankage fertilizer	Flammable solid.	Flammable solid.		No exemption, 173.209.	Not permitted.	Not permitted.	Not permitted.	1. Keep dry. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
*Tankage, rough ammoniate.	Flammable solid.	Flammable solid.		No exemption, 173.210.	Not permitted.	Not permitted.	Not permitted.	1. Keep dry. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Tank car, containing residual phosphorus and filled with water or inert gas.				173.232				
Ⓡ Tank car, empty (*previously used for a hazardous material*).				173.29				
Tank car empty (*previously used for an extremely toxic material*).				172.506, 173.29.				
Tank truck, empty				173.505, 173.29.				
Ⓡ Tank, portable, empty (*previously used for a hazardous material*).				172.505, 173.29.				
*Tar, liquid	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119b.		15 gallons	55 gallons	*See* § 176.300. Passenger vessels; 1,2.
*Tar, liquid	Flammable liquid 30.	Flammable liquid.	Flammable liquid.	173.118, 173.131.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Tear gas ammunition. See Chemical ammunition (containing an irritant material).								
Tear gas candle	Irritating material, 05.	Irritant	Poison	No exemption, 173.385.	75 pounds	Not permitted.	75 pounds	1. Stow away from living quarters. Not permitted on passenger vessels.
Tear gas cartridge. See Small arms ammunition irritating (*tear gas*) cartridge.								
Tear gas grenade. See Grenade, tear gas.								
Tertiary alcohol. See Alcohol, n.o.s.								
Ⓐ Ⓡ Tetrachloroethane	ORM-A	None	Poison	173.505, 173.620.		1 quart	10 gallons	1,2.
Ⓒ Tetrachloroethylene	ORM-A	None	M.D.S., none	173.505, 173.510, 173.605.		10 gallons	55 gallons	
Tetraethyl dithio pyrophosphate and compressed gas mixture.	Extremely toxic, 26.	Nonflammable gas and Poison.	Poison; Poison and Nonflammable gas.	No exemption, 173.334.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Stow away from living quarters. Segregation same as for nonflammable gases. Not permitted on passenger vessels.
Tetraethyl dithio pyrophosphate, liquid.	Extremely toxic, 64.	Poison	Poison	No exemption, 173.358a.	Not permitted.	Not permitted.	1 quart	1. Not permitted on passenger vessels.
*Tetraethyl dithio pyrophosphate mixture, dry (containing not more than 2% tetraethyl dithio pyrophosphate).	Highly toxic, 60.	Poison	Poison	173.377a, 173.377b.	200 pounds	50 pounds	200 pounds	1. Not permitted on passenger vessels.
Tetraethyl dithio pyrophosphate mixture, dry (*containing more than 2% tetraethyl dithio pyrophosphate*).	Extremely toxic, 62.	Poison	Poison	No exemption, 173.377.	Not permitted.	Not permitted.	Not permitted.	1. Not permitted on passenger vessels.
Tetraethyl dithio pyrophosphate mixture, liquid.	Extremely toxic.	Poison	Poison	No exemption, 173.359.	Not permitted.	Not permitted.	1 quart	1. Not permitted on passenger vessels.
1,2,3,6-Tetrahydrobenzaldehyde.	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	quart	1,2.
Tetraethyl lead, liquid (*including flash point for export shipment by water*).	Extremely toxic, 67.	Poison	Poison	No exemption, 173.354.	Not permitted.	Not permitted.	55 gallons	1. If flash point is 141° F. or less, segregation must be the same as for flammable liquids. Not permitted on passenger vessels.
Tetraethyl pyrophosphate, liquid.	Extremely toxic, 64.	Poison		No exemption, 173.358.	Not permitted.	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
*Tetraethyl pyrophosphate, mixture, dry (containing not more than 2% tetraethyl pyrophosphate).	Highly toxic, 60.	Poison		173.377a, 173.377b.	200 pounds	50 pounds	200 pounds	1,2. Not permitted on passenger vessels.

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Tetraethyl pyrophosphate mixture, dry (*containing more than 2% tetraethyl pyrophosphate*).	Extremely toxic, 62.	Poison		No exemption, 173.377.	Not permitted.	Not permitted.	200 pounds.	1,2. Not permitted on passenger vessels.
Tetraethyl pyrophosphate mixture, liquid.	Extremely toxic.	Poison		No exemption, 173.359.	Not permitted.	Not permitted.	1 quart	1,2. Not permitted on passenger vessels.
Tetraethyl pyrophosphate and compressed gas mixture.	Extremely toxic, 26.	Nonflammable gas and Poison.	Poison; Poison and Nonflammable gas.	No exemption, 173.334.	Not permitted.	Not permitted.	Not permitted.	1. Shade from radiant heat. Stow away from living quarters. Segregation same as for nonflammable gases. Not permitted on passenger vessels.
Tetrafluoroethylene, inhibited	Flammable gas, 23.	Flammable gas.	Nonflammable gas.	173.306, 173.304.	300 pounds.	Not permitted.	300 pounds.	1,2. Stow away from living quarters. Segregation same as for nonflammable gas.
Tetrahydrofuran	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	10 gallons	Not permitted.	10 gallons	1,2. Keep cool. Not permitted on passenger vessels.
Tetralinehydroperoxide	Organic peroxide, 57.	Organic peroxide.						
Tetramethyl ammonium hydroxide, liquid.	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
1,1,3,3-tetramethyl butyl hydroperoxide.	Organic peroxide, 57.	Organic peroxide.						
1,1,3,3-tetramethyl butyl peroxy-3-ethyl hexanoate.	Organic peroxide, 58.	Organic peroxide.						
Ⓐ Tetramethyl methylene diamine.	ORM-A	None		173.505, 173.510.				
Tetranitromethane	Oxidizing material, 55.	Oxidizer	Oxidizing material.	No exemption, 173.203.	25 pounds.	Not permitted.	Not permitted.	1. Shade from radiant heat. Stow away from foodstuffs. Not permitted on passenger vessels.
Tetrazene (guanyl nitrosamino guanyl tetrazene). See Initiating explosive.								
Tetryl. See High exposive.								
*Textile treating compound mixture, liquid.	Corrosive material.	Corrosive		173.244, 173.245, 173.249a.	10 gallons	1 quart	1 quart	1,2.
Textile waste. See Cotton waste.								
Textile waste, wet	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.211.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
*Thallium salt, solid, n.o.s.	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Thallium sulfate, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Thinner for rust preventive coating. See * Rust preventive coating.								
Thinning compound, paint, varnish, lacquer, etc. See *Paint, enamel, lacquer, stain, shellac, varnish, etc.								
Thiocarbonyl-chloride. See Thiophosgene.								
Thioglycolic acid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	1 gallon	1 quart	1 gallon	1,2. Glass carboys in hampers not permitted under deck.
Thionyl chloride	Corrosive material, 81.	Corrosive	Corrosive	No exemption, 173.247.	1 gallon	Not permitted.	1 gallon	1. Keep dry. Glass carboys not permitted on passenger vessels.
Thiophosgene	Highly toxic, 60.	Poison		No exemption, 173.356.	1 gallon	Not permitted.	1 gallon	1. Shade from radiant heat. Not permitted on passenger vessels.
Thiophosphoryl chloride	Corrosive material, 83.	Corrosive	Corrosive	No exemption, 173.271.	1 quart	Not permitted.	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Ⓐ Thiram	ORM-A	None		173.505, 173.510.				
*Thorium metal, pyrophoric.	Radioactive material, 74.	Radioactive (See §172.403).	Radioactive	173.392, 173.393.				1,2.
*Thorium nitrate	Radioactive material, 72.	Radioactive. (See §172.403).	Radioactive	173.392, 173.393.				1,2. Separate longitudinally by a complete hold or compartment from explosives.
Time fuze. See Fuze, time, non-detonating.								
Tin chloride, fuming, See Tin tetrachloride, anhydrous.								
* Tinning flux. See * Zinc chloride solution.								
Tin perchloride. See Tin tetrachloride, anhydrous.								
Tin tetrachloride, anhydrous.	Corrosive material, 82	Corrosive	Corrosive	173.244(a)(1), 173.247.	1 quart	1 quart	1 quart	1. Keep dry. Glass carboys not permitted on passenger vessels.
Titanium metal powder, dry or wet *with less than 20% water.*	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Flammable solid.	No exemption, 173.208.	75 pounds.	Not permitted.	75 pounds.	1,2. Not permitted on passenger vessels.
Titanium metal powder, wet with more than 20% water.	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.208.	150 pounds.	Not permitted.	150 pounds.	1,2. Not permitted on passenger vessels.
Titanium sulfate solution *containing not more than 45% sulfuric acid.*	Corrosive material, 80.	Corrosive		173.244, 173.297.	1 gallon	1 quart	1 gallon	1. Keep cool and dry. Not permitted on passenger vessels.

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Titanium tetrachloride	Corrosive material, 82.	Corrosive	Corrosive	173.244, 173.247.	10 gallons	1 quart	10 gallons	1. Keep dry. Glass carboys not permitted on passenger vessels.
Toluene (*toluol*)	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ⓐ 2,4-toluenediamine	ORM-A	None	Poison	173.505, 173.510.				
2,4-toluene diisocyanate	Highly toxic, 60.	Poison		173.344, 173.345.	55 gallons	Not permitted	55 gallons	1. Shade from radiant heat. Not permitted on passenger vessels.
Toluene sulfonic acid, liquid.	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Torch. *See* Fireworks, common.								
Torpedo, cap. *See* Fireworks, special.								
Torpedo, explosive. *See* Explosive torpedo.								
Torpedo, railway	Class B explosive, 17.	Explosive B		No exemption, 173.91.	200 pounds	Not permitted.	200 pounds	1,2. Passenger vessels: 1,2. in metal lockers only.
Toxaphene. *See* Camphene								
Toy caps	Class C explosive, 15.	Explosive C		No exemption, 173.100 (p), 173.-109.	150 pounds	50 pounds	150 pounds	1,3.
Toy propellant device	Class C explosive, 15.	Explosive C		No exemption, 173.111.	150 pounds	50 pounds	150 pounds	1,3.
Toy smoke device	Class C explosive, 15.	Explosive C		No exemption, 173.111.	150 pounds	50 pounds	150 pounds	1,3.
Toy torpedo. *See* Fireworks, special.								
Tracer	Class C explosive, 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.
Tracer fuze	Class C explosive, 15.	Explosive C		No exemption, 173.105.	150 pounds	50 pounds	150 pounds	1,3.
Tractor				173.120				
Trailer or truck body with refrigerating or heating equipment.				173.120(c), 173.306.				
Treated paper (*manufactured article properly dried to prevent spontaneous heating*). *See* Oiled material.								
Treated textile (*manufactured article properly dried to prevent spontaneous heating*). *See* Oiled material.								
Trichloroacetic acid, solid	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2. Passenger vessels: 1.
*Trichloroacetic acid solution	Corrosive material.	Corrosive		173.244, 173.245.	1 quart	1 quart	1 quart	1,2. Glass carboys in hampers not permitted under deck.
Ⓐ Trichloroethylene	ORM-A	None	M.D.S., none	173.505, 173.510, 173.605.		10 gallons	55 gallons	
Trichloro-s-triazinetrione	Oxidizing material, 54.	Oxidizing material.		173.153, 173.217.	100 pounds	50 pounds	100 pounds	1,2. Keep cool and dry.
[(mono-(Trichloro) tetra-(monopotassium dichloro)]-penta-s-triazinetrione.	Oxidizing material, 54.	Oxidizing material.		173.153, 173.217.	100 pounds	50 pounds	100 pounds	1,2. Keep cool and dry.
Trichlorosilane	Flammable liquid, 31.	Flammable liquid.	Dangerous when wet; Flammable liquid and Dangerous when wet.	No exemption, 173.136.	10 gallons	Not permitted.	5 pints	1. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Trick matches	Class C explosive, 15.	Explosive C		No exemption, 173.111.	150 pounds	Not permitted.	Not permitted.	1,3.
Trick noise maker, explosive.	Class C explosive, 15.	Explosive C		No exemption, 173.111.	150 pounds	50 pounds	150 pounds	1,3.
Triethylamine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Trifluorochloroethylene	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314.	300 pounds	Not permitted.	10 gallons	1,2. Passenger vessels: 1.
Trimethyl acetyl chloride	Combustible material, 80.	Corrosive		173.244, 173.247.	1 gallon	1 quart	1 quart	1,2.
Trimethylamine, anhydrous.	Flammable gas, 24.	Flammable gas.	Flammable gas; Flammable gas and Poison gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1. Not permitted on passenger vessels.
*Trimethylamine, aqueous solution.	Flammable liquid, 31.	Flammable liquid.	Flammable liquid.	173.118, 173.119 (m).	10 gallons	1 quart	5 pints	1,2. Passenger vessels: 1. Stow away from mercury and mercury compounds.
Trimethylchlrosilane	Flammable liquid, 31.	Flammable liquid.	Flammable liquid; Flammable liquid and Corrosive.	No exemption, 173.135.	10 gallons	Not permitted.	5 pints	1,2. Passenger vessels: 1.

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Trinitrobenzene, dry. See High explosive.								
*Trinitrobenzene, wet *containing at least 10% water.*	Flammable solid, 48.	Flammable solid.	Flammable solid.	173.212	1 pound	1 pound	1 pound	1. Stow away from heavy metals and their compounds. Not permitted on passenger vessels.
Trinitrobenzoic acid, dry. See High explosive.								
*Trinitrobenzoic acid, wet *with not less than 10% water.*	Flammable solid, 48.	Flammable solid.	Flammable solid.	No exemption, 173.192, 173.193.	25 pounds	1 pound	25 pounds	1. Stow away from heavy metals and their compounds. Not permitted on passenger vessels.
Trinitrobenzoic acid wet with not less than 10% water, over 25 pounds in one outside packaging. See High explosive.								
Trinitroresorcinol. See High explosive.								
Trinitrotoluene, dry. See High explosive.								
Trinitrotoluene, wet *with not less than 10% water.*	Flammable solid 48.	Flammable solid.	Flammable solid.	173.212	1 pound	1 pound	1 pound	1. Stow away from heavy metals and their compounds Not permitted on passenger vessels.
Tris-(1-aziridinyl) phosphine oxide.	Corrosive material, 81.	Corrosive		173. 244, 173.299a.	1 gallon	1 quart	1 gallon	1. Keep dry. Glass carboys not permitted on passenger vessels.
*Turpentine	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
*Turpentine	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2.
*Turpentine substitute	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons	55 gallons	*See* §176.300. Passenger vessels: 1,2.
*Turpentine substitute	Flammable liquid.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Ⓡ Twisted jute packing *(rope) (treated or untreated). See* Oakum.								
*Uranium hexafluoride, low specific activity *(containing 0.7% or less U-235).*	Radioactive material, 78.	Radioactive. (See) 172.403).		173.392, 173.393.				1,2.
*Uranium hexafluoride, fissile (containing more than 0.7% U-235).	Radioactive material, 78.	Radioactive. (See §172.403).		173.393, 173.396.				1,2.
*Uranium metal, pyrophoric.	Radioactive material, 74.	Radioactive (See §172.403).	Radioactive.	173.392, 173.393, 173.396.				1,2.
*Uranyl nitrate, solid	Radioactive material, 72.	Radioactive. (See §172.403.)	Radioactive.	173.392, 173.393, 173.396.				1,2. Separate longitudinally by an intervening hold or compartment from explosives.
*Uranyl nitrate hexahydrate solution.	Radioactive material, 73.	Radioactive. (See §172.403.)	Radioactive.	173.392, 173.393, 173.395, 173.396.				1,2.
Urea nitrate, dry. See High explosive.								
*Urea nitrate, wet *with not less than 10% water, over 25 pounds in one outside packaging. See* High explosive.	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.192, 173.193.	25 pounds	1 pound	25 pounds	1,2.
Urea peroxide	Organic peroxide, 57.	Organic peroxide.						
Valeric acid	Corrosive material, 80.	Corrosive		173.244, 173.245.	10 gallons	1 quart	1 quart	1,2.
Valeryl chloride	Corrosive material, 80.	Corrosive		173.244, 173.245.	1 gallon	1 quart	1 gallon	1,2.
Vanadium oxytrichloride	Corrosive material, 80.	Corrosive		173.244, 173.247a.	25 pounds	Not permitted.	1 quart	1. Shade from radiant heat. Not permitted on passenger vessels.
Vanadium tetrachloride	Corrosive material, 80.	Corrosive		173.244(a)-(1), 173.247a.	25 pounds	Not permitted.	1 quart	1. Shade from radiant heat. Not permitted on passenger vessels.
Varnish. See *Paint, enamel, lacquer, stain, shellac, varnish, etc.								
Varnish drier. See *Paint drier, liquid.								
Varnish remover or reducer. See *Compound, lacquer, paint or varnish removing, reducing, or thinning liquid.								
Varnish thinning compound. See *Compound, lacquer, paint, or varnish removing, reducing, or thinning liquid.								
Very signal cartridge	Class C explosive, 15.	Explosive C		No exemption, 173.108.	200 pounds	50 pounds	200 pounds	1,3.
Vinyl acetate	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons	1 quart	10 gallons	1,2. Passenger vessels: 1.
Vinyl chloride	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds	Not permitted.	300 pounds	1,2. Passenger vessels: 1. Stow away from living quarters.

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Vinyl ethyl ether, inhibited	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.119.	Not permitted.	Not permitted.	Not permitted.	1,2. Keep cool. Not permitted on passenger vessels.
Vinyl fluoride, inhibited	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314, 173.315.	300 pounds.	Not permitted.	300 pounds.	1,2. Stow away from living quarters. Not permitted on passenger vessels.
Vinylidene chloride, inhibited.	Flammable liquid, 34.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons.	1 quart.	10 gallons.	1,2. Keep cool. Not permitted on passenger vessels.
Vinyl isobutyl ether	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons.	1 quart.	10 gallons.	1,2. Passenger vessels: 1.
Vinyl methyl ether, inhibited.	Flammable gas, 23.	Flammable gas.	Flammable gas.	173.306, 173.304, 173.314.	20 pounds.	Not permitted.	20 pounds.	1,2. Passenger vessels: 1. Stow away from living quarters.
Vinyl trichlorosilane	Flammable liquid, 31.	Flammable liquid.	Flammable liquid; Flammable liquid and Corrosive.	No exemption, 173.135.	10 gallons.	Not permitted.	5 pints.	1,2. Passenger vessels: 1.
Vitrol, oil of. *See* Sulfuric acid.								
War head. See Explosive projectile.								
Waste paper, wet	Flammable solid, 40.	Flammable solid.		No exemption, 173.186.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gas or liquids, oxidizing materials, or organic peroxides.
Waste textile, wet	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.211.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Waste wool, wet	Flammable solid, 40.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.213.	Not permitted.	Not permitted.	Not permitted.	1,2. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides.
Water reactive solid, n.o.s.	Flammable solid.	Flammable solid and Dangerous when wet.		173.153(a), 173.154.	25 pounds.	Not permitted.	25 pounds.	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
*Water treatment compounds, liquid.	Corrosive material.	Corrosive		173.244, 173.249.	10 gallons.	1 quart.	10 gallons.	1.
*Wax, liquid	Combustible liquid, 30.	None		173.118a, 173.119a.		15 gallons.	55 gallons.	*See* § 176.300. Passenger vessels: 1,2.
Wet hair. See Hair, wet.								
Wet textile waste. See Waste textile, wet.								
White acid (*ammonium bifluoride and hydrochloric acid mixture*).	Corrosive material, 80.	Corrosive		173.244, 173.264 (a).	1 gallon.	1 quart.	1 gallon.	1.
Wood filler. See *Paint, varnish, lacquer, stain, shellac, enamel, etc.								
Wood shavings (*when dry, clean and free from oil*). *See* Sawdust.								
Wool waste. *See* Cotton waste.								
Wool waste, wet. See Waste wool, wet.								
X-*ray film. See* Film.								
Xenon	Nonflammable gas, 20.	Nonflammable gas.	Nonflammable gas.	173.306, 173.302.	300 pounds.	150 pounds.	300 pounds.	1,2.
*Xylene (Xylol)	Combustible liquid, 30.	None	Flammable liquid.	173.118a, 173.119a.		15 gallons.	55 gallons.	*See* § 176.300. Passenger vessels: 1,2.
*Xylene (*xylol*)	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	173.118, 173.119.	10 gallons.	1 quart.	10 gallons.	1,2. Passenger vessels: 1.
Xylyl bromide	Irritant material, 05.	Irritant	Poison	No exemption, 173.382.	75 pounds.	Not permitted.	75 pounds.	1. Stow away from living quarters. Not permitted on passenger vessels.
Ⓐ Yeast, active, *in liquid or pressed form.*	ORM-C	None		No exemption, 173.1085.				
Zinc ammonium nitrite	Oxidizing material, 50.	Oxidizer	This material may be forbidden in water transportation by certain countries.	No exemption, 173.228.	100 pounds.	25 pounds.	100 pounds.	1,2. Keep cool. Not permitted on passenger vessels.
Zinc arsenate	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Zinc arsenite, solid	Highly toxic, 60.	Poison	Poison	173.364, 173.365.	200 pounds.	50 pounds.	200 pounds.	1,2.
Zinc chlorate	Oxidizing material 50.	Oxidizer	Oxidizing material.	173.153, 173.163.	100 pounds.	25 pounds.	100 pounds.	1,2. Stow separate from ammonium compounds and away from powdered metals.
*Zinc chloride solution	Corrosive material, 80.	Corrosive	Corrosive	173.244, 173.245.	1 quart.	1 quart.	1 quart.	1,2.
Zinc cyanide	Highly toxic, 60.	Poison	Poison	173.370		25 pounds.		1,2. Stow away from acids.
Zinc ethyl. See Pyrophoric liquids, n.o.s.								
*Zinc muriate solution. *See* Zinc chloride solution.								
Zinc nitrate. See Nitrates, n.o.s.								
Zinc permanganate	Oxidizing material 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds.	25 pounds.	100 pounds.	1,2. Separate from ammonium compounds and hydrogen peroxide.
Zinc peroxide	Oxidizing material, 50.	Oxidizer	Oxidizing material.	173.153, 173.154.	100 pounds.	25 pounds.	100 pounds.	1,2. Keep dry.

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Zinc phosphide	Flammable solid 46.	Flammable solid and Dangerous when wet.	Poison	No exemption, 173.154.	25 pounds	Not permitted.	25 pounds	1,2. Stow away from acids and oxidizing materials. Segregation same as for poisons.
Zirconium hydride	Flammable solid, 44.	Flammable solid and Dangerous when wet.	Dangerous when wet.	No exemption, 173.206.	150 pounds	Not permitted.	150 pounds	1,2. Segregation same as for flammable solids labeled Dangerous When Wet. Not permitted on passenger vessels.
Zirconium metal, dry, *chemically produced, finer than 20 mesh particle size.*	Flammable solid, 42.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.214.	75 pounds	Not permitted.	75 pounds	1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Zirconium metal, dry, *mechanically produced, finer than 270 mesh particle size.*	Flammable solid, 42.	Flammable solid.	Spontaneously combustible material.	No exemption, 173.214.	75 pounds	Not permitted.	75 pounds	1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Zirconium metal, wet, *chemically produced, finer than 20 mesh particle size.*	Flammable solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.214.	150 pounds	Not permitted.	150 pounds	1,2. Not permitted on passenger vessels.
Zirconium metal, wet *mechanically produced, finer than 270 mesh particle size.*	Flammable, solid, 40.	Flammable solid.	Flammable solid.	No exemption, 173.214.	150 pounds	Not permitted.	150 pounds	1,2. Not permitted on passenger vessels.
Zirconium, metallic, liquid, suspensions.	Flammable liquid, 30.	Flammable liquid.	Flammable liquid.	No exemption, 173.140.	5 pounds	Not permitted.	5 pounds	1. Keep cool. Not permitted on passenger vessels.
Zirconium picramate, wet *with at least 20% of water.*	Oxidizing material 54.	Oxidizer	Oxidizing material.	No exemption, 173.216.	25 pounds	Not permitted.	25 pounds	1. Stow away from heavy metals and their salts.
*Zirconium scrap (*borings, clippings, shavings, sheets, or turnings*).	Flammable solid 42.	Flammable solid.	Spontaneously combustible material.	173.153, 173.220.	100 pounds	Not permitted.	Not permitted.	1. Separate from flammable gases or liquids, oxidizing materials, or organic peroxides. Not permitted on passenger vessels.
Zirconium tetrachloride, solid.	Corrosive material, 80.	Corrosive		173.244, 173.245b.	100 pounds	25 pounds	100 pounds	1,2.

PART 173—SHIPPERS

A. Part 173 heading would remain the same.

B. In Part 173 Table of Contents, §§ 173.4, 173.5, 173.10, 173.179, 173.181, 173.196, 173.335, 173.343, 173.384, 173.425, 173.427, 173.430, 173.431, and Subpart I would be deleted; §§ 173.1, 173.2, 173.3, 173.6, 173.27, 173.29, 173.64, 173.69, 173.79, 173.115, 173.125, 173.128, 173.129, 173.132, 173.134, 173.135, 173.144, 173.145, 173.146, 173.153, 173.164, 173.170, 173.174, 173.178, 173.180, 173.206, 173.217, 173.225, 173.237, 173.247, 173.249, 173.264, 173.280, 173.284, 173.291, 173.306, 173.326, 173.327, 173.328, 173.334, 173.344, 173.345, 173.346, 173.357, 173.358, 173.359, 173.363, 173.364, 173.365, 173.370, 173.377, 173.381, 173.382, 173.426 and Subparts A, C, D, G, and H would be amended; §§ 173.18, 173.116a, 173.118a, 173.119a, 173.119b, 173.149a, 173.149b, 173.151a, 173.307, 173.308, 173.326a, 173.-326b, 173.358a, 173.359a, 173.377a, 173.-377b, 173.500, 173.505, 173.510, 173.605, 173.615, 173.620, 173.625, 173.630, 173.635, 173.645, 173.650, 173.655, 173.800, 173.850, 173.860, 173.905, 173.910, 173.915, 173.920, 173.925, 173.930, 173.931, 173.945, 173.948, 173.955, 173.960, 173.965, 173.970, 173.975, 173.980, 173.985, 173.990, 173.995, 173.1000, 173.1005, 173.1010, 173.1020, 173.1025, 173.1030, 173.1035, 173.1040, 173.1045, 173.1050, 173.1055, 173.1060, 173.1065, 173.1070, 173.1075, 173.1080, 173.1085, and Subparts J, K, and L and Appendix A would be added to read as follows:

Sec.
- 173.1 Purpose.
- 173.2 Classification of a material having more than one hazard as defined in this part.
- 173.3 Packaging and exemptions.
- 173.6 Shipments by air.

Subpart A—Preparation of Hazardous Materials for Transportation by Carriers by Rail, Highway, Air, or Water

- 173.18 Banding, palletizing, or use of a shipping unit overpack for air shipment.
- 173.27 Express rail car and aircraft quantity limitations.
- 173.29 Empty packagings, portable tanks, cargo tanks, and tank cars.
- 173.64 High explosives with no liquid explosive ingredient and propellant explosives, Class A.
- 173.69 Detonating fuzes, Class A, with or without radioactive components, detonating fuze parts containing an explosive, boosters, bursters, or supplementary charges.
- 173.79 Jet thrust units (jato), Class A explosives; rocket motors, Class A explosives; igniters, jet thrust (jato), Class A explosives; and igniters, rocket motor, Class A explosives.

Subpart C—Flammable and Combustible Liquids; Definition and Preparation

- 173.115 Flammable and combustible liquids; definition.
- 173.116a Flammable and combustible liquids; shippers by water.
- 173.118a Exemptions for combustible liquids.
- 173.119a Certain flammable liquids and combustible liquids not specifically provided for.

Sec.
- 173.119b Certain combustible liquids specifically named in § 172.101 of this subchapter.
- 173.125 Alcohol (flammable liquid).
- 173.128 Paints and related materials (Flammable liquids).
- 173.129 Polishes, metal, stove, furniture, and wood, liquid (flammable liquids).
- 173.132 Cement, liquid, n.o.s.; container cement; linoleum cement; pyroxylin cement; rubber cement; tile cement; wallboard cement; coating solution (flammable liquids).
- 173.134 Pyrophoric liquids, n.o.s.
- 173.135 Diethyl dichlorosilane; dimethyl dichlorosilane; ethyl dichlorosilane, ethyl trichlorosilane; methyl trichlorosilane; trimethyl chlorosilane; vinyl trichlorosilane.
- 173.144 Ink (flammable liquid).
- 173.145 Dimethylhydrazine, unsymmetrical, and methyl hydrazine.
- 173.146 Heaters for refrigerator cars, flammable liquid fuel type.
- 173.149a Nitromethane.
- 173.149b Formaldehyde.

Subpart D—Flammable Solids, Oxidizing Materials, and Organic Peroxides: Definitions and Preparation

- 173.151a Organic peroxide; definition.
- 173.164 Chromic acid or chromic acid mixture, dry.
- 173.170 Fibers or fabrics impregnated, saturated, or coated.
- 173.174 Iron sponge; spent oxide; spent iron mass; spent iron sponge.
- 173.178 Motion-picture film, old and worn out(not scrap) (nitrocellulose-base).

Sec.
173.180 Motion-picture film and X-ray film, unexposed (nitrocellulose base).
173.206 Sodium or potassium, metallic; sodium amide; sodium potassium alloys; sodium aluminium hydride; lithium metal; lithium silicon; lithium ferro silicon; lithium hydride; lithium borohydride; lithium aluminum hydride; lithium acetylide-ethylene diamine complex; aluminum hydride; cesium metal; rubidium metal; zirconium hydride, powdered.
173.217 Calcium hypochlorite compound, dry; lithium hypochlorite compound, dry; mono-(trichlorotetra - (monopotassium dichloro) - penta-s-triazinetrione, dry; potassium dichloro-s-triazinetrione, dry; sodium dichloro-s-triazinetrione, dry; trichloro-s-triazinetrione, dry.
173.225 Phosphorus trisulfide; phosphorus sesquisulfide; phosphorus heptasulfide; phosphorus pentasulfide.
173.237 Chlorine dioxide hydrate, frozen; chloric acid.
173.247 Acetic anhydride; acetyl bromide; acetyl chloride; acetyl iodide; antimony pentachloride; benzoyl chloride; boron trifluoride-acetic acid complex, chromyl chloride; dichloroacetyl chloride, diphenylmethyl bromide solution; pyro sulfuryl chloride; silicon chloride; sulfur chloride (mono and di); sulfuryl chloride; thionyl chloride; tin tetrachloride (anhydrous); titanium tetrachloride; trimethyl acetyl chloride.
173.249 Alkaline corrosive liquids, n.o.s.: alkaline caustic liquids, n.o.s.; alkaline corrosive battery fluids; potassium fluoride solution; potassium hydrogen fluoride solution; sodium aluminate, liquid.
173.264 Fluoboric acid; hydrofluoric acid; white acid.
173.280 Allyl trichlorosilane, amyl trichlorosilane, butyl trichlorosilane, chlorophenyl trichlorosilane, cyclohexenyl trichlorosilane, cyclohexyl trichlorosilane, dichlorophenyltrichlorosilane, diphenyl dichlorosilane, dodecyl trichlorosilane, ethyl phenyl dichlorosilane, hexadecyl trichlorosilane, hexyl trichlorosilane, nonyl trichlorosilane, octadecyl trichlorosilane, octyl trichlorosilane, phenyl trichlorosilane, and propyl trichlorosilane.
173.284 Bromine pentafluoride; iodine pentafluoride.
173.291 Flame retardant compound.
173.306 Exemptions from packaging requirements.
173.307 Exemptions and reclassification of compressed gases.
173.308 Cigarette lighter or other similar device charged with fuel.

Subpart G—Extremely and Highly Toxic Materials, Etiologic Agents, and Radioactive Materials; Definition and Preparation

173.326 Extremely toxic materials; definition.
173.326a Highly toxic materials; definition.
173.326b Irritating materials; definition.
173.327 General packing requirements for extremely toxic materials.
173.328 Extremely toxic materials not specifically provided for.

Sec.
173.334 Hexaethyl tetraphosphate, parathion, tetraethyl dithio pyrophosphate, tetraethyl pyrophosphate, or organic phosphate, n.o.s. (including a compound or mixture), mixed with compressed gas.
173.344 General packaging requirements for highly toxic liquids.
173.345 Exemptions for highly toxic liquids.
173.346 Highly toxic liquids not specifically provided for.
173.357 Chloropicrin and chloropicrin mixtures containing no compressed gas or extremely toxic liquid.
173.358 Acetone cyanohydrin; arsenic trichloride, nicotine, liquid; organic phosphate compound, n.o.s., liquid (extremely toxic); parathion, liquid; tetraethyl dithio pyrophosphate, liquid; tetraethyl pyrophosphate, liquid.
173.358a Hexaethyl tetraphosphate, liquid; methyl parathion, liquid; organic phosphate compound, n.o.s., liquid (highly toxic).
173.359 Organic phosphate compound mixtures, n.o.s., liquid (extremely toxic); parathion mixtures, liquid; tetraethyl dithio pyrophosphate mixtures, liquid; tetraethyl pyrophosphate, mixtures, liquid (includes solutions, emulsions, or emulsifiable liquids).
173.359a Hexaethyl tetraphosphate mixtures, liquid; methyl parathion mixtures, liquid; organic phosphate compound mixtures, n.o.s., liquid (highly toxic) (includes solutions, emulsions, and emulsifiable liquids).
173.363 General packaging requirements for highly toxic solids.
173.364 Exemptions for highly toxic solids.
173.365 Highly toxic solids not specifically provided for.
173.370 Cyanides, or cyanide mixtures.
173.377 Organic phosphate compound mixtures, n.o.s., dry (extremely toxic); parathion mixtures, dry; strychnine; tetraethyl dithio pyrophosphate mixtures, dry; tetraethyl pyrophosphate mixtures, dry.
173.377a Hexaethyl tetraphosphate mixtures, dry; methyl parathion mixtures, dry; organic phosphate compound mixtures, n.o.s., dry (highly toxic).
173.377b Hexaethyl tetraphosphate mixtures, dry; methyl parathion mixtures, dry; organic phosphate compound mixtures, n.o.s., dry (extremely or highly toxic); parathion mixtures, dry; tetraethyl dithio pyrophosphate mixtures, dry; tetraethyl pyrophosphate mixtures, dry: Exemptions.
173.381 General packaging requirements for irritating materials.
173.382 Irritating materials, not specifically provided for.

Subpart H—Special Shipper Requirements for Certain Rail Shipments or Movements

173.426 Cars, truck bodies or trailers containing lading which has been fumigated or treated with flammable liquids, flammable gases, poisonous liquids or solids, or poisonous gases.

Subpart I—Other Regulated Material; Definition and Preparation

Sec.
173.500 Definitions.
173.505 Exemptions for Other Regulated Materials (ORM).
173.510 General packaging requirements.

Subpart J—Other Regulated Materials; Group A

173.605 Ammonium hydrosulfide solution; ammonium polysulfide solution; ammonium sulfide solution; bromochloromethane; dibromodifluoromethane; dichlorodifluoroethylene; dichloromethane; methyl chloroform; perfluoro-2-butene; tetrachloroethylene; trichloroethylene.
173.615 Carbon dioxide, solid (dry ice).
173.620 Carbon tetrachloride; ethylene dibromide (1,2-dibromoethane); tetrachloroethane.
173.625 Castor beans and castor pomace.
173.630 Chloroform.
173.635 Ferrophosphorus.
173.645 Ferrosilicon.
173.650 Hexachloroethane.
173.655 Naphthalene or naphthalin.

Subpart K—Other Regulated Materials: Group B

173.800 Ammonium hydrogen fluoride; ammonium hydrogen sulfate; ammonium fluoride; barium oxide; chloroplatinic acid; copper chloride; ferric chloride; lead chloride; molybdenum pentachloride; potassium hydrogen sulfate; sodium aluminate; sodium hydrogen sulfate; or sodium hydrogen sulfite; (each in solid form).
173.850 Lime, unslaked, quicklime, or calcium oxide.
173.860 Mercury, metallic.

Subpart L—Other Regulated Material: Group C

173.905 Aluminum, metallic powder.
173.910 Ammonium sulfate nitrate.
173.915 Battery parts.
173.920 Bleaching powder.
173.925 Box toe board.
173.930 Burlap bags, used and unwashed or not cleaned.
173.931 Burlap cloth, burlap bags, new, used, and washed, or vacuum cleaned, wheel cleaned, or otherwise mechanically cleaned.
173.945 Calcium cyanimide, not hydrated.
173.948 Camphene.
173.955 Coconut meal pellets.
173.960 Copra.
173.965 Cotton and other fibers.
173.970 Cotton batting, batting dross, wadding, seed hull fiber, shavings pulp, and cut linters.
173.975 Cotton sweepings and textile, cotton felt, or wool waste.
173.980 Excelsior.
173.985 Exothermic ferrochrome, ferromanganese, and silicon-chrome.
173.990 Feed, wet, mixed.
173.995 Exothermic ferrochrome, ferromanganese, and silicon-chrome.
173.1000 Garbage tankage, rough ammoniate tankage, or tankage fertilizer.
173.1005 Hay and straw.
173.1010 Lead dross or scrap.
173.1020 Magnetized material.
173.1025 Metal borings, shavings, turnings, or cuttings.
173.1030 Oakum or twisted jute packing.
173.1035 Oiled material.
173.1040 Pesticide, water reactive.
173.1045 Petroleum coke, uncalcined.
173.1050 Photographic flash lamps.
173.1055 Rags, scrap or closing, used.
173.1060 Rosin.
173.1065 Rubber curing compound, solid.

Sec.
173.1070 Sawdust or wood shavings.
173.1075 Scrap paper or waste.
173.1080 Sulfur.
173.1085 Yeast, active (in liquid or compressed form).

Appendix I—Method of Testing for Corrosion to Skin

c. Section 173.1 would be amended to read as follows:

§ 173.1 Purpose.

The regulations in this part are prescribed to define hazardous materials for transportation purposes and to state the requirements that must be observed by the shipper in preparing them for transportation by air, highway, railroad, or water. Shipments that are not in compliance with the regulations in this part must not be offered for transportation by air, highway, railroad, or water.

D. Section 173.2 would be amended to read as follows:

§ 173.2 Classification of a material having more than one hazard as defined in this part.

(a) A hazardous material, other than an explosive (all required to be classed by the Bureau of Explosives), an etiologic agent (these are specifically identified in § 173.386 as those items listed in 42 CFR 72.25(c)), or an organic peroxide (these are all specifically identified and classed in § 172.101 of this subchapter), having more than one hazard as defined in this part, must be classified according to the following priority of hazards reading from the top as follows:

(1) Radioactive material.
(2) Flammable or nonflammable gas.
(3) Extremely toxic liquid or solid.
(4) Flammable liquid.
(5) Oxidizing material.
(6) Flammable solid.
(7) Corrosive material (liquid).
(8) Highly toxic liquid or solid.
(9) Irritating material.
(10) Corrosive material (solid).
(11) Combustible liquid.

E. Section 173.3 would be deleted and a new § 173.3 added to read as follows:

§ 173.3 Packaging and exemptions.

(a) The packaging for shipments to be offered for transportation by air, highway, rail, and water must be as specified in this Part.

(b) The regulations describing packaging in the sections regarding exemptions apply to all modes of transportation unless otherwise specifically stated. When a section requires specific packaging for a material, these requirements apply to quantities of the material in excess of those allowed by the exemptions. For example, the restriction in § 173.249(b) to express rail car and cargo-only aircraft applies only to quantities in excess of those allowable under § 173.244. Quantities covered under § 173.244 may also be shipped by express rail car and cargo-only aircraft subject to the quantity and packaging limitations of § 173.244.

§§ 173.4, 173.5 [Deleted]

F. Sections 173.4 and 173.5 would be deleted.

G. Section 173.6 would be deleted and a new § 173.6 added to read as follows:

§ 173.6 Shipments by air.

(a) *General shipping requirements.* When the regulations prohibit a hazardous material from shipment by cargo-only aircraft, the material is also prohibited from shipment by any passenger-carrying aircraft.

(b) *General packaging requirements.* (1) In addition to the requirements of this part and Part 178, each packaging must be designed and constructed to prevent leakage that may be caused by changes in altitude and temperature during air transportation.

(2) Inner receptacles which are breakable (such as earthenware, glass, or brittle plastic), and which consist of a separate rigid inner receptacle which may stand alone, must be packaged with adequate cushioning and absorbent material to prevent breakage and leakage under conditions normally incident to transportation (which include, but are not limited to, a 4-foot drop of the completed packaging in the position most likely to cause damage). Cushioning and absorbent materials must not be capable of reacting dangerously with the contents. Where any plastic packaging is specified in this part, a plastic bag or pouch is not permitted unless specifically authorized.

(3) Sufficient outage (ullage) to prevent liquid contents from completely filling the packaging at 130° F. must be provided for any packaging containing liquid. The primary packaging (which may include composite packaging), for which retention of the liquid is the basic function, must be capable of withstanding an internal gauge pressure of at least 0.75 kg/sq. cm. (11 lbs./sq. in.) and shall not leak. In addition, for liquids or solids having an absolute vapor pressure exceeding 16 p.s.i. at 100° F., the primary packaging must be capable of withstanding, without any leakage, an internal pressure equivalent to the sum of the absolute vapor pressure of the contents at 130° F. and the atmospheric pressure at sea level.

(4) Stoppers, corks, or other such friction-type closures must be held securely, tightly, and effectively in place with wire, tape, or other positive means. Each screw-type closure on any inside plastic packaging must be taped, banded, or otherwise secured to prevent the closure from loosening.

(5) Bags permitted by the regulations as outside packaging for transportation aboard aircraft must be water resistant.

(6) Packaging incorporating valves, and containing any compressed gas, must be provided with sufficient protection to prevent operation and damage to such valves during transportation, by one of the following methods:

(i) By equipping each packaging with securely attached caps, or

(ii) By boxing or crating of the compressed gas packaging.

(7) Tank cars and tank motor vehicles containing hazardous materials are not permitted to be transported by air.

(c) *Special labeling requirements.* See § 172.101 (magnetized materials), and § 173.18(a) of this subchapter.

§ 173.7 [Amended]

H. In § 173.7, paragraph (b) would be amended by changing chapter in the last sentence to read "subchapter."

§ 173.8 [Unchanged]

I. Section 173.2 would remain as now written.

J. Section 173.9 would be amended to read as follows:

§ 173.9 Import and export shipments.

(a) Import shipments of hazardous materials offered in the United States in original packages for transportation must comply with all requirements of the regulations in Parts 170–189 of this subchapter. Except for shipments from Canada conforming with § 173.8, the importer must furnish with the order to the foreign shipper, and also to the forwarding agent at the port of entry, full and complete information as to the packing, marking, labeling, and other requirements, as prescribed in Parts 170–189 of this subchapter. The forwarding agent must file with the initial carrier in the United States a properly certified shipping order or other shipping papers as prescribed in this part. Except for the requirements of § 177.817 and the placarding requirements of Part 172 of this subchapter, the provisions of Parts 170–189 of this subchapter do not apply to such transportation by motor vehicle or water as may be necessary to effect transfer of import shipments from place of discharge to other places within the same port area or delivery to a water carrier within the same port area (including contiguous harbors). Further transportation of such import shipments by connecting water carrier is subject to Part 176 of this subchapter.

(b) For shipments of hazardous materials offered for transportation by carrier by water from the United States, its insular possessions, or dependencies destined to such insular possessions or territory, dependencies, or to a foreign country, must be packaged, marked, labeled, and described in accordance with the International Dangerous Goods Code of the Inter-governmental Maritime Consultative Organization or as prescribed in Parts 170–189 of this subchapter.

(c) Outside shipping containers for export shipments offered for transportation by carriers subject to Parts 170–189 of this subchapter may have specification markings prescribed for containers plainly and legibly shown on labels or tags securely fastened thereto in place of marking requirements as prescribed for containers by Part 178 of this subchapter.

(d) Except for cylinders, outside shipping containers for import shipments offered for transportation to carriers subject to Parts 170–189 of this subchapter may have specification markings pre-

scribed for containers plainly and legibly shown on labels or tags securely fastened thereto in place of the markings prescribed in Part 178 of this subchapter. All the following requirements apply to these packagings.

(1) The packaging must meet the complete specification, including tests, as prescribed in Part 178 of this subchapter except that the markings need not be permanently applied;

(2) The user of the packaging must register the packagings with the Office of Hazardous Materials, Department of Transportation, Washington, D.C. 20590, and obtain a registration number (M * * * *). This number must appear on the label or tag referenced above.

(3) The United States shipper or importer must have on file the complete specifications, testing procedures, and testing results for each container.

(4) The records for each container must be readily available for inspection by a representative of the Department.

§ 173.10 [Deleted]

K. Section 173.10 would be deleted.

Subpart A—Preparation of Hazardous Materials for Transportation by Carriers by Rail, Highway, Air, or Water

L. Subpart A would be amended as follows:

a. Section 173.18 would be added to read as follows:

§ 173.18 Banding, palletizing, or use of a shipping unit overpack for air shipment.

(a) Packages of hazardous materials which may be stowed together according to the regulations in this subchapter may be assembled by banding, palletizing, or packaging together in an additional outside shipping unit, with or without other materials, unless otherwise provided in this subchapter (for transport containers, see § 172.504 of this subchapter).

(1) The assembly may not include any materials not permitted on passenger-carrying aircraft unless the shipping unit is conspicuously labeled on at least two sides with the "Cargo-Only Aircraft" label as described in § 172.462 of this subchapter.

(2) The total net weight of each class of hazardous material in the assembly must be conspicuously marked in one location on the outside of the assembly.

(3) Any DOT label or special handling instruction on interior packages must be fully visible when the assembly is completed or it must be reproduced on the outside of the completed unit.

(4) Not more than 65 pounds gross weight of hazardous materials (not including ORM materials) may be placed in one assembled unit except as follows:

(i) *Solid carbon dioxide (Dry ice).* No assembled unit may contain more than 440 pounds of solid carbon dioxide.

(ii) *Nonflammable compressed gas.* No assembled unit may contain more than 300 pounds gross weight of nonflammable compressed gas.

(iii) *Radioactive material.* The sum of all Transport Indexes of radioactive material in one assembled unit may not exceed 10.

(5) No material bearing a corrosive label may be packed in the same unit with other hazardous materials bearing any label prescribed in this subchapter. This restriction does not apply to a material bearing only the magnetized materials label.

B. In § 173.21, paragraphs (a) and (d) would be amended to read as follows:

§ 173.21 Prohibited packing.

(a) The offering of packages of hazardous materials in outside packages containing in the same compartment interior packages, the mixture of contents of which would be liable to cause a dangerous evolution of heat or gas or produce corrosive materials, is prohibited for transportation except as specified in §§ 173.152(a), 173.242(a), (b) and 173.301(a).

* * * * *

(d) The offering for transportation of any package containing a cigarette lighter or other similar ignition device charged with fuel and equipped with an ignition element, or any self-lighting cigarette, is forbidden unless the design of the device and its packing insofar as they affect safety in transportation have been:

(1) Examined by the Bureau of Explosives, and

(2) A report of the results of this examination has been sent to the Department, together with the Bureau of Explosives' approval for the shipment of the device. For butane lighters, also see § 173.308.

§§ 173.22, 173.23 [Amended]

C. Sections 173.22 through 173.25 would remain as now written, except that in §§ 173.22(a), 173.23 (a), (b), and (c), 173.24(d), the word chapter would be amended to read "subchapter."

D. In § 173.26 paragraph (a), first sentence, chapter would be amended to read "subchapter"; paragraph (b) would be amended to read as follows:

§ 173.26 Quantity limitations.

* * * * *

(b) When quantity limitations do not appear in the packaging requirements of this part or § 172.101 of this subchapter, the permitted gross weight or capacity authorized for a container to be offered for transportation is as shown in the container specification. (See also § 173.-27.)

E. Section 173.27 would be amended to read as follows:

§ 173.27 Express rail car and aircraft quantity limitations.

(a) The maximum quantity of any hazardous material that may be offered for transportation in one outside packaging by express or passenger rail car, cargo-only aircraft, or passenger-carrying aircraft must not exceed that quantity prescribed in § 172.101 of this subchapter.

(b) Except as provided for a shipping unit overpack in § 173.18, when several different classes of hazardous materials are placed in one outside packaging in compliance with the regulations in this subchapter, the combined quantity of any one class of materials may not exceed the lowest quantity limit prescribed in § 172.101 of this subchapter for any one of the materials in that class which is included in the package.

F. In § 173.28, the word chapter would be changed to read "subchapter" each time it appears in paragraphs (a), (a)(1), (h), (h)(1)(i), and (j); paragraph (n) would be redesignated paragraph (o) and a new paragraph (n) would be added to read as follows:

§ 173.28 Reuse of containers.

* * * * *

(n) A single trip packaging (STC) may be reused for the shipment of any corrosive solid, ORM–A, ORM–B, ORM–C, or any material not required by this subchapter to be shipped in DOT specification packaging. Paragraph (m) of this section does not apply to this packaging.

* * * * *

G. Section 173.29 would be amended to read as follows:

§ 173.29 Empty packagings, portable tanks, cargo tanks, and tank cars.

(a) A person may not offer for transportation, and a carrier may not transport, any empty packaging, portable tank, cargo tank, or tank car that previously contained hazardous material unless—

(1) Each opening therein is tightly closed; and

(2) Except as otherwise specified in this subchapter, it is offered for transportation in the same manner as was required when it previously contained a greater quantity of a hazardous material.

(b) This subchapter does not apply to any—

(1) Empty packaging that has been cleaned or purged of all hazardous material residue; or

(2) Packaging, portable tank, cargo tank, or tank car when reloaded with a material not subject to this subchapter. However, if the mixing of two or more materials, including residues thereof, forms a hazardous material, the package, portable tank, cargo tank, or tank car may not be offered for transportation except in accordance with this subchapter.

H. Section 173.30 would be amended to read as follows:

§ 173.30 Loading and unloading of transport vehicles.

A person who loads or unloads hazardous materials into or from a transport vehicle or vessel shall comply with the applicable loading and unloading requirements of Parts 174, 175, 176, and 177 of this subchapter as pertinent.

I. In § 173.31 the word chapter would be amended to read "subchapter" in paragraph (d) Table footnote n and (d)(9); the Heading would be amended and paragraph (b)(5) would be added to read as follows:

§ 173.31 Qualification, testing, maintenance, and use of tank cars.

* * * * *

(b) * * *

(5) When a tank car is authorized in this subchapter for the shipment of a hazardous material, this tank car may be offered for transportation by water only when it is in accordance with the requirements of Part 176 of this subchapter and only on board the following vessels under conditions as follows (for definitions of types of vessels, see § 176.22 (h) of this subchapter):

(i) Carfloats, barges, or trainships if the specific material is permitted in § 172.101 of this subchapter on board a cargo vessel.

(ii) Railroad car ferry vessels if the specific material is permitted in § 172.101 of this subchapter on board a passenger vessel. Also see § 176.22(h) of this subchapter.

* * * * *

J. In § 173.32, the word chapter would be amended to read "subchapter" in paragraphs (e)(1)(ii), (iii), and (2)(i); paragraph (a)(2) would be amended; paragraph (a)(3) would be added to read as follows:

§ 173.32 Qualification, testing, maintenance, and use of portable tanks.

(a) * * *

(2) No portable tank container, offered for transportation by water, may exceed a gross weight of 20,000 pounds unless a higher weight has been expressly authorized by the Commandant of the U.S. Coast Guard.

(3) No portable tank or DOT specification series 106A or 110A tank may be offered for transportation on board a passenger vessel (including passenger ferry vessels) when the tank contains any flammable or nonflammable gas, flammable liquid, flammable solid, oxidizing material, organic peroxide, extremely or highly toxic material, or irritating substance, unless the following conditions are met (for definition of types of vessels, see § 176.22(h) of this subchapter):

(i) The vessel is operating under a change of character certification as described in § 176.22(h) of this subchapter; and

(ii) The specific material is permitted to be transported on board a passenger vessel in § 172.101 of this subchapter.

* * * * *

K. In § 173.33, the word chapter would be amended to read "subchapter" in paragraphs (b) and (b)(1); paragraph (a)(1) would be added to read as follows:

§ 173.33 Cargo tank use authorization.

(a) * * *

(1) When a cargo tank is authorized in this subchapter for the shipment of a hazardous material, this cargo tank may be offered for transportation by water only when it is in accordance with the requirements of Part 176 of this subchapter and only on board the following vessels under conditions as follows (for definitions of types of vessels, see § 176.22(h) of this subchapter):

(i) Carfloats, barges, or trailerships if the specific material is permitted in § 172.101 of this subchapter on board a cargo vessel.

(ii) Passenger ferry vessels or railroad car ferry vessels if the specific material is permitted in § 172.101 of this subchapter on board a passenger vessel. Also see § 176.22(h) of this subchapter.

* * * * *

L. In § 173.34, the word chapter would be amended to read "subchapter" in paragraphs (a)(1), (d)(1) Note 1, (e)(9), (h), and (i)(4); paragraph (d)(3) would be amended to read as follows:

§ 173.34 Qualification, maintenance, and use of cylinders.[1]

* * * * *

(d) * * *

(3) Safety relief devices are prohibited on cylinders charged with an extremely toxic gas or liquid.

* * * * *

Subpart B—Explosives; Definitions and Preparation

§ 173.50 [Unchanged]

A. Section 173.50 would remain the same as now written.

B. In § 173.51, paragraph (a) would be amended to read as follows:

§ 173.51 Forbidden explosives.

(a) Unless otherwise provided in Parts 170–189 of this subchapter, the offering of the following explosives for transportation is forbidden:

* * * * *

C. In § 173.52, the introductory text of paragraph (a) would be amended to read as follows:

§ 173.52 Acceptable explosives.

(a) For the purposes of Parts 170–189 of this subchapter, acceptable explosives are divided into three classes as follows (acceptable military explosives must be transported on board vessels in accordance with 46 CFR 146.29):

* * * * *

§ 173.53 [Unchanged]

D. Section 173.53 would remain as now written.

E. In § 173.54, paragraph (b) would be amended; paragraph (c) would be deleted.

§ 173.54 Ammunition for cannon.

* * * * *

(b) Each outside package must be plainly marked "AMMUNITION FOR CANNON WITH EXPLOSIVE PROJECTILES," "AMMUNITION FOR CANNON WITH GAS PROJECTILES," "AMMUNITION FOR CANNON WITH SMOKE PROJECTILES," "AMMUNITION FOR CANNON WITH INCENDIARY PROJECTILES," or "AMMUNITION FOR CANNON WITH ILLUMINATING PROJECTILES," as appropriate.

(c) [Deleted]

[1] Requirements covering cylinders are also applicable to spherical pressure vessels.

§ 173.55 [Unchanged]

F. Section 173.55 would remain as now written.

G. In § 173.56, paragraph (g) would be amended; paragraph (i) would be deleted as follows:

§ 173.56 Ammunition, projectiles, grenades, bombs, mines, gas mines, and torpedoes.

* * * * *

(g) Bombs, projectiles, grenades, ammunition for cannon with gas projectiles, or other packagings loaded with an extremely toxic gas or liquid, and an explosive charge, either boxed or unboxed (see paragraph c of this section) must bear "Nonflammable gas" and "Poison" labels.

* * * * *

(i) [Deleted]

H. In § 173.57, paragraph (b) would be amended to read as follows:

§ 173.57 Rocket ammunition.

* * * * *

(b) Each outside package must be plainly marked "ROCKET AMMUNITION WITH EXPLOSIVE PROJECTILES," "ROCKET AMMUNITION WITH GAS PROJECTILES," "ROCKET AMMUNITION WITH SMOKE PROJECTILES," "ROCKET AMMUNITION WITH INCENDIARY PROJECTILES," or "ROCKET AMMUNITION WITH ILLUMINATING PROJECTILES," as appropriate.

* * * * *

I. In § 173.58, paragraph (c) would be deleted as follows:

§ 173.58 Ammunition for small arms.

* * * * *

(c) [Deleted]

J. In § 173.59, paragraph (b) would be deleted as follows:

§ 173.59 Chemical ammunition, explosive.

* * * * *

(b) [Deleted]

K. In § 173.60, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (e)(2) and (f) would be deleted as follows:

§ 173.60 Black powder and low explosives.

* * * * *

(e) * * *

(2) [Deleted]

(f) [Deleted]

§ 173.61 [Amended]

L. Section 173.61 would remain as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

M. In § 173.62, the word chapter would be amended to read "subchapter" each time it appears in paragraph (a); paragraph (b) would be deleted as follows:

§ 173.62 High explosives, liquid.

* * * * *

(b) [Deleted]

N. In § 173.63, the word chapter would be amended to read "subchapter" each

time it appears in paragraphs (a), (b), (c), (d), and (e); paragraph (g) would be deleted as follows:

§ 173.63 High explosive with liquid explosive ingredient.

* * * * *

(g) [Deleted]

O. In § 173.64, the Heading would be amended; the word chapter would be amended to read "subchapter" in paragraphs (a) (1), (2), (3), and (7); paragraph (c) would be deleted as follows:

§ 173.64 High explosives with no liquid explosive ingredient and propellant explosives, Class A.

* * * * *

(c) [Deleted]

* * * * *

P. In § 173.65, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (d) would be amended; paragraph (k) would be deleted as follows:

§ 173.65 High explosives with no liquid explosive ingredient nor any chlorate.

* * * * *

(d) The following materials may be shipped dry, in quantity not exceeding 4 ounces in one outside package, by rail freight or highway, as drugs, n.o.s., or medicines, n.o.s., without any other requirement when in securely closed bottles or jars cushioned to prevent breakage:

* * * * *

(k) [Deleted]

Q. In § 173.66, the word chapter would be amended to read "subchapter" each time it appears in the section; Note 1 following paragraphs (d) (1) and (e) (1), and paragraph (i) would be deleted as follows:

§ 173.66 Blasting caps, blasting caps with safety fuse, blasting caps with metal clad mild detonating fuse, and electric blasting caps.

* * * * *

(d) * * *

(1) * * *

NOTE 1: [Deleted]

(e) * * *

(1) * * *

NOTE 1: [Deleted]

* * * * *

(i) [Deleted]

R. In § 173.67, the word chapter would be amended to read "subchapter" in paragraph (a) (1); paragraph (c) would be deleted as follows:

§ 173.67 Blasting caps with safety fuse and blasting caps with metal clad mild detonating fuse.

* * * * *

(c) [Deleted]

S. In § 173.68, the word chapter would be amended to read "subchapter" in paragraph (a) (1); paragraph (c) would be deleted as follows:

§ 173.68 Detonating primers.

* * * * *

(c) [Deleted.]

T. In § 173.69, the heading would be amended; paragraph (d) would be deleted as follows:

§ 173.69 Detonating fuzes, Class A, with or without radioactive components, detonating fuze parts containing an explosive, boosters, bursters, or supplementary charges.

* * * * *

(d) [Deleted.]

U. In § 173.70, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.70 Diazodinitrophenol or lead mononitroresorcinate.

(a) The offering of diazodinitrophenol or lead mononitroresorcinate in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted.]

V. In § 173.71, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.71 Fulminate of mercury.

(a) The offering of fulminate of mercury in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted.]

W. In § 173.72, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.72 Guanyl nitrosamino guanylidene hydrazine.

(a) The offering of guanyl nitrosamino guanylidene hydrazine in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted.]

X. In § 173.73, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.73 Lead azide.

(a) The offering of lead azide in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted]

Y. In § 173.74, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.74 Lead styphnate.

(a) The offering of lead styphnate (lead trinitroresorcinate) in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted]

Z. In § 173.75, the word chapter would be amended to read "subchapter" in paragraph (b) and (b) (1); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.75 Nitro mannite.

(a) The offering of nitro mannite in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted]

AA. In § 173.76, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.76 Nitrosoguanidine.

(a) The offering of nitrosoguanidine in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(d) [Deleted]

BB. In § 173.77, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.77 Pentaerythrite tetranitrate.

(a) The offering of pentaerythrite tetranitrate in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted]

CC. In § 173.78, the word chapter would be amended to read "subchapter" in paragraph (b); paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.78 Tetrazene.

(a) The offering of tetrazene (guanyl nitrosamino guanyl tetrazene) in a dry condition for transportation is forbidden, except as a component of manufactured articles such as percussion caps, detonators, blasting caps, and exploders.

* * * * *

(e) [Deleted]

DD. In § 173.79, the word chapter would be amended to read "subchapter" in paragraph (a) (1); the heading and the introductory text of paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.79 Jet thrust units (jato), Class A explosives; rocket motors, Class A explosives; igniters, jet thrust (jato), Class A explosives; and igniters, rocket motor, Class A explosives.

(a) Jet thrust units (jato), rocket motors, jet thrust (jato) igniters, and rocket motor igniters, which are Class A explosives must be packaged as follows:

* * * * *

(e) [Deleted]

EE. In § 173.80, paragraph (a) would be amended; paragraph (f) would be deleted as follows:

§ 173.80 Charged oil well jet perforating guns.

(a) Charged oil well jet perforating guns may be transported by highway only by private carriers engaged in oil well operations. When the total weight of the explosive contents of the shaped charges assembled to guns being transported does not exceed 20 pounds in the motor vehicle, these guns may be classed as Class C explosives. See § 173.110.

* * * * *

(f) [Deleted]

FF. In § 173.86, the word chapter would be amended to read "subchapter" in paragraphs (a), (d)(1) and (2); the introductory text of paragraph (d) and paragraphs (d)(4) and (6) would be amended to read as follows:

§ 173.86 New explosives and samples for laboratory examination.

* * * * *

(d) *Samples of explosives and explosive articles for transportation by rail freight, express rail car, cargo-only aircraft, or highway.* Samples of explosives (except liquid nitroglycerin), including fireworks and explosive devices for examination in a laboratory only and not intended for use or demonstration, may be offered for transportation by rail freight, express rail car, cargo-only aircraft (Class C explosives) only or highway provided they fulfill the following requirements:

* * * * *

(4) Not more than 20 half-pound samples of explosives for laboratory examination may be packed in one outside package or transported in a single transport vehicle at one time.

* * * * *

(6) Each package containing a sample of an explosive for laboratory examination must be clearly marked on the outside of the package with the words "SAMPLE FOR LABORATORY EXAMINATION," and labeled in accordance with § 172.411 of this subchapter.

§ 173.87 [Amended]

GG. In § 173.87, the word chapter would be amended to read "subchapter" in paragraph (a).

§ 173.88 [Unchanged]

HH. Section 173.88 would remain as now written.

II. In § 173.89, paragraph (c) would be deleted as follows:

§ 173.89 Ammunition for cannon with empty projectiles, inert-loaded projectiles, solid projectiles, or without projectiles or shell.

* * * * *

(c) [Deleted]

JJ. In § 173.90, paragraph (c) would be deleted as follows:

§ 173.90 Rocket ammunition with empty, inert-loaded, or solid projectiles.

* * * * *

(c) [Deleted]

§§ 173.91, 173.92 [Amended]

KK. Sections 173.91 and 173.92 would remain as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

LL. In § 173.93, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraphs (a) and (g) and paragraph (d)(5) would be amended to read as follows:

§ 173.93 Propellant explosives (solid) for cannon, small arms, rockets, guided missiles, or other devices, and propellant explosives (liquid).

(a) Propellant explosives (solid) for cannon, small arms, rockets, guided missiles, or other devices, when offered for transportation by carriers by rail freight, highway, or water, must be packed in containers complying with the following specifications (see paragraphs (g)(1) and (2) of this section for shipments by express rail car and cargo-only aircraft):

* * * * *

(d) * * *

(5) Propellant explosives (unstable, condemned, or deteriorated smokeless powder for cannon or small arms) must not be offered for transportation by express rail car or cargo-only aircraft.

* * * * *

(g) Propellant explosives when offered for transportation by express rail car or cargo-only aircraft must be packaged as follows (also authorized for transportation by carriers by rail freight, highway, or water):

* * * * *

MM. In § 173.94, the word chapter would be amended to read "subchapter" in paragraph (a)(1); paragraph (d) would be deleted as follows:

§ 173.94 Explosive power devices, Class B.

* * * * *

(d) [Deleted]

NN. In § 173.95, the word chapter would be amended to read "subchapter" in paragraph (a)(1); the introductory text of paragraph (a) would be amended; paragraph (e) would be deleted as follows:

§ 173.95 Rocket engines (liquid), Class B explosives.

(a) Class B explosives liquid rocket engines must be packaged as follows:

* * * * *

(e) [Deleted]

§ 173.100 [Unchanged]

OO. § 173.100 would remain as now written.

PP. § 173.101, paragraphs (c) and (d) would be amended to read as follows:

§ 173.101 Small-arms ammunition.

* * * * *

(c) Packages containing small arms ammunition are exempt from the label prescribed in § 172.411 of this subchapter, but the outside of each package must be plainly marked "SMALL ARMS AMMUNITION."

(d) Each package containing cartridges loaded with an Irritating Material must in addition to marking prescribed herein be marked "IRRITATING AGENT" and must bear the irritant label.

* * * * *

§§ 173.101a, 173.102 [Unchanged]

QQ. §§ 173.101a and 173.102 would remain as now written.

RR. In § 173.103, paragraph (b) would be deleted as follows:

§ 173.103 Blasting caps, blasting caps with safety fuse, blasting caps with metal clad mild detonating fuse, and electric blasting caps, not exceeding 1,000 caps.

(b) [Deleted]

§§ 173.104–173.109 [Amended]

SS. Sections 173.104 through 173.109 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

TT. In § 173.110, paragraph (b) would be amended to read as follows:

§ 173.110 Charged oil well jet perforating guns, total explosive content in guns not exceeding 20 pounds per motor vehicle.

* * * * *

(b) Charged oil well jet perforating guns may be offered for transportation and transported only by private carrier by highway.

§§ 173.111–173.114 [Amended]

UU. §§ 173.111 through 173.114 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

VV. Subpart C would be amended as follows:

Subpart C—Flammable and Combustible Liquids; Definition and Preparation

A. In § 173.115, the heading and text of paragraph (b) would be amended to read as follows:

§ 173.115 Flammable and combustible liquids; definition.

* * * * *

(b) Any liquid having a flash point and which is thermally unstable is classed as a flammable liquid and must be packaged according to § 173.119(b) through

(m) according to its properties other than flash point.

* * * * *

B. In § 173.116, paragraphs (a) and (b) would be amended to read as follows:

§ 173.116 Outage.

(a) Outage for packagings offered for transportation, except as otherwise specifically provided in this part, must be as prescribed in paragraphs (b) to (h) of this section.

(b) Packagings must not be completely filled. Sufficient outage must be provided so that the packaging will not be liquid full at 130°F.

* * * * *

C. Section 173.116a would be added to read as follows:

§ 173.116a Flammable and combustible liquids; shippers by water.

(a) Regulations regarding flammable and combustible liquids in this subchapter do not apply to any liquid that has a flash point above 80°F. on board any cargo vessel or barge.

(b) Regulations regarding flammable liquids in this subchapter do not apply to any liquid that has a flash point above 80°F. on board any passenger vessel; instead, regulations regarding combustible liquids apply to such liquids.

(c) For the purposes of this section, flash points must be determined by Tagliabue's open-cup tester, ASTM test D 1310.

NOTE: If a liquid has a flash point above 80°F. and its packaging is identified as flammable for the purposes of transportation by air or land, the package should be marked with contents' flash point or other clarifying information, if it is desired to avoid its being treated as a flammable liquid on vessels. Liquids that have flash points above 150°F. should be marked with their flash points and the words "Not combustible for transportation on vessels."

§ 173.117 [Unchanged]

D. Section 173.117 would remain as now written.

E. Section 173.118 would be amended to read as follows:

§ 173.118 Exemptions for flammable liquids.

(a) A flammable liquid, having a hazard information number 30, except one for which no exemption is provided as indicated by a "No exemption" statement in § 172.101 of this subchapter is, unless otherwise provided, exempt from the specification requirements of the Part if packed:

(1) In metal receptacles not over 1 quart capacity each, packed in strong outside packagings;

(2) In receptacles having a capacity not over 1 pint or 16 ounces by weight each, packed in strong outside packaging; or

(3) In inside packagings having a rated capacity of one gallon or less if the material has a flash point of 73°F. or higher. Strong outside packagings are required.

(b) A flammable liquid having a hazard information number 30, having a flash point of 73°F. or higher in a packaging having a capacity of less than 110 gallons is not subject to the specification packaging requirements of this Part if the flash point is marked on the outside packaging when transported by rail or highway.

(c) A flammable liquid meeting the conditions specified in paragraph (a) of this section may be reclassed as an ORM–D material when shipped in accordance with Subpart I of this part and the gross weight of each package does not exceed 65 pounds.

F. Section 173.118a would be added to read as follows:

§ 173.118a Exemptions for combustible liquids.

(a) The regulations in this subchapter do not apply to a material classed as a combustible liquid in a packaging having a rated capacity of 110 gallons or less when transported by highway, rail, or by cargo vessel.

(b) A combustible liquid, when offered for transportation by aircraft, and unless otherwise provided in § 172.101 of this subchapter, is exempt from specification packaging when packaged in inside packagings having a rated capacity of one gallon or less, further overpacked in a strong outside packaging. When transported by water, any combustible liquid (See § 176.300 of this subchapter) in these packagings is not subject to Parts 170 to 189 of this subchapter.

(c) A combustible liquid in a portable tank, cargo tank, or tank car tank is exempt from the requirements of this subchapter for transportation by highway and rail except those that pertain to:

(1) Shipping papers, waybills, switching orders, or other billing;

(2) Marking and placarding of portable tanks;

(3) Marking and placarding of motor vehicles and tank car tanks; and

(4) Reporting incidents as prescribed in §§ 171.15 and 171.16 of this subchapter.

G. In § 173.119, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(1), (3), (b), (b)(7), (h)(1)(i), (k)(3), (4), (m)(1), (5), and (8) would be amended to read as follows:

§ 173.119 Flammable liquids not specifically provided for.

(a) * * *

(1) Specification 1A, 1C, or 1D (§§ 178.1, 178.3, 178.4 of this subchapter). Carboys, glass, boxed or in barrels or kegs, capacity not over 5 gallons, except capacity not over 6.5 gallons authorized for Spec. 1D. Must be closed, and when reused must be reconditioned and tested, as provided in the specification. Not authorized for transportation by aircraft.

* * * * *

(3) Specification 17E (§ 178.116 of this subchapter). Metal drums (single-trip) with openings not over 2.3 inches in diameter. Drums with a marked capacity of more than 5 gallons but not more than 30 gallons must be constructed of 19-gauge body and head sheets. Drums with a marked capacity in excess of 30 gallons must be constructed of 18-gauge body and head sheets. Drums with a marked capacity of more than 5 gallons are not authorized by express rail car or aircraft.

* * * * *

(b) *Flammable liquids with flash point above 20° F. to 73° F. and flammable liquids with flash point of 73° F. or higher having a hazard information number other than 30 except as provided by paragraph (m) of this section.* A flammable liquid with a flash point above 20° F. to 73° F. and any flammable liquid with a flash point of 73° F. or higher having a hazard information number other than 30 except as provided by paragraph (m) of this section, and having vapor pressure (Reid [1] test) not over 16 p.s.i.a. at 100° F., other than those for which special requirements are prescribed in this Part, must be packaged in packagings of a design and constructed of materials that will not react dangerously with or be decomposed by the chemical packed therein, as follows:

* * * * *

(7) Specification 37P (§ 178.133 of this subchapter). Steel drums with polyethylene liner (nonreusable container). Authorized only for materials that will not react with polyethylene and result in container failure. Not authorized for transportation by aircraft.

* * * * *

(h) * * *

(1) * * *

(i) *Bung label.* A flammable liquid as described in paragraph (e) or (f) of this section, shipped in a metal drum or barrel, in addition to the flammable liquid label, must be labeled near the bung with a white rectangular label or tag measuring 5 by 3 inches, bearing the wording as displayed below:

* * * * *

(k) * * *

(3) Specification 37A or 37B (§ 178.131, 178.132 of this subchapter). Metal drums (single-trip) not over 5 gallons with welded side seams. Not authorized for transportation by aircraft.

* * * * *

(l) *Viscous flammable liquids with flash point above 20° F. to 73° F. and flammable liquids with flash point of 73° F. or higher having a hazard information number other than 30 except as provided by paragraph (m) of this section, and having a vapor pressure which does not exceed 18 pounds per square inch absolute at 100° F.* A viscous flammable liquid with a flash point above 20° F. to 73° F. and any flammable liquid with a flash point of 73° F. or higher having a hazard information number other than 30 except as provided by paragraph (m) of this section, and having a vapor pressure which does not exceed 18 p.s.i.a. at 100° F. must be packaged as follows:

* * * * *

[1] ASTM Test D323.

(m) * * *

(1) Specification 1A, 1D, or 1EX (single-trip) (§ 178.1, 178.4, 178.6 of this subchapter). Glass carboys, boxed or in plywood drums, capacity not over 5 gallons for specification 1A. Not authorized for transportation by aircraft.

* * * * *

(5) Specification 37P (§ 178.133 of this subchapter). Steel drums, not over 5-gallons capacity, with polyethylene liner (non-reusable container). Drums exceeding 1 gallon capacity must be constructed of at least 24-gauge metal. Authorized only for materials that will not react with polyethylene and result in container failure. Not authorized for transportation by aircraft.

* * * * *

(8) Specification 12P (§ 178.211 of this subchapter). Fiberboard boxes with inside specification 2U (§ 178.24 of this subchapter) polyethylene containers not over 5 gallons capacity each. Authorized only for material which will not react dangerously with or cause decomposition of polyethylene. Not authorized for transportation by aircraft.

* * * * *

H. Section 173.119a would be added to read as follows:

§ 173.119a Certain flammable liquids and combustible liquids not specifically provided for. (See § 170.8 of this subchapter)

(a) A flammable liquid having a flash point of 73°F. or higher and any combustable liquid, having the hazard information number 30, other than those for which specific requirements are prescribed in the Part, when offered for transportation by aircraft or passenger vessel, must be packaged as follows:

(1) As prescribed in § 173.119.

(2) Specification 37B (§ 178.132 of this subchapter). Metal drum with inside glass packagings not over 9 pints capacity each.

(3) Wooden or fiberboard box with inside metal packagings, not over 200 pounds gross weight.

(4) Uniform Freight Classification (UFC), Rule 40, section 5, metal barrel or drum. Single trip specification drum built to UFC Rule 40, section 5 is not authorized.

I. Section 173.119b would be added to read as follows:

§ 173.119b Certain combustible liquids specifically named in § 172.101 of this subchapter. (See § 170.8 of this subchapter)

(a) The following combustible liquids must be packaged as provided in this section:

Alcohol, n.o.s.
Antifreeze compound, liquid
Antifreeze preparation, liquid
Asphalt, cut back
Benzaldehyde
Compound cleaning, liquid
Compound, lacquer, paint, *or* varnish removing, reducing *or* thinning, liquid
Cosmetics, n.o.s.
Creosote, coal tar
Decahydronaphthalene
Diisobutyl ketone
Disinfectant, liquid
Dressing, leather
Drugs, n.o.s.
Ethyl butyl acetate
Ethyl chloroacetate
Ethylene glycol diethyl ether
Ethylene glycol monoethyl ether
Ethlene glycol monoethyl ether acetate
Ethylene glycol monomethyl ether
Ethylene glycol monomethyl ether acetate
Ethylhexaldehyde
Ethyl lactate
Ethyl silicate
Furfural
Hexaldehyde
Ink
Insecticide, liquid
Kerosene
Leather bleach
Medicines, n.o.s.
Mercaptan mixture, aliphatic
Methyl amyl acetate
Methyl amyl ketone
Mortar stain, liquid
Paint drier, liquid
Paint, enamel, lacquer, stain, shellac, varnish, aluminum, bronze, gold, wood filler, liquid, *or* lacquer base, liquid
Pine oil
Plastic solvent, n.o.s.
Polish, metal, stove, furniture, or wood, liquid
Pyroxylin solvent, n.o.s.
Resin solution
Road oil
Rust preventive coating
Sodium methylate, alcohol mixture
Tar, liquid

(b) A combustible liquid named in paragraph (a) of this section, when offered for transportation by aircraft or passenger vessel, must be packaged as follows:

(1) As prescribed in § 173.119a.

(2) Wooden or fiberboard box with inside packagings, not over 200 pounds gross weight.

(3) Uniform Freight Classification (UFC), Rule 41, sections 2 and 3. Fiberboard box with inside packagings, not over 90 pounds gross weight.

J. In § 173.120, paragraph (a) and (c) would be amended; paragraph (d) would be added to read as follows:

§ 173.120 Automobiles, motorcycles, tractors, or other self-propelled vehicles.

(a) Automobiles, motorcycles, tractors, or other self-propelled vehicles, equipped with flammable liquid fuel tanks, provided these tanks are securely closed are not subject to any other requirements for transportation by rail or highway. For transportation by water, see Part 176 of this subchapter. For transportation by air, see paragraph (d) of this section.

* * * * *

(c) *Truck bodies or trailers on flat cars.* Truck bodies or trailers with automatic heating or refrigerating equipment of the flammable liquid type may be shipped with fuel tanks filled and equipment operating or inoperative, when used for the transportation of other freight and loaded on flat cars as part of a joint rail-highway movement, provided the equipment and fuel supply are of a type approved by the Bureau of Explosives. The heating or refrigerating units are not subject to any other requirements of this subchapter and are considered as carriers equipment, not as shipments.

(d) Except as provided in § 175.205 of this subchapter, each automobile, motorcycle, tractor, or other self-propelled vehicle, powered by an internal combustion engine fueled by a flammable or combustible liquid, when offered for transportation by air, must have the fuel tank drained of all fuel and have the tank opening tightly closed.

K. In § 173.121, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (b) would be deleted as follows:

§ 173.121 Carbon bisulfide (disulfide).

* * * * *

(b) [Deleted.]

L. In § 173.122, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (a) and paragraph (a)(3) would be amended to read as follows:

§ 173.122 Acrolein, inhibited.

(a) Acrolein must be inhibited when shipped and when offered for transportation must be packaged as follows:

* * * * *

(3) Specification 105A300W (§§ 179.100, 179.101 of this subchapter) tank car.

(i) Each tank car must be stenciled DOT–105A200W, and must be equipped with the 150 p.s.i.g. safety relief valve required by that specification.

(ii) Each tank car must be marked "ACROLEIN" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

§ 173.123 [Amended]

M. In § 173.123, the word chapter would be amended to read "subchapter" each time it appears in the section.

N. In § 173.124, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(5)(i) would be added to read as follows:

§ 173.124 Ethylene oxide.

(a) * * *

(5) * * *

(i) Each tank car must be marked "ETHYLENE OXIDE" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

O. In § 173.125, the word chapter would be amended to read "subchapter" in paragraphs (a)(5) and (6); the Heading and introductory text of paragraph (a), and paragraph (a)(7) would be amended; paragraph (a)(3) and (4) would be deleted as follows:

§ 173.125 Alcohol (flammable liquid).

(a) Except as otherwise provided in this part, alcohol having a flash point of 100°F. or below must be packaged as follows:

* * * * *

(3) [Deleted]

(4) [Deleted]

* * * * *

(7) Spec. 12P (§ 178.211 of this subchapter). Fiberboard box with inside Spec. 2U (§ 178.24 of this subchapter) polyethylene container not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures. Not authorized for transportation by aircraft.

P. In § 173.126, paragraph (b) would be deleted as follows:

§ 173.126 Nickel carbonyl.

* * * * *

(b) [Deleted]

§ 173.127 [Amended]

Q. In § 173.127, the word chapter would be amended to read "subchapter" each time it appears in the section.

R. In § 173.128, the word chapter would be amended to read "subchapter" in paragraph (b) (1); the Heading and introductory text of paragraph (a) and paragraphs (a) (2), (3) and (4), and paragraph (c) would be amended; paragraph (c) (1) would be deleted as follows:

§ 173.128 Paints and related materials (Flammable liquids).

(a) Except as otherwise provided in this Part, a liquid having a flash point of 100°F. or below and which is a paint, enamel, lacquer, stain, shellac, varnish, liquid aluminum, liquid bronze, liquid gold, liquid wood filler, liquid lacquer base, or a thinning, reducing, or removing compound therefor, or a liquid drier therefor, must be packaged as follows:

* * * * *

(2) Spec. 37A or 37B (§ 178.131, § 178.132 of this subchapter). Metal drums (single-trip) not over 5 gallons capacity with welded side seams for drums over 2 gallons capacity, irrespective of flash point or viscosity. Spec. 37A metal drums constructed with 26-gauge body sheets, 24-gauge removable heads, and 26-gauge bottom heads are authorized for not over 80 pounds gross weight. Not authorized for transportation by aircraft.

(3) Specification 52,[1] or 57 (§§ 178.251, 178.253 of this subchapter). Metal portable tank. Not authorized for transportation by water.

(4) Spec. 37C (§ 178.135 of this subchapter). Metal drums (non-reusable containers) not over 5 gallons capacity each. Authorized only for materials having flash point above 20°F. Not authorized for transportation by aircraft.

* * * * *

(c) The flammable liquids identified in paragraph (a) of this section, in glass packagings of not over 1 quart capacity each, or in metal packagings of not over 5 gallons capacity each, further overpacked in a strong outside packaging are exempt from the specification packaging requirements of this Part. The gross weight of each completed package may not exceed 65 pounds.

(1) [Deleted]

S. In § 173.129, the Heading, introductory text of paragraph (a), paragraphs (a) (2) and (b) would be amended to read as follows:

§ 173.129 Polishes, metal, stove, furniture, and wood, liquid (flammable liquids).

(a) Except as otherwise provided in this Part, a liquid having a flash point of 100°F. or below and which is a metal, stove, furniture, or wood polish must be packaged as follows:

* * * * *

(2) Specification 37A or 37B (§ 178.131, § 178.132 of this subchapter). Metal drums (single-trip) not over 5 gallons capacity with welded side seams, irrespective of flash point or viscosity. Not authorized for transportation by aircraft.

(b) Liquid metal, stove, furniture, and wood polish, in glass packagings not over 1 quart capacity each, or metal packagings not over 5 gallons each, further overpacked in a strong outside packaging is exempt from the specification packaging requirements of this Part. The gross weight of each completed package may not exceed 65 pounds.

T. Section 173.130 would be amended be read as follows:

§ 173.130 Refrigerating machines.

Refrigerating machines assembled for shipment and containing not over 15 pounds of a flammable liquid for their operation are exempt from the specification packaging requirements of this Part and may be released as ORM–D materials if shipped in accordance with Subpart I of this part.

§ 173.131 [Unchanged]

U. Section 173.131 would remain as now written.

V. In § 173.132, the word chapter would be amended to read "subchapter" in paragraph (a) (1); the Heading, introductory text of paragraph (a), paragraphs (a) (2), (3), and (b) would be amended; Note 1 following paragraph (a) (1) would be deleted as follows:

§ 173.132 Cement liquid, n.o.s.; container cement; linoleum cement; pyroxylin cement; rubber cement; tile cement; wallboard cement; coating solution (flammable liquids).

(a) Except as otherwise provided in this Part, a liquid having a flash point of 100° F. or below and which is a liquid cement, n.o.s., a container cement, linoleum cement, pyroxylin cement, rubber cement, tile cement, wallboard cement, or a coating solution must be packaged as follows:

(1) * * *

NOTE 1: [Deleted.]

(2) Specification 52,[1] or 57 (§§ 178.251, 178.253 of this subchapter). Metal portable tank. Authorized for materials irrespective of flash point but only those defined as viscous liquids. Not authorized for transportation by water.

(3) Specification 37C (§ 178.135 of this subchapter). Metal drums (nonreusable container) not over 5 gallons capacity each. Authorized only for materials having flash point above 20°F. Not authorized for transportation by aircraft.

(b) The cements identified in paragraph (a) of this section, except any cement containing carbon bisulfide, in glass or leakproof packagings consisting of a fiberboard body and metal tops and bottoms of not over 1 quart capacity each, or metal packagings of not over 5 gallons capacity each, further overpacked in a strong outside packaging are exempt from the specification packagings of this Part. The gross weight of each package may not exceed 65 pounds.

W. In § 173.133, the word chapter would be amended to read "subchapter" each time it apepars in the section; Note 1 following paragraph (a) (1) would be deleted as follows:

§ 173.133 Spirits of nitroglycerin.

(a) * * *

(1) * * *

NOTE 1: [Deleted.]

* * * * *

X. In § 173.134, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading and paragraph (b) would be amended to read as follows:

§ 173.134 Pyrophoric liquids, n.o.s.

* * * * *

(b) Pyrophoric liquids, n.o.s., when offered for transportation by express rail car must be packaged as prescribed by paragraph (a) (1), (2), or (3) of this section.

Y. In § 173.135, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading, the introductory text of paragraph (a), and paragraph (a) (5) would be amended to read as follows:

§ 173.135 Diethyl dichlorosilane; dimethyl dichlorosilane; ethyl dichlorosilane, ethyl trichorosilane; methyl trichlorosilane; trimethyl chlorosilane; vinyl trichlorosilane.

(a) Diethyl dichlorosilane, dimethyl dichlorosilane, ethyl dichlorosilane, ethyl trichlorosilane, methyl trichlorosilane, trimethyl chlorosilane, and vinyl trichlorosilane must be packaged as follows:

* * * * *

(5) Specifications 5, 5B, 5C, and 17E (single-trip) (§§ 178.80, 178.82, 178.83, 178.116 of this subchapter). Metal drums. These packagings not authorized for shipment by express rail car or aircraft.

* * * * *

Z. In § 173.136, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a) (3) would be amended to read as follows:

§ 173.136 Methyl dichlorosilane and trichlorosilane.

(a) * * *

[1] Use of existing tanks authorized. Construction not authorized after May 31, 1972.

[1] Use of existing tanks authorized. Construction not authorized after May 31, 1972.

(3) Specification 5A, 5B, or 5C (§§ 178.81, 178.82, 178.83 of this subchapter). Metal drums not over 55 gallons capacity each. Specification 5B drums must have no opening exceeding 2.3 inches in diameter. These packagings not authorized for shipment by express rail car or aircraft.

(4) Specification 5F (§ 178.85 of this subchapter). Metal drums not over 11 gallons capacity. This packaging not authorized for shipment by express rail car or aircraft.

* * * * *

§ 173.137 [Amended]

AA. In § 173.137, the word chapter would be amended to read "subchapter" each time it appears in the section.

BB. In § 173.138, paragraph (b) would be deleted as follows:

§ 173.138 Pentaborane.

* * * * *

(b) [Deleted]

CC. In § 173.139, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(4)(i) would be added to read as follows:

§ 173.139 Ethylene imine, inhibited, and propylene imine, inhibited.

(a) * * *

(4) * * *

(i) Each tank car must be marked "ETHYLENE IMINE" in accordance with the requirements of § 176.310 of this subchapter.

* * * * *

§§ 173.140, 173.141 [Amended]

DD. In §§ 173.140 and 173.141, the word chapter would be amended to read "subchapter" each time it appears in the sections:

EE. In § 173.143, the word chapter would be amended to read "subchapter" in paragraphs (a)(1) and (2); paragraph (b) would be deleted as follows:

§ 173.143 Methylchloromethyl ether, anhydrous.

* * * * *

(b) [Deleted]

FF. In § 173.144, the word chapter would be amended to read "subchapter" in paragraphs (a)(2); the heading, the introductory text of paragraph (a) and paragraphs (a)(2) and (b) would be amended to read as follows:

§ 173.144 Ink (flammable liquid).

(a) Except as otherwise provided in this part, ink having a flash point of 100°F. or lower must be packaged as follows:

* * * * *

(3) Specification 37C (§ 178.135 of this subchapter). Metal drums (nonreusable container) not over 5 gallons capacity each. Authorized only for material having flash point over 20°F. Not authorized for transportation by aircraft.

(b) Ink in glass packagings not over 1 quart capacity each, or in metal packagings not over 5 gallons capacity each, further overpacked in a strong outside packaging are exempt from the specification requirements of this part. The gross weight of each package may not exceed 65 pounds.

GG. In § 173.145, the word chapter would be amended to read "subchapter" each time it appears in the section; the heading and paragraph (a)(1) would be amended to read as follows:

§ 173.145 Dimethylhydrazine, unsymmetrical, and methyl hydrazine.

(a) * * *

(1) Specification 1D (§ 178.4 of this subchapter). Boxed glass carboys. Not authorized for transportation by aircraft.

* * * * *

HH. In § 173.146, the heading and paragraph (b) would be amended to read as follows:

§ 173.146 Heaters for refrigerator cars, flammable liquid fuel type.

* * * * *

(b) Heaters of the liquid fuel type for refrigerator cars must have their flammable liquid fuel tanks completely drained if offered for transportation or transported in less-than-carload or less-than-truckload lots.

II. In § 173.147, paragraph (b) would be amended to read as follows:

§ 173.147 Methyl vinyl ketone, inhibited.

* * * * *

(b) Inhibited methyl vinyl ketone, in a glass or metal inside receptacle containing no more than 4 fluid ounces with no more than one such receptacle securely closed and efficiently cushioned in a strong outside packaging, is exempt from the specification packaging requirements of this part. Inhibited methyl vinyl ketone so packaged, may be reclassed as an ORM–D material if shipped in accordance with Subpart I of this part.

§§ 173.148, 173.149 [Amended]

JJ. Sections 173.148 and 173.149 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

KK. Section 173.149a would be added to read as follows:

§ 173.149a Nitromethane.

Nitromethane must be packaged as specified in § 173.119(b) except that shipment in cargo tanks, tank cars, and portable tanks is prohibited.

LL. Section 173.149b would be added to read as follows:

§ 173.149b Formaldehyde.

(a) Formaldehyde, when offered for shipment by aircraft or passenger vessel, must be packaged as follows:

(1) Specification 5C (§ 178.83 of this subchapter) steel barrel or drum.

(2) Specification 42B or 42C (§§ 178.107, 178.108 of this subchapter) aluminum barrels or drums.

(3) Specification 12B (§ 178.205 of this subchapter). Fiberboard box with inside containers.

(4) Specification 1A or 1C (§§ 178.1, 178.3 of this subchapter). Carboy, glass, boxed or in a keg, not over 13 gallons capacity. Not authorized for transportation by aircraft.

(5) Specification 1D (§ 178.4 of this subchapter). Boxed glass carboy not over 6.5 gallons capacity. Not authorized for transportation by aircraft.

(6) Wooden box with inside containers, not over 200 pounds gross weight.

(7) Steel drum, lined, of not over 110 gallons capacity.

A. Subpart D would be amended as follows:

Subpart D—Flammable Solids, Oxidizing Materials, and Organic Peroxides; Definitions and Preparation

§ 173.150 [Amended]

B. Section 173.150 would remain as now written except the word chapter would be amended to read "subchapter" in the first sentence of paragraph (a).

C. Section 173.151 would be amended to read as follows:

§ 173.151 Oxidizing material; definition.

An oxidizing material for the purpose of this subchapter is a substance such as a chlorate, permanganate, inorganic peroxide, nitro, carbo nitrate, or a nitrate that yields oxygen readily to stimulate the combustion of organic matter.

D. Section 173.151a would be added to read as follows:

§ 173.151a Organic peroxide; definition.

An organic compound containing the bivalent –0–0– structure and which may be considered a derivative of hydrogen peroxide where one or more of the hydrogen atoms have been replaced by organic radicals must be classed as an organic peroxide.

§ 173.152 [Unchanged]

E. Section 173.152 would remain as now written.

F. Section 173.153 would be amended to read as follows:

§ 173.153 Exemptions for flammable solids, oxidizing materials, and organic peroxides.

(a) Flammable solids and oxidizing materials, except those for which no exemptions are provided as indicated by a "No exemption" statement in § 172.101 of this subchapter are, unless otherwise provided, exempt from the specification packaging requirements of this Part if packaged in inside receptacles containing not over 1 pound net weight each, further overpacked in strong outside packagings.

(b) Liquid or solid organic peroxides, except acetyl benzoyl peroxide, solid, and benzoyl peroxide, are, unless otherwise provided, exempt from the specification packaging requirements of this Part if packaged as follows:

(1) In inside receptacles which must be securely packed and cushioned with noncombustible cushioning material (except that cushioning material is not required when the liquid is contained in strong, securely closed plastic packagings

of not over 1 ounce by volume capacity each), further overpacked in strong outside packagings containing not over 1 pint or 1 pound net weight of the material.

(2) In not more than 24 inside fiberboard containers each having not more than 70 securely closed tubes having a maximum fluid capacity each of ⅛ ounce and securely packed in noncombustible cushioning material. Each fiberboard container may not contain more than 1 pint of liquid.

(c) A flammable solid, oxidizing material, or organic peroxide, meeting the conditions specified in paragraph (a) or (b) of this section may be reclassed as ORM-D materials if shipped in accordance with Subpart I of this part and the gross weight of the package does not exceed 65 pounds.

§§ 173.154, 173.154a, 173.155, 173.156, 173.158 [Amended]

G. Sections 173.154, 173.154a, 173.155, 173.156, and 173.158 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections. Section 173.157 would remain the same as now written.

§ 173.157 [Unchanged]

H. Section 173.159 would be amended to read as follows:

§ 173.159 Burnt cotton.

(a) "Burnt cotton" is cotton that has been on fire and from which the burnt portions have not been removed by repicking. It must not be offered for transportation until at least 10 days have elapsed since the last evidence of fire in it. It must be described on shipping papers as "Burnt cotton, 40, flammable solid."

(b) When burnt cotton is picked and baled, the separated cotton is subject to the same regulations as cotton that has not been involved in a fire. See § 172.101 of this subchapter.

§§ 173.160, 173.161 [Amended]

I. Sections 173.160 and 173.161 would remain as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

J. In § 173.162, the introductory text of paragraph (a) and paragraph (a)(9) would be amended; the word chapter would be amended to read "subchapter" in paragraph (i); paragraph (f)(4) would be deleted as follows:

§ 173.162 Charcoal.

(a) Charcoal, as described in this paragraph, is exempt from the specification packaging requirements of this part and may be reclassed as an ORM–D material when shipped in accordance with subpart I of this part, in packaging not over 65 pounds gross weight.

* * * * *

(9) When offered for transportation by express rail car or aircraft, charcoal must be packaged in boxes.

* * * * *

(f) * * *

(4) [Deleted]

* * * * *

§ 173.163 [Amended]

K. Section 173.163 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

L. In § 173.164, the word chapter would be amended to read "subbchapter" each time it appears in the section; the Heading and introductory text of paragraph (a) and paragraph (a)(2) would be amended to read as follows:

§ 173.164 Chromic acid or chromic acid mixture, dry.

(a) Chromic acid and chromic acid mixture, dry must be packaged as follows:

* * * * *

(2) Specification 17H or 37A (§§ 178.118, 178.131 of this subchapter) metal drums. A specification 37A metal drum constructed from 22-gauge thick steel throughout is authorized for a gross weight of not over 490 pounds when it is shipped in a carload or truckload lot.

* * * * *

§§ 173.165, 173.166 [Amended]

M. Sections 173.165 and 173.166 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in § 173.166.

N. In § 173.167, paragraph (b) would be deleted as follows:

§ 173.167 Cotton waste, oily.

* * * * *

(b) [Deleted]

§ 173.168 [Amended]

O. Section 173.168 would remain as now written except the word chapter would be amended to read "subchapter" in paragraph (a)(2).

P. In § 173.169, paragraph (b) would be deleted as follows:

§ 173.169 Fiber, burnt.

* * * * *

(b) [Deleted]

Q. In § 173.170, the heading would be amended; paragraph (b) would be deleted as follows:

§ 173.170 Fibers or fabrics impregnated, saturated, or coated.

* * * * *

(b) [Deleted]

R. In § 173.171, paragraph (b) would be deleted as follows:

§ 173.171 Fish scrap or fish meal.

* * * * *

(b) [Deleted]

S. In § 173.172, paragraph (b) would be deleted as follows:

§ 173.172 Hair, wet.

* * * * *

(b) [Deleted]

§ 173.173 [Unchanged]

T. Section 173.173 would remain the same as now written.

U. In § 173.174, the heading would be amended; paragraphs (b) and (d) would be deleted as follows:

§ 173.174 Iron sponge; spent oxide; spent iron mass; spent iron sponge.

* * * * *

(b) [Deleted]

* * * * *

(d) [Deleted]

§ 173.175 [Unchanged]

V. Section 173.175 would remain as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

W. In § 173.176, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory texts of paragraphs (d), (e), and (g) would be amended; paragraph (g)(1) would be deleted; paragraph (h) would be added to read as follows:

§ 173.176 Matches.

* * * * *

(d) Matches, unless exempted in paragraph (g) or (h) of this section, must be packaged as follows:

* * * * *

(e) Any packagings containing strike-anywhere matches, when offered for transportation by express rail car or aircraft, must be further overpacked as follows:

* * * * *

(g) Matches, strike-on-box, book, and card packed in outside fiberboard or wooden boxes are classed as ORM–D materials when shipped in accordance with Subpart I of this part.

(1) [Deleted]

(h) Matches, strike-on-box, book, and card may be packed in the same outside packaging with nonflammable materials when packaged in outside fiberboard or wooden boxes. They must be compactly packed in tightly closed inside packagings or securely wrapped to prevent accidental ignition. When so packed, they are exempt from the specification packaging requirements of this section and may be reclassed as ORM–D materials. The outside of each package must be marked "BOOK MATCHES," "STRIKE-ON-BOX MATCHES," or "CARD MATCHES," as appropriate.

X. In § 173.177, the word chapter would be amended to read "subchapter" each time it appears in the section; the Note following paragraph (a)(4) would be deleted as follows:

§ 173.177 Motion-picture film and X-ray film.

(a) * * *

(4) * * *

NOTE: [Deleted]

* * * * *

Y. In § 173.178, the word chapter would be amended to read "subchapter" each time it appears in the section; the heading and the introductory text of paragraph (a) would be amended to read as follows:

§ 173.178 Motion-picture film, old and worn out (not scrap) (Nitrocellulose-base).

(a) Motion-picture film, old and worn out (not scrap), nitrocellulose-base, must be packaged as follows:

* * * * *

§ 173.179 [Deleted]

Z. Section 173.179 would be deleted.

AA. In § 173.180, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading and the introductory text of paragraph (a) would be amended; paragraph (b) would be deleted as follows:

§ 173.180 Motion-picture film and X-ray film, unexposed (nitrocellulose base).

(a) Motion-picture film and X-ray film, unexposed (nitrocellulose base), must be packaged as follows:

* * * * *

(b) [Deleted]

§ 173.181 [Deleted]

BB. Section 173.181 would be deleted.

CC. Section 173.182 would be amended to read as follows:

§ 173.182 Nitrates.

NOTE: Calcium nitrate ($5Ca(NO_3)_2 \cdot NH_4NO_3 \cdot 10H_2O$) with 15.5 to 15.6 percent nitrogen and at least 12 percent water is not subject to the regulations in this subchapter.

(a) Aluminum nitrate, ammonium nitrate, ammonium nitrate (organic coating), ammonium nitrate—carbonate mixture, ammonium nitrate—phosphate,[1] ammonium nitrate fertilizer, containing 90 percent or more ammonium nitrate with no organic coating, ammonium nitrate mixed fertilizer,[1] barium nitrate, calcium nitrate, guanidine nitrate, lead nitrate, magnesium nitrate, nitrates, n.o.s., nitrate of soda and potash, nitro carbo nitrate (see Note 1), potassium nitrate, silver nitrate, sodium nitrate, and strontium nitrate must be packaged as follows:

(1) In wooden or fiberboard boxes with glass, metal, or other strong inside containers; in metal or fiber drums; in kegs or barrels; or in strong metal cans. When so packed, they are exempt from the specification packaging requirements of this part.

* * * * *

(b) Aluminum nitrate, ammonium nitrate, ammonium nitrate (organic coating), ammonium nitrate—carbonate mixture, ammonium nitrate—phosphate,[1] ammonium nitrate fertilizer, containing 90 percent or more ammonium nitrate with no organic coating, ammonium nitrate mixed fertilizer,[1] barium nitrate, calcium nitrate, guanidine nitrate, nitrate of soda and potash, potassium nitrate, sodium nitrate, and strontium nitrate, in addition to containers prescribed in paragraph (a) of this section, may be packaged as follows:

(1) In bulk in tight closed freight cars. (See § 174.510 of this subchapter for loading requirements.)

(2) In bulk in sift proof closed or open type motor vehicles. (See § 177.838(f) of this subchapter for loading requirements.)

(3) [Deleted]

(4) In burlap bags not exceeding 200 pounds net weight, water-resistant, made tight against sifting, and made of not less than 7½ ounce burlap. (See §§ 174.510 and 177.838 of this subchapter for loading requirements.)

(5) In multi-wall paper bags not exceeding 110 pounds net weight, of at least 4-ply construction including moisture-barrier ply, and made tight against sifting. Completed package, filled to weight with product and closed for shipment, must be capable of withstanding three 4-foot drops on face or back onto solid concrete without rupture. (See §§ 174.510 and 177.838 of this subchapter for loading requirements).

(6) Spec. 44P (§ 178.241 of this subchapter). All plastic bags. Authorized net weight not over 81 pounds. Authorized only for ammonium nitrate mixed fertilizer, and ammonium nitrate fertilizer containing 90 percent or more ammonium nitrate with no organic coating. (See §§ 174.510 and 177.838 of this subchapter for loading requirements.)

(c) Nitro carbo nitrate, in addition to the packagings prescribed in paragraph (a) of this section, may be packaged as follows:

(1) In burlap bags not exceeding 100 pounds net weight, water-resistant, made tight against sifting, and made of not less than 7½ ounce burlap. (See §§ 174.510 and 177.838 of this subchapter for loading requirements.)

(2) In multi-wall paper bags not exceeding 100 pounds net weight, made of at least 4-ply construction including moisture-barrier ply, and made tight against sifting. Completed package, filled to weight with product and closed as for shipment, must be capable of withstanding three 4-foot drops on the face or back onto solid concrete without rupture. (See §§ 174.510 and 177.838 of this subchapter for loading requirements.)

§§ 173.183, 173.184 [Amended]

DD. Sections 173.183 and 173.184 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

EE. In § 173.185, paragraph (b) would be deleted as follows:

§ 73.185 Paper stock, wet.

* * * * *

(b) [Deleted.]

FF. In § 173.186, Note 1 following paragraph (a) and paragraph (b) would be deleted as follows:

§ 173.186 Paper waste, wet.

(a) * * *

NOTE 1: [Deleted]

(b) [Deleted.]

§ 173.187 [Amended]

GG. Section 173.187 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

HH. In § 173.188, the word chapter would be amended to read "subchapter" each time it appears in the section; Note 1 following paragraph (a)(1) would be deleted as follows:

§ 173.188 Phosphoric anhydride.

(a) * * *

(1) * * *

NOTE 1: [Deleted.]

* * * * *

§ 173.189 [Amended]

II. Section 173.189 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

JJ. In § 173.190, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a), the introductory text of paragraph (c), and the last sentence of paragraph (b) would be amended; paragraph (b)(3)(i) would be added; paragraph (e) would be deleted as follows:

§ 173.190 Phosphorus, white or yellow.

(a) Phosphorus, white or yellow, when offered for transportation by rail freight, highway, or water, must be packed in water or dry, as follows:

(b) * * *

(3) * * * After unloading, the tank must be filled to its entire capacity with an inert gas or to its entire capacity and the dome to not more than 50 percent of its capacity with water having a temperature not exceeding 140° F. and placarded with "EMPTY-FLAMMABLE" placards as described in § 172.527 of this subchapter before the car is offered for return movement.

(i) Each tank car must be marked "PHOSPHORUS" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

(c) Phosphorus, white or yellow, when offered for transportation by express rail car or aircraft, must be packed in water in packaging as follows (also authorized for transportation by rail freight, highway, or water):

* * * * *

(e) [Deleted.]

§§ 173.191, 173.192, 173.193 [Amended]

KK. Sections 173.191, 173.192, and 173.193 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

LL. In § 173.194, paragraph (a)(2) would be amended to read as follows:

§ 173.194 Potassium permanganate.

(a) * * *

(2) In bulk in sift-proof, self-clearing, covered hopper or bottom outlet steel

[1] Applies only to materials classed as dangerous under definition in § 173.151.

cars or in sift-proof all steel flat bottom gondola cars with fixed sides and ends equipped with water-proof and dust-proof wooden or steel covers well secured in place for all openings, or in bulk in motor vehicles with steel, sift-proof, self-clearing hopper-type or dump-type bodies, with water-proof and dust-proof covers, well secured in place. Such cars, when used exclusively in this service and stencilled "FOR POTASSIUM PERMANGANATE ONLY," are not subject to the requirements of § 174.515 of this subchapter.

MM. In § 173.195, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (a) would be amended; paragraph (a)(4) would be deleted; paragraph (c) would be added to read as follows:

§ 173.195 Pyroxylin plastic scrap, photographic-film scrap, X-ray film scrap, motion-picture film scrap, or pieces of exposed or unexposed film.

(a) Pyroxylin plastic scrap, and nitrocellulose-base photographic film scrap, X-ray film scrap, motion-picture film scrap, and pieces of exposed or unexposed film, must be packaged as follows:

* * * * *

(4) [Deleted]

* * * * *

(c) Samples for laboratory examination may be shipped by express rail car when packaged as follows:

(1) Specification 15A, 15B, or 15C (§§ 178.168, 178.169, 178.170 of this subchapter). Wooden boxes with inside metal container, hermetically sealed by soldering or with tape. Net weight must not exceed 25 pounds. Each package must be marked: "SAMPLE (name of material) FOR LABORATORY EXAMINATION."

§ 173.196 [Deleted]

NN. Section 173.196 would be deleted.

OO. In § 173.197, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (a) would be amended to read as follows:

§ 173.197 Pyroxylin plastics, in sheets, rolls, rods, or tubes.

(a) Pyroxylin plastics, in sheets, rolls, rods, or tubes containing nitrocellulose are not subject to this subchapter when offered for transportation by rail freight or highway but when offered for transportation by express rail car, aircraft, or water must be packaged as follows in addition to all the other requirements applicable to flammable solids.

* * * * *

PP. Sections 173.197a and 173.198 would remain the same as now written except the word chapter would be amended to read "subchapter" in § 173.-198.

QQ. In § 173.199, paragraph (b) would be deleted as follows:

§ 173.199 Rags, oily.

* * * * *

(b) [Deleted]

RR. In § 173.200, paragraph (b) would be deleted as follows:

§ 173.200 Rags, wet.

* * * * *

(b) [Deleted]

§§ 173.201, 173.202, 173.203 [Amended]

SS. Sections 173.201, 173.202, and 173.203 would remain the same as now written, except the word chapter would be amended to read "subchapter" each time it appears in the section.

TT. In § 173.204, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(4) would be amended; Note 1 following paragraph (a)(7) would be deleted as follows:

§ 173.204 Sodium hydrosulfite.

(a) * * *

(4) Specification 37A or 37B (§ 178.131, 178.132 of this subchapter). Metal drums. Not authorized for transportation by air or water.

* * * * *

(7) * * *

NOTE 1: [Deleted]

§ 173.205 [Amended]

UU. Section 173.205 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

VV. In § 173.206, the word chapter would be amended to read "subchapter" each time it appears in the section; the heading, introductory text of paragraph (a), paragraphs (a)(2), (d) and (e) would be amended to read as follows:

§ 173.206 Sodium or potassium, metallic; sodium amide; sodium potassium alloys; sodium aluminum hydride; lithium metal; lithium silicon; lithium ferro silicon; lithium hydride; lithium borohydride; lithium aluminum hydride; lithium acetylide-ethylene diamine complex; aluminum hydride; cesium metal; rubidium metal; zirconium hydride, powdered.

(a) Metallic sodium or potassium, sodium amide, sodium potassium alloys, sodium aluminum hydride, lithium metal, lithium silicon, lithium ferro silicon, lithium hydride, lithium borohydride, lithium aluminum hydride, lithium acetylide-ethylene diamine complex, aluminum hydride, cesium metal, rubidium metal, and powdered zirconium hydride must be packaged as follows:

* * * * *

(2) Specification 5, 6A, 6B, or 6C (§§ 178.80, 178.97, 178.98, 178.99 of this subchapter). Metal barrels or drums. Not authorized for lithium aluminum hydride or aluminum hydride.

* * * * *

(d) Lithium metal in cartridges or rubidium metal in cartridges is exempt from specification packaging requirements when packaged and described as follows:

(1) In inside hermetically sealed metal cartridges not exceeding 18 grams net weight each, packed in strong outside packagings with net weight of lithium or rubidium metal not exceeding one pound; which outside packagings may be further overpacked in strong wooden boxes or fiber drums, provided total net weight of lithium or rubidium metal in one outside box or drum does not exceed one pound.

(e) Lithium metal or rubidium metal in cartridges, containing more than 18 grams but not more than 120 grams of lithium or rubidium, must be packed in specification packagings as follows:

(1) Specification 15A or 15B (§§ 178.-168, 178.169 of this subchapter). Wooden boxes, not over 75 pounds gross weight, with air-tight inside copper cartridges. Cartridges having less than 0.022 inch wall thickness must be separated or securely cushioned in the boxes. Each cartridge must have a minimum thickness of 0.02 inch.

§§ 173.207, 173.208 [Amended]

WW. Sections 173.207 and 173.208 remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

XX. In §§ 173.209, 173.210, and 173.211, paragraph (b) would be deleted as follows:

§ 173.209 Tankage, garbage, and tankage fertilizers.

* * * * *

(b) [Deleted]

§ 173.210 Tankages, rough ammoniate.

* * * * *

(b) [Deleted]

§ 173.211 Textile, waste, wet.

* * * * *

(b) [Deleted]

§ 173.212 [Amended]

YY. Section 173.212 would remain the same as written except the reference in the last sentence would be amended to read: "Parts 170–189 and 397 Chapter III of this title.

ZZ. In § 173.213, paragraph (b) would be deleted as follows:

§ 173.213 Wood, waste, wet.

* * * * *

(b) [Deleted]

§§ 173.214, 173.216 [Amended]

AAA. Sections 173.214 and 173.216 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

BBB. In § 173.217, the word chapter would be amended to read "subchapter" each time it appears in the section; the heading, introductory text of paragraph (a) and paragraph (b) would be amended to read as follows:

§ 173.217 Calcium hypochlorite compound, dry; lithium hypochlorite compound, dry; mono-(trichloro) tetra - (monopotassium dichloro)-penta-s-triazinetrione, dry; potassium dichloro-s-triazinetrione, dry; sodium dichloro-s-triazinetrione, dry; trichloro-s-triazinetrione, dry.

(a) Calcium hypochlorite compound, dry, lithium hypochlorite compound, dry, mono-(trichloro) tetra-(monopotassium dichloro)-penta-s-triazinetrione, dry, potassium dichloro-s-triazinetrione, dry, sodium dichloro-s-triazinetrione, dry, and trichloro-s-triazinetrione, dry, each containing more than 39 percent available chlorine must be packaged as follows:

* * * * *

(b) Strong outside wooden or fiberboard packages with inside packagings of glass not over five pounds capacity each, or with inside metal packagings or plastic bottles not over ten pounds capacity each, are exempt from the specification packaging requirements of this part.

§§ 173.218, 173.219 [Amended]

CCC. Sections 173.218 and 173.219 would remain the same as now written except the word chapter would be amended to read "subchapter" in § 173.218(a)(1).

DDD. In § 173.220, paragraphs (a)(2) and (b)(1) would be amended to read as follows:

§ 173.220 Magnesium or zirconium scrap consisting of borings, clippings, shavings, sheets, turnings, or scalpings, and magnesium metallic (other than scrap), powdered, pellets, turnings, or ribbon.

(a) * * *

(2) Magnesium or zirconium scrap consisting of clippings, scalpings, or scrap sheets in closed metal drums, wooden barrels, or wooden boxes, unless otherwise provided, is exempt from the specification packaging, marking, and labeling requirements of this part.

(b) * * *

(1) Magnesium metallic (other than scrap), pellets, turnings, or ribbon in fiberboard boxes with inside glass bottles not over 1 pound capacity each, with not more than 25 pounds net weight of product in each outside fiberboard box, in closed metal drums, metal pails, fiber drums, or wooden boxes with inside packagings are, unless otherwise provided, exempt from the specification packaging requirements of this part.

§§ 173.221, 173.222 [Amended]

EEE. Sections 173.221, and 173.222 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

FFF. In § 173.223, paragraph (b) would be amended to read as follows:

§ 173.223 Peracetic acid.

* * * * *

(b) Peracetic acid solutions not exceeding 40 percent strength packed in strong wooden or fiberboard boxes, with not more than one inside glass packaging not exceeding 1 pint or 1 pound capacity, cushioned with sterile absorbent cotton or other cushioning material which will not react with the contents to generate heat, and with such cushioning material in sufficient quantity to completely absorb the contents of the bottle are exempt from the specification packaging requirements of this part.

§ 173.224 [Amended]

GGG. Section 173.224 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

HHH. In § 173.225, the word chapter would be amended to read "subchapter" each time it appears in the section; the heading and introductory text of paragraph (a) would be amended to read as follows:

§ 173.225 Phosphorus trisulfide; phosphorus sesquisulfide; phosphorus heptasulfide; phosphorus pentasulfide.

(a) Phosphorus trisulfide, phosphorus sesquisulfide, and phosphorus heptasulfide must be packaged as follows:

* * * * *

III. In § 173.226, in paragraph (a) the word chapter would be amended to read "subchapter" and paragraph (b) would be amended to read as follows:

§ 173.226 Thorium metal, powdered.

* * * * *

(b) Thorium metal powder packed in tightly and securely closed metal cans, cushioned with incombustible material in strong outside wooden or fiberboard boxes, and not exceeding 4 ounces net weight in one outside packaging, is exempt from the specification packaging requirements of this part.

(1) Thorium metal powder packed as specified in paragraph (b) of this section, may be reclassed as an ORM–D material if shipped in accordance with Subpart I of this part.

§§ 173.227, 173.228 [Amended]

JJJ. Sections 173.227 and 173.228 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

KKK. In § 173.229, paragraph (b)(5) would be amended by changing the word chapter to read "subchapter" within the parentheses; the introductory text of paragraph (b) and paragraph (c) would be amended to read as follows:

§ 173.229 Chlorate and borate mixtures or chlorate and magnesium chloride mixtures.

* * * * *

(b) Chlorate and borate mixtures or chlorate and magnesium chloride mixtures containing no other hazardous additives and containing less than 50 percent chlorate are exempt from the specification requirements of this part when packaged as follows:

* * * * *

(c) Chlorate and borate mixtures or chlorate and magnesium chloride mixtures containing no other hazardous additives and containing less than 50 percent chlorate may be reclassed as ORM–D materials if packaged in accordance with paragraph (b) of this section and shipped in accordance with Subpart I of this part.

§§ 173.230, 173.231 [Amended]

LLL. Sections 173.230 and 173.231 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

MMM. Section 173.232 would be amended to read as follows:

§ 173.232 Tank cars containing residual phosphorus.

Tank cars from which phosphorus has been unloaded and from which all residual phosphorus has not been removed by thorough cleaning must be shipped filled with water or an inert gas and must be placarded by the shipper with EMPTY-FLAMMABLE placards bearing the Hazard Information number 43 as prescribed in Part 172 of this subchapter.

§§ 173.233, 173.234, 173.235, 173.236 [Amended]

NNN. Sections 173.233, 173.234, 173.235, and 173.236 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

OOO. Section 173.237 would be amended to read as follows:

§ 173.237 Chlorine dioxide hydrate, frozen; chloric acid.

(a) Chlorine dioxide hydrate, frozen and chloric acid must be packed in specification packagings as follows:

(1) Specification 12B (§ 178.205 of this subchapter). Fiberboard boxes, with inside packages of polyethylene or other suitable material. Fiberboard boxes must be reinforced and insulated and sufficient dry ice must be used to maintain the hydrate or acid in a frozen state during transportation. Shipments are authorized for transportation by private or contract carrier by motor vehicle only.

(2) Containers and means of refrigeration providing equal efficiency, when approved by the Bureau of Explosives, are authorized for shipments by private carrier by motor vehicle.

PPP. In § 173.238, the word chapter would be amended to read "subchapter" in paragraph (a)(1); the introductory text of paragraph (a) would be amended to read as follows:

§ 173.238 Aircraft rocket engines (commercial) and/or aircraft rocket engine igniters (commercial).

(a) Aircraft rocket engines (commercial) and their igniters may be offered for transportation when of a type approved by the Bureau of Explosives to be so described and classed, and when packaged as follows:

* * * * *

§§ 173.239, 173.239a [Amended]

QQQ. Sections 173.239 and 173.239a would remain as written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

Subpart E—Corrosive Materials; Definition and Preparation

A. In § 173.240, paragraph (a) would be amended to read as follows:

§ 173.240 Corrosive materials; definition.[1]

(a) For the purpose of Parts 170–189 of this subchapter, a corrosive material is a liquid or solid that causes visible destruction or irreversible alternations in human skin tissue at the site of contact, or in the case of leakage from its packaging, a liquid that has a severe corrosion rate on steel.

(1) A material is considered to be destructive or to cause irreversible alternation in human skin tissue if when tested on the intact skin of the albino rabbit by the technique described in 16, CFR 1500.41, the structure of the tissue at the site of contact is destroyed or changed irreversibly after an exposure period of 4 hours or less.

(2) A liquid is considered to have a severe corrosion rate if its corrosion rate exceeds 0.250 inch per year (IPY) on steel (SAE 1020) at a test temperature of 130°F. An acceptable test is described in NACE Standard TM–01–69.

* * * * *

B. In § 173.241, the introductory text of paragraph (a) and paragraph (a)(2) would be amended to read as follows:

§ 173.241 Outage.

(a) The outage (ullage) for packagings containing corrosive liquids, when offered for transportation, must be in accordance with the following requirements:

* * * * *

(2) *General outage requirements.* Packagings must not be completely filled. Sufficient outage must be provided so that the packaging will not be liquid full at 130°F.

* * * * *

C. In § 173.242, paragraph (c) would be amended to read as follows:

§ 173.242 Bottles containing corrosive liquids.

* * * * *

(c) Corrosive liquid solutions in securely closed bottles, in quantities necessary for preparing photographic processing mixtures and efficiently cushioned, may be packed in the same outside shipping container with required amounts of packaged dry chemicals not classed as hazardous materials by these regulations, provided no dangerous reaction would occur should the contents of bottles be mixed with the dry chemicals. Marking prescribed in Part 172 of this subchapter is not required.

[1] A corrosive material, not subject to the definition previously in effect in § 173.240, packaged before December 31, 1973, may be shipped and transported without being subject to any of the requirements in 49 CFR Parts 170 to 179 until December 31, 1974. As of January 1, 1975, these materials may not be shipped or transported unless they are in compliance with 49 CFR 170 to 179.

§ 173.243 [Unchanged]

D. Section 173.243 would remain the same as now written.

E. In § 173.244, paragraphs (a) and (b) would be amended to read as follows:

§ 173.244 Exemptions for corrosive materials.

(a) A material classed as a corrosive liquid, except one for which no exemption is provided as indicated by a "No exemption" statement in § 172.101 of this subchapter:

(1) Is exempt from the specification packaging requirements of this Part if in metal or plastic inside packagings (bags not authorized) not exceeding 32 ounces water capacity that are packaged in strong outside packagings;

(2) May be reclassed as an ORM–D material when packed in packagings not exceeding 16 ounces water capacity when shipped in accordance with Subpart I of this part, if the gross weight of each package does not exceed 65 pounds.

(b) A material classed as a corrosive solid, except one for which no exemption is provided as indicated by a "No exemption" statement in § 172.101 of this subchapter:

(1) Is exempt from the specification packaging requirements of this subchapter if packaged:

(i) In glass or paper packagings of not more than five pounds capacity which are packed in strong outside packagings. The gross weight of each package may not exceed 30 pounds.

(ii) In rigid fiber, metal, plastic, or composition cans or cartons of not more than 10 pounds capacity which are packed in strong outside packagings. The gross weight of each package may not exceed 65 pounds.

(2) May be reclassed as an ORM–D material if packaged according to the provisions of paragraph (b)(1) of this section and in accordance with Subpart I of this part.

* * * * *

F. In § 173.245, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(1), (3), (17), (19), (20), (21), (22), and (b) would be amended to read as follows:

§ 173.245 Corrosive liquids not specifically provided for.

(a) * * *

(1) Specification 1A, 1B, 1C, or 1E (§§ 178.1, 178.2, 178.3, 178.7 of this subchapter). Glass Carboys in boxes, kegs, or plywood drums. Not authorized for transportation by aircraft.

* * * * *

(3) Specification 1D (§ 178.4 of this subchapter). Boxed glass carboys of not over 6.5 gallons nominal capacity which must be closed, and when reused must be reconditioned and tested, as provided in the specification; means must be provided so that accumulated pressure in bottles shall not exceed 10 pounds per square inch gauge at 130°F., or shall vent at a pressure not to exceed 10 pounds per square inch gauge. Not authorized for transportation by aircraft.

* * * * *

(17) Specification 17H, 37A, or 37B (§§ 178.118, 178.131, or 178.132 of this subchapter), metal drums (single-trip), with welded side seams, not over 5 gallons capacity each. Drums must be lined throughout with a pliable plastic material impervious to the lading. Specification 37A and 37B metal drums must be at least 24 gauge steel. Specification 37A and 37B metal drums not authorized for transportation by aircraft.

* * * * *

(19) Specification 37P (§ 178.133 of this subchapter). Steel drum with polyethylene liner (nonreusable container). Authorized only for materials that will not react with polyethylene and result in container failure. Not authorized for transportation by aircraft.

(20) Specification 16D (§ 178.187 of this subchapter). Wirebound wooden overwrap, with inside specification 2T, 2TL, 2S, or 2SL (§§ 178.21, 178.27, 178.35, 178.35a of this subchapter) polyethylene container. Not authorized for transportation by aircraft.

(21) Specification 12P (§ 178.211 of this subchapter). Fiberboard boxes with inside specification 2U (§ 178.24 of this subchapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures. Not authorized for transportation by aircraft.

(22) Specification 16A (§ 178.185 of this subchapter). Wirebound wooden box (see § 178.195–22 of this subchapter) with inside specification 2U (§ 178.24 of this subchapter) polyethylene container. The polyethylene container must be separated from the wooden box by a complete corrugated fiberboard liner and top and bottom pads. Not authorized for transportation by aircraft.

* * * * *

(b) If a material classed as corrosive is corrosive to steel according to § 173.240(a)(2) and is not corrosive to skin according to § 173.240(a)(1), it is not subject to any requirements of this subchapter or rail or highway when transported in a tank car tank or cargo tank constructed entirely of materials that will not react dangerously with or be decomposed by the commodity being transported.

§§ 173.245a, 173.245b, 173.246 [Amended]

G. Sections 173.245a, 173.245b, and 173.246 would remain as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

H. In § 173.247, the word chapter would be amended to read "subchapter" each time it appears in the section, the heading, paragraph (a)(3) and (16) would be amended to read as follows:

§ 173.247 Acetic anhydride; acetyl bromide; acetyl chloride; acetyl iodide; antimony pentrachloride; benzoyl chloride; boron trifluoride-acetic acid complex, chromyl chloride; dichloroacetyl chloride; diphenylmethyl bromide solution; pyro sulfuryl chloride; silicon chloride; sulfur chloride (mono and di); sulfuryl chloride; thionyl chloride; tin tetrachloride (anhydrous); titanium tetrachloride; trimethyl acetyl chloride.

(a) * * *

(3) Specification 1A, 1C, 1D, 1E, or 1K (§§ 178.1, 178.3, 178.4, 178.7, 178.14 of this subchapter). Glass carboys in boxes, kegs or plywood drums (not permitted for antimony pentachloride or tin tetrachloride, anhydrous). Not authorized for transportation by aircraft.

* * * * *

(16) Specification 106A500X or 110A500W (§§ 179.300, 179.301) tanks. Authorized only for antimony pentachloride and titanium tetrachloride (anhydrous). Tanks containing titanium tetrachloride (anhydrous) must not be equipped with safety devices. (See § 177.834(m) of this subchapter for special requirements for highway shipments.)

* * * * *

I. In § 173.248, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a) and (a)(1) would be amended to read as follows:

§ 173.248 Acid sludge, sludge acid, spent sulfuric acid, or spent mixed acid.

(a) Acid sludge, sludge acid, spent sulfuric acid, or spent mixed acid, resulting from the use of sulfuric acid in various processes, not containing hydrofluoric acid, must be packaged as follows:

(1) Specification 1A, 1D, or 1E (§§ 178.1, 178.4, 178.7 of this subchapter). Carboys in boxes or plywood drums. Authorized only for spent sulfuric acid. Not authorized for transportation by aircraft.

* * * * *

J. In § 173.249, the word chapter would be amended to read "subchapter" each time it appears in the section; the heading, paragraphs (a)(3), (b), (b)(1), (c), and (d) would be amended; paragraphs (a)(5) and (9) would be deleted; paragraph (b)(4) would be added to read as follows:

§ 173.249 Alkaline corrosive liquids, n.o.s.; alkaline caustic liquids, n.o.s.; alkaline corrosive battery fluid; potassium fluoride solution; potassium hydrogen fluoride solution; sodium aluminate, liquid

(a) * * *

(3) Specification 5 (§ 178.80 of this subchapter) metal drums. Openings must not exceed 2.3 inches in diameter.

* * * * *

(5) [Deleted]

* * * * *

(9) [Deleted.]

* * * * *

(b) Alkaline corrosive liquids, n.o.s., alkaline caustic liquids, n.o.s., alkaline corrosive battery fluids, and liquid sodium aluminate, when offered for transportation by express rail car and cargo-only aircraft, must be packaged as follows (also authorized for transportation by rail freight, highway, or water):

(1) In packagings as prescribed in paragraph (a) (8), (10), and (11) of this section and § 173.245(a) (7) and (12).

* * * * *

(4) Specification 15A, 15B, 15C, 16A, or 19A (§§ 178.168, 178.169, 178.170, 178.185, 178.190 of this subchapter). Wooden boxes with inside packagings of polyethylene (not bags) having a capacity not over 1 gallon each.

(c) Alkaline corrosive liquids, n.o.s., alkaline caustic liquids, n.o.s., alkaline corrosive battery fluids, and liquid sodium aluminate in inside packagings of not more than 8-fluid ounces capacity each, packed in strong outside packagings, and cushioned with absorbent material in sufficient quantity to completely absorb liquid contents in the event of breakage, are exempt from specification packaging requirements of this part.

(d) Alkaline corrosive liquids, n.o.s., alkaline caustic liquids, n.o.s., alkaline corrosive battery fluids, and liquid sodium aluminate may be reclassed as ORM–D materials if packaged according to the provisions of paragraph (c) of this section and in accordance with Subpart I of this part.

K. In § 173.250, paragraph (a) would be amended to read as follows:

§ 173.250 Automobiles or other self-propelled vehicles, engines or other mechanical apparatus.

(a) Automobiles and other self-propelled vehicles equipped with electric storage batteries, wet, and electric storage batteries, wet when included in carload or truckload shipments of automobile parts or assembled material in accordance with paragraphs (a) (1), (2) and (3) of this section are exempt from any other requirements of this subchapter unless other hazardous materials are being transported on the vehicle. In this case, the regulations covering these other materials apply.

(1) When batteries are removed from automobiles and loaded into car or motor vehicle therewith, the batteries must be so loaded, blocked, and braced in car as to prevent movement therein during transit, and the load must be so arranged that loose articles cannot come into contact with the batteries.

(2) When wet batteries or batteries shipped dry in the same container with electrolyte (acid) are shipped with automobile parts or assembly material, the batteries must be boxed or crated and so loaded, blocked, and braced in the car or motor vehicle as to prevent movement therein during transit, and the load must be so arranged that loose articles cannot come in contact with the batteries.

(3) When batteries are installed in the vehicle, they must be completely protected so that short circuits will be prevented and so secured that leakage of acid will not occur under conditions normal to transportation.

* * * * *

§ 173.251 [Amended]

L. Section 173.251 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

M. In § 173.252, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(3)(i) would be added; paragraph (g)(2) and (3) would be amended to read as follows:

§ 173.252 Bromine.

(a) * * *

(3) * * *

(i) Each tank car must be marked "BROMINE" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

(g) * * *

(2) Specification 12A (§ 178.210 of this subchapter). Fiberboard boxes, constructed of at least 275 test (Mullen or Cady) double-wall corrugated fiberboard having not more than six inside glass bottles of not over 1-quart capacity. Each inside glass bottle must be surrounded by a sheet of polyethylene foam at least seven-sixteenths inch thick (see Note 1), and approximately the same height as the bottle, and must also be separated by partitions made of corrugated fiberboard at least 275-pound test (Mullen or Cady). The box must be provided with inside top and bottom pads of polyethylene foam at least 1⅛ inches thick (see Note 1). Shipper must have established that the completed package closed as for shipment with inside packagings filled with liquid of same specific gravity as commodity to be shipped is capable of withstanding tests prescribed by § 178.210–10 of this subchapter. Not authorized for transportation by aircraft.

NOTE 1: Other materials of equal efficiency and compatibility are also authorized.

(3) Specification 12A (§ 178.210 of this subchapter). Fiberboard box with inside glass bottles having closures meeting the requirements of paragraph (d) of this section. Each bottle must be enclosed in a tinplate slipcover metal can surrounded by incombustible cushioning material. No box may contain any bottle of a capacity greater than 1 quart. Each box may contain not more than four bottles having a capacity not exceeding 1 quart, or 12 bottles having a capacity not exceeding 8 fluid ounces. The shipper must have established that the completed package closed for shipment, with inside bottles filled with a liquid of the same specific gravity and similar viscosity as bromine, is capable of withstanding the tests prescribed in § 178.210–10 of this subchapter. Not authorized for transportation by aircraft.

N. In § 173.253, the word chapter would be amended to read "subchapter" each time it appears in the section; para-

graph (a)(4) would be deleted as follows:

§ 173.253 **Chloroacetyl chloride.**

(a) * * *

(4) [Deleted]

* * * * *

§§ 173.254, 173.255 [Amended]

O. Sections 173.254 and 173.255 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

P. In § 173.256, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(4) would be amended to read as follows:

§ 173.256 **Compounds, cleaning, liquid.**

(a) * * *

(4) Specification 16A (§ 178.185 of this subchapter). Wirebound wooden box (see § 178.185–22 of this subchapter) with inside specification 2U (§ 178.24 of this subchapter) polyethylene container. The polyethylene container shall be separated from the wooden box by a complete corrugated fiberboard liner and top and bottom pads. Not authorized for transportation by aircraft.

* * * * *

Q. In § 173.257, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (a) and paragraph (a)(8) and (12) would be amended to read as follows:

§ 173.257 **Electrolyte (acid) or corrosive battery fluid.**

(a) Electrolyte (acid) must not be over 47 percent strength (39° Baume). Electrolyte or corrosive battery fluid must be packaged as follows (packaging utilizing a bag to contain the electrolyte or battery fluid is not authorized for transportation aboard aircraft):

* * * * *

(8) Specification 1EX (§ 178.6 of this subchapter). Carboys in plywood drums. Not authorized for transportation by aircraft.

* * * * *

(12) Specification 37P (§ 178.133 of this subchapter). Steel drums with polyethylene liner (nonreusable container). Not authorized for transportation by aircraft.

* * * * *

R. In § 173.258, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(3) would be amended to read as follows:

§ 173.258 **Electrolyte, acid, or alkaline corrosive battery fluid, packed with storage batteries.**

(a) * * *

(3) Specification 12B (§ 178.205 of this subchapter). Fiberboard boxes with not more than 12 inside packagings of polyethylene or other material resistant to the lading, not over 64-ounce capacity each. Polyethylene packagings that are not rigid or semi-rigid in nature must be contained in other strong inside packagings; minimum thickness of polyethylene or other plastic material shall be not less than 0.003 inch for any film sheet for multi-wall packagings or not less than 0.006 inch for single-wall packagings. Inside packagings must be adequately separated from the storage battery. Authorized gross weight not over 65 pounds. (See § 178.205–33 of this subchapter.) Not authorized for transportation by aircraft.

§ 173.259 [Amended]

S. Section 173.259 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

T. In § 173.260, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (e)(1) would be deleted; paragraphs (d) and (f) and the introductory text of paragraph (e) would be amended to read as follows:

§ 173.260 **Electric storage batteries, wet.**

* * * * *

(d) Electric storage batteries, containing electrolyte or corrosive battery fluid, of the nonspillable type, must be protected against short circuits, and if completely and securely boxed are not subject to any other requirements of this subchapter.

(e) Electric storage batteries containing electrolyte or battery fluid are exempt from Parts 170–189 of this subchapter for carriage by highway if:

(1) [Deleted.]

* * * * *

(f) Electric storage batteries containing electrolyte or corrosive battery fluid, other than those of the nonspillable type, when shipped in less-than-carload and less-than-truckload lots, must be marked and labeled as described in § 173.25 and Part 172 of this subchapter.

* * * * *

U. In § 173.261, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (b) would be amended to read as follows:

§ 173.261 **Fire-extinguisher charges.**

* * * * *

(b) Fire-extinguisher charges as described in paragraph (b)(1) through (3) of this section are exempt from the specification packaging requirements of this part and may be reclassed as ORM–D materials when shipped in accordance with Subpart I of this part.

* * * * *

V. In § 173.262, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(1) and (8) would be amended to read as follows:

§ 173.262 **Hydrobromic acid.**

(a) * * *

(1) Specification 1A, 1C, 1D, or 1E (§§ 178.1, 178.3, 178.4, 178.7 of this subchapter). Carboys in boxes, kegs, or plywood drums. Not authorized for transportation by aircraft.

* * * * *

(8) Specification 37P (§ 178.133 of this subchapter). Steel drum, not over 5 gallons capacity, with polyethylene liner (non-reusable container). A drum exceeding 1 gallon capacity must be constructed of at least 24 gauge metal. Not authorized for transportation by aircraft.

* * * * *

W. In § 173.263, the word chapter would be amended to read "subchapter" each time it appears in the section; Note 1 following paragraph (a)(9) would be deleted; paragraphs (a)(5), (7), (14), (18), (23), (24), and (b)(2) would be amended to read as follows:

§ 173.263 **Hydrochloric (muriatic) acid, hydrochloric (muriatic) acid mixtures, hydrochloric (muriatic) acid solution, inhibited, sodium chlorite solution (not exceeding 42 percent sodium chlorite), and cleaning compounds, liquid, containing hydrochloric (muriatic) acid.**

(a) * * *

(5) Specification 1A, 1C, or 1K (§ 178.1, 178.3, 178.14 of this subchapter). Carboys in boxes or kegs. Not authorized for transportation by aircraft.

* * * * *

(7) Specification 1D, 1E, or 1EX (single-trip) (§§ 178.4, 178.7, 178.6 of this subchapter). Glass carboys in boxes or plywood drums, of not over 6.5 gallons nominal capacity. Means must be provided so that accumulated total pressure in bottle shall not exceed 10 p.s.i. gauge at 130°F. or shall vent at a pressure not to exceed 10 p.s.i.g. Not authorized for transportation by aircraft.

* * * * *

(9) * * *

NOTE 1: [Deleted]

* * * * *

(14) Specification 17H, 37A, or 37B (§§ 178.118, 178.131, 178.132 of this subchapter). Metal drums (single-trip) not over 5 gallons capacity each. Authorized only for hydrochloric (muriatic) acid solution, inhibited, containing not to exceed 15 percent hydrochloric (muriatic) acid. Drums must be lined throughout with a pliable plastic material impervious to the solution. Specifications 37A and 37B metal drums must be at least 24 gauge steel. Specifications 37A and 37B are not authorized for transportation by aircraft.

* * * * *

(18) Specification 37P (§ 178.133 of this subchapter). Steel drums constructed of at least 24-gauge metal for drums exceeding 1 gallon capacity, with polyethylene liner (nonreusable container). Not authorized for transportation by aircraft.

* * * * *

(23) Specification 12P (§ 178.211 of this subchapter). Fiberboard boxes with inside specification 2U (§ 178.24 of this

subchapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures. Not authorized for transportation by aircraft.

(24) Specification 16A (§ 178.185 of this subchapter). Wirebound wooden box (see § 178.185–22 of this subchapter) with inside specification 2U (§ 178.24 of this subchapter) polyethylene container. The polyethylene container must be separated from the wooden box by a complete corrugated fiberboard liner and top and bottom pads. Not authorized for transportation by aircraft.

* * * * *

(b) * * *

(2) Inside packaging of not more than 8-fluid ounces capacity each, packed in strong outside packagings, and cushioned with absorbent material in sufficient quantity to completely absorb liquid contents in the event of breakage, are exempt from the specification packaging requirements of this part.

* * * * *

X. In § 173.264, the word chapter would be amended to read "subchapter" each time it appears in the section; Note 4 following paragraph (a)(7) and paragraph (b)(5) would be deleted; subdivision (i) would be added following paragraph (a)(8) and (b)(2); the heading, Note 3 following paragraph (a)(10) and paragraphs (a)(8) and (b)(6) would be amended to read as follows:

§ 173.264 Fluoboric acid; hydrofluoric acid; white acid.

(a) * * *

(7) * * *

NOTE 4. [Deleted]

* * * * *

(8) Spec. 103A,[1] 103A–W, 105A100,[1] 105A100–W, 111A100–F–2, 111A100–W–2, 111A100–W–4, or ARA–IV[1] (§§ 179.100, 179.101, 179.200, 179.201, of this subchapter). Unlined metal tanks which have been subjected to adequate passivity or neutralization process. (See Note 1 to paragraph (a)(7) of this section). Authorized only for hydrofluoric acid of 60 to 80 percent strength. If tanks are washed out with water they must be resubjected to passivity before reshipment.

(i) Each tank car must be marked "HYDROFLUORIC ACID" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

(10) * * *

NOTE 3: Drums must be lined with material at least as thick as the sample material tested.

(b) * * *

(2) * * *

(i) Each tank car must be marked "HYDROGEN FLUORIDE" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

(5) [Deleted]

(6) Specification 106A500X or 110A–500W (§§ 179.300, 179.301 of this subchapter) tanks. Tanks may not be equipped with safety devices of any type and valves must be protected by metal caps. Tanks must not be filled to a density in excess of 85 percent of the water weight capacity of the tank. (See § 177.834(m) of this subchapter for special requirements for highway shipments.)

* * * * *

Y. In § 173.265, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(4), (c)(1) and (4) would be amended to read as follows:

§ 173.265 Hydrofluosilicic acid.

(a) * * *

(4) Specification 16A (§ 178.185 of this subchapter). Wirebound wooden box (see § 178.185–22 of this subchapter) with inside specification 2U (§ 178.24 of this subchapter) polyethylene container. The polyethylene container must be separated from the wooden box by a complete corrugated fiberboard liner and top and bottom pads. Not authorized for transportation by aircraft.

* * * * *

(c) * * *

(1) Specification 1A, 1C, 1D, or 1E (§§ 178.1, 178.3, 178.4, 178.7 of this subchapter). Carboys in boxes, in kegs, or plywood drums, for which the use of rubber stoppers and gaskets is also authorized. Not authorized for transportation by aircraft.

* * * * *

(4) Specification 37P (§ 178.133 of this subchapter). Steel drums, not over 5-gallons capacity, with polyethylene liner (non-reusable container). Not authorized for transportation by aircraft.

* * * * *

Z. In § 173.266, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (f)(1)(i) would be added; the introductory text of paragraphs (b) and (d), paragraphs (c) (c)(1) and (3) would be amended to read as follows:

§ 173.266 Hydrogen peroxide solution in water.

* * * * *

(b) Hydrogen peroxide solution in water containing not over 52 percent hydrogen peroxide by weight must be packaged as prescribed in paragraph (a) of this section or as follows (vented packagings are not permitted aboard aircraft):

* * * * *

(c) Hydrogen peroxide solution in water containing over 8 percent hydrogen peroxide by weight and not exceeding 37 percent must be packaged as prescribed in paragraph (a) or (b) of this section or as follows (vented packagings are not permitted aboard aircraft):

(1) Specification 1A (§ 178.1 of this subchapter). Glass carboys. The cushioning must be incombustible mineral material, elastic wooden-strip packing, or large elastic cushions such as corks fastened securely in position. The use of hay, excelsior, ground cork, or similar material, whether treated or untreated, is prohibited. The carboy stoppers must be vented so as to prevent accumulation of internal pressure; use of cork gasket impregnated with paraffin is authorized. Not authorized for transportation by aircraft.

* * * * *

(3) Specification 1D or 1E (§ 178.4, 178.7 of this subchapter). Glass carboys in boxes or plywood drums of not over 6.5 gallons nominal capacity. Means must be provided so that accumulated pressure in bottle shall not exceed 10 pounds p.s.i. gauge at 130°F. or shall vent at a pressure not to exceed 10 pounds p.s.i. gauge. The cushioning must be incombustible mineral material, elastic wood-strip packaging, or large elastic cushions such as corks fastened securely in position. The use of hay, excelsior, ground cork, or similar material, whether treated or untreated, is prohibited. Not authorized for transportation by aircraft.

(d) Hydrogen peroxide solution in water containing over 8 percent hydrogen peroxide by weight and not exceeding 10 percent must be packaged as prescribed in paragraph (a), (b), or (c) of this section or as follows (vented packagings are not permitted aboard aircraft):

* * * * *

(f) * * *

(1) * * *

(i) Each tank car must be marked "HYDROGEN PEROXIDE" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

AA. In § 173.267, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (c) would be amended to read as follows:

§ 173.267 Mixed acid (nitric and sulfuric acid) (nitrating acid).

* * * * *

(c) Mixed acid (nitric and sulfuric acid) (nitrating acid), when offered for transportation by express rail car or aircraft must be packaged as follows (also authorized for transportation by rail freight, highway, and water):

* * * * *

BB. In § 173.268, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(1) would be added; the introductory text of paragraphs (i) and (j), and paragraph (b)(4) would be amended to read as follows:

§ 173.268 Nitric acid.

(a) * * *

(1) Each tank car must be marked "NITRIC ACID" in accordance with the requirements of § 172.310 of this subchapter.

[1] Use of existing tank cars authorized, but new construction not authorized.

(b) * * *

(4) Specification 5C (§ 178.83 of this subchapter). Metal barrels or drums. Authorized for concentrations of nitric acid as limited by § 178.83-3(c) of this subchapter. Containers weighing less than 85 percent of their original marked weight are not authorized.

* * * * *

(i) Nitric acid of any concentration, when offered for transportation by express rail car or aircraft must be packaged as follows (also authorized for transportation by rail freight, highway, and water):

* * * * *

(j) Nitric acid of not over 50 percent concentration, when offered for transportation by express rail car or aircraft, may in addition to the provisions of paragraph (i) of this section be packaged as follows (also authorized for transportation by rail freight, highway, and water):

* * * * *

CC. In § 173.269, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(2) would be amended to read as follows:

§ 173.269 Perchloric acid.

(a) * * *

(2) Specification 1A, 1C, 1D, 1E, or 1K (§§ 178.1, 178.3, 178.4, 178.7, 178.14 of this subchapter). Glass carboys in boxes, kegs, or plywood drums. Not authorized for transportation by aircraft.

* * * * *

§§ 173.270, 173.271 [Amended]

DD. Sections 173.270 and 173.271 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

EE. In § 173.272, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (b), (i)(10), (11), (15), and (16) would be amended to read as follows:

§ 173.272 Sulfuric acid.

* * * * *

(b) Sulfuric acid solutions of not over 25 percent concentration, in inside packagings of not over 8 fluid ounces capacity each, packed in strong outside packagings and cushioned with absorbent material in sufficient quantity to completely absorb liquid contents in event of breakage, are exempt from the specification packaging requirements of this part.

* * * * *

(i) * * *

(10) Specification 16A (§ 178.185 of this subchapter). Wirebound wooden box (see § 178.185-22 of this subchapter) with an inside specification 2U (§ 178.24 of this subchapter) polyethylene container. The polyethylene container must be separated from the wooden box by a complete corrugated fiberboard liner and top and bottom pads. Not authorized for transportation by aircraft.

(11) Specification 12P (§ 178.211 of this subchapter). Fiberboard boxes with an inside specification 2U (§ 178.24 of this subchapter) polyethylene container not over 5-gallon capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in an inside box free of wire staples or other projections that could cause failures. Not authorized for transportation by aircraft.

* * * * *

(15) Specification 1A, 1C, or 1K (§§ 178.1, 178.3, 178.14 of this subchapter). Carboys in boxes or kegs. Not authorized for transportation by aircraft.

(16) Specification 1D or 1E (§§ 178.4, 178.7 of this subchapter). Glass carboys in boxes or plywood drums, of not over 6.5 gallons nominal capacity. Not authorized for transportation by aircraft.

* * * * *

FF. In § 173.273, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(4)(i) would be added to read as follows:

§ 173.273 Sulfur trioxide, stabilized.

(a) * * *

(4) * * *

(i) Each tank car must be marked "SULFUR TRIOXIDE" in accordance with the requirements of § 172.310 of this subchapter.

* * * * *

§§ 173.274 and 173.275 [Amended]

GG. §§ 173.274, and 173.275 would remain as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

HH. In § 173.276, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(1) would be amended to read as follows:

§ 173.276 Anhydrous hydrazine and hydrazine solution.

(a) * * *

(1) Specification 1D (§ 178.4 of this subchapter). Boxed glass carboys. Not authorized for transportation by aircraft.

* * * * *

II. In § 173.277, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(2) and (5), (e), and the introductory text of paragraph (d) would be amended; paragraph (g) and (f) would be added to read as follows:

§ 173.277 Hypochlorite solutions.

(a) * * *

(2) Specification 1A, 1C, 1D, or 1E (§§ 178.1, 178.3, 178.4, 178.7 of this subchapter). Glass carboys in boxes, kegs, or plywood drums. Not authorized for transportation by aircraft.

* * * * *

(5) Specification 12P (§ 178.211 of this subchapter). Fiberboard boxes with inside specification 2U (§ 178.24 of this subchapter) polyethylene container not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures. Not authorized for transportation by aircraft.

* * * * *

(d) Glass inside packaging of not more than 4-fluid ounce capacity each, packed in strong outside packaging, and cushioned with absorbent material in sufficient quantity to completely absorb liquid contents in the event of breakage, are exempt from the specification packaging requirements of this Part.

* * * * *

(e) Polyethylene pouches not over 2½ ounces capacity each, heat sealed, and formed of polyethylene, or other suitable plastic, not less than 0.0035 inch in thickness to which must be laminated a 0.0015-inch, 25-pound basis weight white sulphate paper, when securely packed not more than 144 pouches in a strong fiberboard box, are exempt from the specification requirements of this Part.

(f) Hypochlorite solutions packaged as prescribed in paragraph (d) or (e) of this section may be reclassed as ORM-D materials when shipped in accordance with subpart I of this Part.

(g) Shipments by tank motor vehicle are not subject to any requirements of this subchapter.

JJ. In § 173.278, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (b)(2) would be amended to read as follows:

§ 173.278 Nitrohydrochloric acid.

* * * * *

(b) * * *

(2) Specification 1A, 1D, or 1E (§§ 178.1, 178.4, 178.7 of this subchapter). Glass carboys in boxes or plywood drums, not over 5 gallons nominal capacity for specification 1A and not over 6.5 gallons nominal capacity for specifications 1D and 1E. Not authorized for transportation by aircraft.

KK. In § 173.279, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (b) would be amended to read as follows:

§ 173.279 Anisoyl chloride.

* * * * *

(b) Inside packagings of not over 8 fluid ounces capacity each, packed in strong outside packaging, and cushioned with absorbent material in sufficient quantity to completely absorb liquid contents in the event of breakage, are exempt from the specification packaging requirements of this Part.

LL. In § 173.280, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading, introductory text of paragraph (a) and paragraph (a)(5) would be amended to read as follows:

§ 173.280 Allyl trichlorosilane, amyl trichlorosilane, butyl trichorosilane, chlorophenyl trichlorosilane, cyclohexenyl trichlorosilane, cyclohexyl trichlorosilane, dichlorophenyltrichlorosilane, diphenyl dichlorosilane, dodecyl trichlorosilane, ethyl phenyl dichlorosilane, hexadecyl trichlorosilane, hexyl trichlorosilane, nonyl trichlorosilane, octadecyl trichlorosilane, octyl trichlorosilane, phenyl trichlorosilane, and propyl trichlorosilane.

(a) Allyl trichlorosilane, amyl trichlorosilane, butyl trichlorosilane, chlorophenyl trichlorosilane, cyclohexenyl trichlorosilane, cyclohexyl trichlorosilane, dichlorophenyltrichlorosilane, diphenyl dichlorosilane, dodecyl trichlorosilane, ethyl phenyl dichlorosilane, hexadecyl trichlorosilane, hexyl trichlorosilane, nonyl trichlorosilane, octadecyl trichlorosilane, octyl trichlorosilane, phenyl trichlososilane, and propyl trichlorosilane must be packaged as follows:

* * * * *

(5) Specification 5, 5B, 5C, and 17E single-trip §§ 178.80, 178.82, 178.83, 178.116 of this subchapter). Metal drums. These containers not authorized for shipment by express rail car or aircraft.

* * * * *

§§ 173.281, 173.282 and 173.283 [Amended]

MM. Sections 173.281, 173.282, 173.283 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

NN. In § 173.284, the word chapter would be amended to read "subchapter" in paragraph (a)(1); the Heading and the introductory text of paragraph (a) would be amended to read as follows:

§ 173.284 Bromine pentafluoride; iodine pentafluoride.

(a) Bromine pentafluoride and iodine pentafluoride must be packaged as follows:

* * * * *

§ 173.285 [Amended]

OO. Section 173.285 would remain the same as now written except in paragraph (a)(1) and (3) the word chapter would be amended to read "subchapter."

PP. In § 173.286, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (b) would be amended; paragraph (d) would be added to read as follows:

§ 173.286 Chemical kits.

* * * * *

(b) Chemical kits containing corrosive liquids in inside packagings of not over 6 fluid ounces capacity each are exempt from the specification packaging requirements of this part if all the following requirements are complied with:

* * * * *

(d) Chemical kits containing corrosive liquids may be reclassed as ORM–D materials if the requirements of paragraph (b) of this section are complied with and if they are shipped in accordance with subpart I of this part.

QQ. In § 173.287, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (b) and (b)(1) would be amended to read as follows:

§ 173.287 Chromic acid solution.

* * * * *

(b) Chromic acid solutions must be packaged in specification containers as follows:

(1) Specification 1A (§ 178.1 of this subchapter). Glass carboy in a box. Not authorized for transportation by aircraft.

* * * * *

RR. In § 173.288, the word chapter would be amended to read "subchapter" each time it appears in the section; the introductory text of paragraph (a) and paragraph (a)(2) would be amended to read as follows:

§ 173.288 Allyl chloroformate, benzyl chloroformate, ethyl chloroformate, and methyl chloroformate.

(a) Allyl chloroformate, benzyl chloroformate, ethyl chloroformate, and methyl chloroformate must be packaged as follows:

* * * * *

(2) Specification 1A (§ 178.1 of this subchapter). Boxed carboys. Glass bottles having nominal capacity of 3 gallons also authorized when packed and tested in accordance with requirements of specification 1A (§ 178.1 of this subchapter); necks must be protected during shipment. Not authorized for transportation by aircraft.

SS. In § 173.289, the word chapter would be amended to read "subchapter" each time it apears in the section; paragraphs (a)(7) and (9) would be amended to read as follows:

§ 173.289 Formic acid and formic acid solutions.

(a) * * *

(7) Specification 17H (§ 178.118 of this subchapter). Metal drums (single-trip) equipped with bag type liners of material and construction approved by the Department. Each drum must have two diametrically opposite vent holes ¼ inch diameter in the side wall at each end in close proximity to the top curl and bottom chime. Interior of welded side seam must be covered or otherwise treated to provide a non-abrasive surface. Not authorized for transportation by aircraft.

* * * * *

(9) Specification 1EX (§ 178.6 of this subchapter). Carboys in plywood drums. Not authorized for transportation by aircraft.

* * * * *

§ 173.290 [Amended]

TT. Section 173.290 would remain as now written except the word chapter would be amended to read "subchapter" in paragraph (a)(1).

UU. In § 173.291, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading and paragraphs (a) and (a)(1) and (2) would be amended to read as follows:

§ 173.291 Flame retardant compound.

(a) Flame retardant compound, liquid, must be packaged as follows:

(1) Specification 1A, 1B, or 1C (§§ 178.1, 178.2, 178.3 of this subchapter). Carboys in boxes or kegs which must be closed, and when reused must be reconditioned and tested, as provided in the specification. Not authorized for transportation by aircraft.

(2) Specification 1D or 1E (§§ 178.4, 178.7 of this subchapter). Glass carboys in boxes or plywood drums of not over 6.5 gallons nominal capacity. Means must be provided so that accumulated pressure in bottle shall not exceed 10 pounds per square inch gauge at 130° F., or shall vent at a pressure not to exceed 10 p.s.i.g. Not authorized for transportation by aircraft.

* * * * *

§§ 173.292, 173.293 and 173.294 [Amended]

VV. Sections 173.292, 173.293, and 173.294 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

WW. In § 173.295, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(3) would be amended to read as follows:

§ 173.295 Benzyl chloride.

(a) * * *

(3) Specification 1A, 1C, 1D, or 1E (§§ 178.1, 178.3, 178.4, 178.7 of this subchapter). Glass carboys in boxes, kegs or plywood drums. Not authorized for transportation by aircraft.

* * * * *

§§ 173.296 and 173.297 [Amended]

XX. Sections 173.296 and 173.297 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

YY. In § 173.298, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(4) would be amended to read as follows:

§ 173.298 Memtetrahydro phthalic anhydride.

(a) * * *

(4) Specification 37P (§ 178.133 of this subchapter). Steel drums with polyethylene liner (nonreusable container). Authorized only for materials that will not react with polyethylene and result in a packaging failure. Not authorized for transportation by aircraft.

§§ 173.299 and 173.299a [Amended]

ZZ. Sections 173.299 and 173.299a would remain the same as now written except the word chapter would be amended to read "subchapter" in § 173.299.

Subpart F—Compressed Gases: Definition and Preparation

§ 173.300 [Amended]

A. Section 173.300 would remain the same as now written except in the material following the Heading the word chapter would be amended to read "subchapter."

B. In § 173.301, the introductory text of paragraph (g) and paragraph (g) (4) would be amended to read as follows:

§ 173.301 General requirements for shipment of compressed gases in cylinders.[2]

* * * * *

(g) *Container valve protection.* A container charged with a flammable gas, corrosive gas, an extremely toxic or highly toxic gas (including an extremely or highly toxic material charged with any compressed gas), must have its valves protected by one of the following methods.

* * * * *

(4) By loading the containers compactly in an upright position and securely bracing them in a car or motor vehicle, when the containers are to be loaded by the consignor and unloaded by the consignee. This method is not permitted to be used with packages containing an extremely toxic gas or an extremely toxic material charged with any compressed gas.

* * * * *

§§ 173.302 and 173.303 [Amended]

C. Sections 173.302, and 173.303 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

D. In § 173.304, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a) (1) would be amended to read as follows:

§ 173.304 Charging of cylinders with liquefied compressed gas.

(a) * * *

(1) Specification 3,[2] 3A, 3AA, 3B, 3BN, 3D, 3E, 4, 4A, 4B, 4BA, 4B–ET, 9,[1] 25,[1] 26,[1] 38,[1] 39, 40,[1] or 41[1] (§§ 178.36, 178.37, 178.38, 178.39, 178.41, 178.42, 178.48, 178.49, 178.50, 178.51, 178.55, 178.61, 178.65 of this subchapter), except that no specification 9, 39, 40, or 41 packaging may be charged and shipped with a mixture containing a pyrophoric liquid, carbon bisulfide (disulfide), ethyl chloride, ethylene oxide, spirits of nitroglycerin, or an extremely or highly toxic material or irritating material, unless specifically authorized in this part.

* * * * *

E. In § 173.305, the word chapter would be amended to read "subchapter" in paragraph (c) (1); paragraph (d) would be amended to read as follows:

§ 173.305 Charging of cylinders with a mixture of compressed gas and other material.

* * * * *

(d) *Poisonous mixtures.* A mixture containing any poisonous material, which is extremely or highly toxic, in such proportions that the mixture would be classed as poisonous under § 173.326 or § 173.326a must be shipped in packagings as prescribed for these poisonous materials.

F. § 173.306 would be amended to read as follows:

§ 173.306 Exemptions from packaging requirements.

(a) *General exemptions.* Compressed gases, except poisonous gases as defined by § 173.326 and except those for which no exemptions are provided as indicated by the "No exemption" statement in §§ 172.101 of this subchapter, when in accordance with one of the following subparagraphs are, unless otherwise provided, exempt from the specification packaging requirements of this Part.

(1) When in receptacles of not more than 4-fluid ounces water capacity (7.22 cubic inches or less).

(2) When in metal receptacles filled with a material that is not classed as a hazardous material to not more than 90 percent of capacity at 70°F. then charged with nonflammable, nonliquefied gas. Each receptacle must be tested to three times the pressure at 70°F. and, when refilled, be retested to three times the pressure of the gas at 70°F. Also, one of the following conditions must be met:

(i) Receptacle is not over 1 quart capacity and charged to not more than 170 p.s.i.g. at 70°F. and must be packed in a strong outside packaging.

(ii) Receptacle is not over 30 gallons capacity and charged to not more than 75 p.s.i.g. at 70°F.

(3) When in a metal receptacle charged with a solution of materials and compressed gas or gases which is nonpoisonous, provided all of the following conditions are met:

(i) Capacity must not exceed 50 cubic inches (27.7 fluid ounces). See Note 1.

(ii) Pressure in the receptacle must not exceed 180 p.s.i.g. at 130°F. If the pressure exceeds 140 p.s.i.g. at 130°F., but does not exceed 160 p.s.i.g. at 130°F., a specification DOT 2P (§ 178.33 of this subchapter) inside metal receptacle must be used; if the pressure exceeds 160 p.s.i.g. at 130°F., a specification DOT 2Q (§ 178.33a of this subchapter) inside metal receptacle must be used. In any event, the metal receptacle must be capable of withstanding without bursting a pressure of one and one-half times the equilibrium pressure of the content at 130°F.

(iii) Liquid content of the material and gas must not completely fill the receptacle at 130°F.

(iv) The receptacle must be packed in strong outside packagings.

(v) Each completed receptacle filled for shipment must have been heated until the pressure in the receptacle is equivalent to the equilibrium pressure of the content at 130°F. without evidence of leakage, distortion, or other defect.

NOTE 1: Compressed gases contained in nonrefillable inside metal receptacles exceeding 35 cubic inches (19.3 fluid ounces) but not exceeding 50 cubic inches (27.7 fluid ounces) packaged in accordance with subparagraph (a) (3) of this section must be packaged in outside packagings marked with the name of contents and labeled as prescribed in Part 172 of this subchapter. The outside of each package must be plainly marked "INSIDE PACKAGINGS COMPLY WITH PRESCRIBED REGULATIONS."

(b) *Exemptions for foodstuffs, soap, biologicals, electronic tubes, and audible fire alarm systems.* Compressed gases, except poisonous gases as defined by § 173.326 and except those for which no exemptions are provided as indicated by the "No exemption" statement in § 172.101 of this subchapter, when in accordance with one of the following subparagraphs are, exempt from the specification packaging requirements of this part, unless otherwise provided.

(1) Foodstuffs or soaps in a nonrefillable metal receptacle not exceeding 50 cubic-inch capacity (27.7 fluid ounces) (see Note 1), with soluble or emulsified compressed gas, provided the pressure in the receptacle does not exceed 140 p.s.i.g. at 130°F. The metal receptacle must be capable of withstanding without bursting a pressure of one and one-half times the equilibrium pressure of the content at 130°F.

(i) Receptacles must be packed in strong outside packagings.

(ii) Liquid content of the material and gas must not completely fill the receptacle at 130°F.

NOTE 1: Compressed gases contained in nonrefillable metal receptacles exceeding 35 cubic inches (19.3 fluid ounces) but not exceeding 50 cubic inches (27.7 fluid ounces) packaged in accordance with subparagraph (b) (1) of this section must be packaged in outside packagings marked with the name of contents and labeled as prescribed in Part 172 of this subchapter. The outside of each package must be plainly marked "INSIDE PACKAGINGS COMPLY WITH PRESCRIBED REGULATIONS."

(2) Cream in refillable metal receptacles with soluble or emulsified compressed gas. Receptacles must be of such design that they will hold pressure without permanent deformation up to 375 p.s.i.g. and must be equipped with a device designed so as to release pressure without bursting of the receptacle or dangerous projection of its parts at higher pressures. This exemption applies to shipments offered for transportation by refrigerated motor vehicles only.

(3) Nonrefillable metal receptacles charged with a solution containing biological products or a medical preparation which could be deteriorated by heat, and compressed gas or gases, which is

[1] Requirements covering cylinders are also applicable to spherical pressure vessels.

[2] Use of existing cylinders authorized, but new construction not authorized.

nonpoisonous and nonflammable. The capacity of each receptacle may not exceed 35 cubic inches (19.3 fluid ounces). The pressure in the receptacle may not exceed 140 p.s.i.g. at 130° F., and the liquid content of the product and gas must not completely fill the receptacles at 130° F. One completed receptacle out of each lot of 500 or less, filled for shipment, must be heated, until the pressure in the receptacle is equivalent to the equilibrium pressure of the content at 130° F. There must be no evidence of leakage, distortion, or other defect. Receptacle must be packed in strong outside packagings.

(4) Electronic tubes, each having a volume of not more than 30 cubic inches and charged with gas to a pressure of not more than 35 p.s.i.g. and packed in strong outside packagings.

(5) Audible fire alarm systems powered by a compressed gas contained in an inside metal container when shipped under the following conditions:

(i) Each inside container must have contents which are not flammable, poisonous, or corrosive as defined under this part;

(ii) Each inside container may not have a capacity exceeding 35 cubic inches (19.3 fluid ounces);

(iii) Each inside container may not have a pressure exceeding 70 p.s.i.g. at 70° F. and the liquid portion of the gas may not completely fill the inside container at 130° F., and

(iv) Each inside container must be designed and fabricated with a burst pressure of not less than five times its charged pressure at 130° F.

(c) *Fire extinguishers.* Fire extinguishers charged with a compressed gas to not more than 240 p.s.i.g. at 70° F. are exempt from the specification packaging requirements of this part when shipped under the following conditions:

(1) Each fire extinguisher must be shipped as an inside packaging;

(2) Each fire extinguisher must have contents which are not flammable, poisonous, or corrosive as defined under this Part;

(3) Each fire extinguisher under stored pressure may not have an internal volume exceeding 1,100 cubic inches. For fire extinguishers not exceeding 35 cubic inches capacity, the liquid portion of the gas plus any additional liquid or solid must not completely fill the container at 130° F. Fire extinguishers exceeding 35 cubic inches capacity may not contain any liquefied compressed gas;

(4) Each fire extinguisher must be designed and fabricated with a burst pressure of not less than six times its charged pressure at 70° F. when shipped;

(5) Each fire extinguisher must be tested, without evidence of failure or damage, to at least three times its charged pressure at 70° F. but not less than 120 p.s.i.g. before initial shipment. For any subsequent shipment, each fire extinguisher must be in compliance with the retest requirements of the Occupational Safety and Health Administration regulations of the Department of Labor, 29 CFR 1910.157(d), and

(6) Each fire extinguisher manufactured after (effective date of amendment) and filled and shipped under this paragraph must be legibly and durably marked "THIS EXTINGUISHER MEETS ALL REQUIREMENTS OF 49 CFR 173.306(c)."

(7) When specification 2P or 2Q packagings are used, subparagraphs (4) through (6) of this paragraph are not applicable provided each packaging meets the requirements of paragraph (a) of this section.

(d) *Truck bodies or trailers on flat cars; automobiles, motorcycles, tractors, or other self-propelled vehicles.* (1) Truck bodies or trailers with automatic heating or refrigerating equipment of the gas burning type may be shipped with fuel tanks filled and equipment operating or inoperative, when used for the transportation of other freight and loaded on flat cars as part of a joint rail-highway movement, provided the equipment and fuel supply are of a type approved by the Bureau of Explosives. The heating or refrigerating units are not subject to any other requirements of this subchapter and are to be considered as carriers equipment not as shipments.

(2) Automobiles, motorcycles, tractors, or other self-propelled vehicles equipped with liquefied petroleum gas or other fuel tanks, provided such tanks are securely closed, are not subject to any other requirements for transportation by rail or highway. For transportation by water see Part 176. For transportation by air, the fuel tank must be removed.

(e) *Refrigerating machines.* (1) Refrigerating machines or components thereof which are to be shipped only once to a point of installation are exempt from the specification packaging requirements of this Part if they meet the following conditions:

(i) Each pressure vessel may not contain more than 1,000 pounds of Group I refrigerant as classified in American National Standard B9.1 or not more than 50 pounds of refrigerant other than Group I.

(ii) Machines or components having two or more charged vessels may not contain an aggregate of more than 2,000 pounds of Group I refrigerant or more than 100 pounds of refrigerant other than Group I.

(iii) Each pressure vessel must be equipped with a safety device meeting the requirements of American National Standard B9.1.

(iv) Each pressure vessel must be equipped with a shut-off valve at each opening except openings used for safety devices and with no other connection. These valves must be closed prior to and during transportation.

(v) Pressure vessels must be manufactured, inspected and tested in accordance with American National Standard B9.1, or when over 6 inches internal diameter, in accordance with the ASME Code.

(vi) All parts subject to refrigerant pressure during shipment must be tested in accordance with American National Standard B9.1.

(vii) The liquid portion of the refrigerant, if any, may not completely fill any pressure vessel at 130° F.

(viii) The amount of refrigerant, if liquefied, may not exceed the filling density prescribed in § 173.304.

(f) *Hydraulic accumulators.* The following apply to hydraulic accumulators containing nonliquefied, nonflammable gas, and nonflammable liquids, fabricated from materials which will not fragment upon rupture:

(1) Hydraulic accumulators installed in motor vehicles, construction equipment, and assembled machinery and designed and fabricated with a burst pressure of not less than five times their charged pressure at 70° F., when shipped, are exempt from the requirements of Parts 170–189 of this subchapter.

(2) Hydraulic accumulators charged to not more than 200 p.s.i. at 70° F. are exempt from the specification packaging requirements of this Part when shipped under the following conditions:

(i) Each accumulator must be shipped as an inside packaging;

(ii) Each accumulator may not have a gas space exceeding 2,500 cubic inches under stored pressure, and

(iii) Each accumulator must be tested, without evidence of failure or damage, to at least three times its charged pressure at 70° F., but not less than 120 p.s.i. before initial shipment and before each refilling and reshipment.

(3) Hydraulic accumulators with a charging pressure exceeding 200 p.s.i. at 70° F. are exempt from specification packaging requirements when shipped under the following conditions:

(i) Each accumulator must be in compliance with the requirements stated in subparagraphs (a)(2), (i), (ii), and (iii) of this section, and

(ii) Each accumulator must be designed and fabricated with a burst pressure of not less than five times its charged pressure at 70° F. when shipped.

G. Section 173.307 would be added to read as follows:

§ 173.307 Exemptions and reclassification of compressed gases.

(a) The following materials are not subject to Parts 170–189 of this subchapter.

(1) Carbonated beverages.

(2) Inflated tires and balls used for sports.

(3) Air conditioners containing not more than 25 pounds of nonflammable liquefied gas.

(b) Compressed gases covered by the following sections may be reclassified ORM–D materials when shipped within the limitations specified and in compliance with subpart I of this Part.

(1) Section 173.306(a)(1).

(2) Sections 173.306(a)(3), (b)(1), (2), (3), and (5); limited to metal receptacles not exceeding 35 cubic inches (19.3 fluid ounces).

(3) Sections 173.306(b)(4), (d), (d)(2), (e), and (f)(2).

H. Section 173.308 would be added to read as follows:

§ 173.308 Cigarette lighter or other similar device charged with fuel.

(a) In addition to the requirements of § 173.21(d), a cigarette lighter or other similar device charged with butane, a butane mixture, or other gaseous mixture having similar properties must be shipped in accordance with the following:

(1) No more than 2.3 fluid ounces of liquefied gas may be loaded into each device;

(2) The pressure in each device may not exceed 140 p.s.i.g. at 130°F.

(3) The liquid portion of the gas may not exceed 85 percent of the volumetric capacity of each fluid chamber at 60°F.

(4) Each device, including closures, must be capable of withstanding an internal pressure of at least 275 p.s.i.g.

(5) Devices must be overpacked in packaging that is designed or arranged to prevent movement of the device itself.

I. In § 173.314, the word chapter would be amended to read "subchapter" in paragraph (b)(4); paragraphs (b)(5) and (6) would be added to read as follows:

§ 173.314 Requirements for compressed gases in tank cars.

* * * * *

(b) * * *

(5) Each tank car, except series 106A*** or 110A*** containing a flammable compressed gas or flammable compressed gas mixture must be marked with the name of contents (§ 172.101) in accordance with the requirements of § 172.310 of this subchapter or as otherwise approved by the Department.

(6) Each tank car containing anhydrous ammonia or chlorine must be marked "ANHYDROUS AMMONIA" or "CHLORINE," as appropriate, in accordance with the requirements of § 172.310 of this subchapter.

§§ 173.315 and 173.316 [Amended]

J. Sections 173.315 and 173.316 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

K. Subpart G would be amended as follows:

Subpart G—Extremely and Highly Toxic Materials, Etiologic Agents, and Radioactive Materials, Defiintino ad Preparation

A. Section 173.325 would be amended to read as follows:

§ 173.325 Classes of poisonous materials.

(a) Poisonous materials for the purpose of this subchapter are divided into three groups according to the degree of hazard in transportation.

(1) Extremely toxic materials;

(2) Highly toxic material;

(3) Irritating material.

B. Section 173.326 would be deleted and a new § 173.326 would be added to read as follows:

§ 173.326 Extremely toxic materials; definition.

(a) For the purpose of this subchapter, a substance is considered to be an extremely toxic material if it falls within any one of the following categories when tested on laboratory animals according to the test procedures described in this paragraph:

(1) *Ingestion (oral).* Any material that has a single dose LD_{50}[1] of 5 milligrams or less per kilogram of body weight when administered orally to both male and female white rats (young adults);

(2) *Inhalation.* Any material that has an LC_{50}[1] of 50 parts per million or less by volume of a gas or vapor, or 0.50 milligram or less of mist or dust per liter of air when administered by continuous inhalation for 1 hour to both male and female white rats (young adults). If the material is administered to the animals as a dust or mist, more than 90 percent of the particles available for inhalation in the test must have a diameter of 10 microns or less, provided it is reasonably foreseeable that such concentrations could be encountered by man in transportation;

(3) *Skin absorption.* Any material that has an LD_{50} of 20 milligrams or less per kilogram of body weight when administered by continuous contact for 24 hours with the bare skin of rabbits according to the test procedures described in Appendix I to this part.

(b) If human experience or other data indicate that the hazard of a given material encountered during an accidental exposure in transportation is greater or less than indicated by the data from the specified animal tests, the Board may revise the classification for the specific material.

C. Section 173.326a would be added to read as follows:

§ 173.326a Highly toxic materials; definition.

(a) For the purpose of this subchapter, a substance is considered to be a highly toxic material if it falls within any one of the following categories when tested on laboratory animals according to the test procedures described in this paragraph:

(1) *Ingestion (oral).* Any material that has a single dose LD_{50}[1] of more than 5 milligrams but not more than 50 milligrams per kilogram of body weight when orally administered to both male and female white rats (young adults);

(2) *Inhalation.* Any material that has an LC_{50}[1] of more than 50 parts per million by volume of gas or vapor but not more than 200 parts per million or more than 0.50 milligram, but not more than 2 milligrams of mist or dust per liter of air when administered by continuous inhalation for 1 hour or less to both male and female white rats (young adults). If the product is administered to the animals as a dust or mist, more than 90 percent of the particles available for inhalation in the test must have a diameter of 10 microns or less provided it is reasonably foreseeable that such concentrations could be encountered by man in transportation.

(3) *Skin absorption.* Any material that has an LD_{50} of greater than 20 milligrams but not more than 200 milligrams per kilogram of body weight when administered by continuous contact for 24 hours with the bare skin of rabbits, according to the test procedures described in Appendix I to this Part.

(b) If human experience or other data indicate that the hazard of a given material encountered during an accidental exposure in transportation is greater or less than indicated by the data from the specified animal tests, the Board may revise the classification for the specific material.

D. Section 173.326b would be added to read as follows:

§ 173.326b Irritating materials; definition.

For the purpose of this subchapter, a substance is considered to be an irritating material if it causes reversible local irritant effects on eyes, nose, or throat temporarily impairing a person's ability to function to the degree that he cannot take necessary emergency action in the event of leakage.

E. In § 173.327, the heading and paragraphs (c) and (d) would be amended; paragraph (e) would be added to read as follows:

§ 173.327 General packaging requirements for extremely toxic materials.

* * * * *

(c) The transportation of an extremely toxic material is not permitted if there is any type of interconnection between packagings.

(d) No packaging used for the transportation of any liquid material may be completely filled. Sufficient space must be left empty of liquid to prevent leakage from distortion of the packaging caused by expansion of the contents due to rise in temperature during transportation. This free space must be sufficient in each packaging so that it will not become entirely filled with liquid at 130°F.

(e) Each tank car except series 106A*** and 110A*** must be marked with the name of contents (§ 172.101) in accordance with the requirements of § 172.310 of this subchapter.

F. Section 173.328 would be deleted and a new § 173.328 would be added to read as follows:

§ 173.328 Extremely toxic materials not specifically provided for.

(a) Extremely toxic materials, as defined in § 173.326, other than those for which special packaging requirements are prescribed in this part, must be packaged as follows:

(1) Specification 33,[2] or 3D (§ 178.41 of this subchapter). Metal cylinders of not over 125 pounds water capacity (nominal). Gaskets, if used between the pro-

[1] LD_{50}, LC_{50}: That dose (LD) or concentration (LC) which will cause death within 14 days to one half of the test animals.

[2] Use of existing cylinders authorized, but new construction not authorized.

tection cap and neck of cylinder must be renewed for each shipment even though they may appear to be in good condition. Cylinders not fitted with valve protection extension ring must be packed in wooden boxes complying as to construction, marking, and labeling, with the requirements of § 173.25.

(2) Specification 3A1800, 3AA1800, or 3E1800 (§§ 178.36, 178.37, 178.42 of this subchapter) cylinders.

(i) Specification 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 subchapter.

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

§ 173.329 [Amended]

G. § 173.329 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

H. In § 173.330, paragraph (a) would be amended to read as follows:

§ 173.330 Chemical ammunition.

(a) Projectiles, shells, bombs, and grenades containing extremely toxic gases or liquids, but not equipped or packaged with ignition elements, bursting charges, detonating fuzes, or explosive components, may be shipped only by, for, or to the Department of Defense. Each shipment must be packaged, marked, and labeled as required by their regulations. Each package must be labeled with the "Poison" and "nonflammable gas" labels, marked "NON-EXPLOSIVE," and marked with the name of contents. (See §§ 173.53(r) and 173.59 for explosive chemical ammunition.)

* * * * *

I. Section 173.331 would be amended to read as follows:

§ 173.331 Gas identification sets.

(a) Gas identification sets containing extremely toxic materials, irritating materials, and chlorine must be packaged in specification 15A or 15B (§§ 178.168, 178.169 of this subchapter). Wooden boxes, under the following condtions:

(1) Gas identification sets containing extremely toxic materials and irritating materials may be shipped in amounts not exceeding 5 cubic centimeters, if a liquid, or 5 grams, if a solid, when mixed with or absorbed in activated charcoal or silica gel, or other absorbent medium, and packed in strong glass bottles of not less than 4 fluid ounces capacity. The extremely toxic material and chlorine may be shipped if the gas itself is absorbed in activated charcoal or silica gel, or other absorbent medium, this material to be filled into 4-ounce bottles as above. Each bottle as herein specified must be surrounded with appropriate absorbent cushioning material, and enclosed in a hermetically sealed metal can. Each can must be surrounded on all sides by at least 1 inch of dry, fine sawdust or wood pulp. The cans must be packed in an outside wooden box, specification 15A or 15B (§§ 178.168, 178.169 of this subchapter). The bottles must be closed with ground-in glass stoppers securely fastened. The cushioning material around the bottle must be at least 1 inch thick. The cans must be made from metal of thickness not less than 30 gauge, United States standard. There must be not more than a total of 100 grams or cubic centimeters, or a combination of both, in each outside wooden box.

(b) Gas identification sets containing extremely toxic materials and irritating materials must be packaged as follows:

(1) The liquids or liquefied gases in hermetically sealed glass tubes containing not to exceed 40 cubic centimeters each. Each tube must be securely cushioned and packed in an individual mailing tube with screw-thread metal cover. Not more than 12 such mailing tubes, cushioned with corrugated fiberboard, may be packed in a closed fiberboard container, not to exceed 4 such fiberboard containers, containing an aggregate of not to exceed 48 glass tubes, cushioned and packed in an outside steel cylinder of not less than 0.145-inch wall thickness, which is closed by a plate, bolted to a flange welded to cylinder wall. Suitable gasket must be placed between flange and head plate, and closure must prevent leakage of any gas.

(c) Gas identification training sets containing extremely toxic materials and irritating materials must be packaged as follows:

(1) The extremely toxic material and irritating material, in amounts not exceeding 5 cubic centimeters, if a liquid, or 20 grams, if a solid, when mixed with or absorbed in activated charcoal, silica gel, crepe rubber, or other absorbent medium, must be packed in strong glass bottles of not less than 2 fluid ounces capacity, equipped with a polyethylene liner; each bottle as herein specified must have a metal screw cap closure, equipped with a built-in compression type spring and an insert in the opening of the bottle to match so that when tightened an airtight seal is obtained. Twelve bottles, containing articles as described in this paragraph and not exceeding 100 cubic centimeters or grams, or a combination of both, must be placed in a modified styrene plastic carrying case, in three rows of four bottles each and fitted with a fiberboard cell or separator. The void space around the individual bottles, and around all interior sides of the carrying case, must be filled with dry, fine sawdust or vermiculite. A sheet of sponge rubber must be fitted to the inside of the top and bottom of the carrying case to provide additional cushioning and insure a snug fit of the bottles when the top is secured. The carrying case must be fitted into a snug fitting fiberboard box, domestic type. The case must then be packed in a nailed wooden box, specification 15A or 15B (§§ 178.168, 178.169 of this subchapter), which must be fitted with a waterproof case liner.

§ 173.332 [Amended]

J. Section 173.332 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

K. In § 173.333, paragraph (a) (2) would be amended to read as follows:

§ 173.333 Phosgene or diphosgene.

(a) * * *

(2) Specification 106A500X (§§ 179.300, 178.301 of this subchapter) tanks. Authorized only for phosgene. Each tank must be equipped with gastight valve protection caps which must be approved by the Bureau of Explosives. Tanks must not be equipped with safety devices of any type. Outage must be sufficient to prevent tanks from becoming liquid full at 130°F. (See §§ 174.200 and 177.834(m) of this subchapter for special requirements for rail and highway shipments.)

* * * * *

L. In § 173.334, the heading and paragraph (a) would be amended to read as follows:

§ 173.334 Hexaethyl tetraphosphate, parathion, tetraethyl dithio pyrophosphate, tetraethyl pyrophosphate, or organic phosphate, n.o.s. (including a compound or mixture), mixed with compressed gas.

(a) Hexaethyl tetraphosphate; parathion, tetraethyl dithio pyrophosphate, tetraethyl pyrophosphate, or organic phosphate, n.o.s. (including a compound or mixture), may be mixed with a compressed gas which must be nonflammable. This mixture must not contain more than 20 percent by weight of organic phosphate and must be packaged as follows:

(1) Specification 3A240, 3AA240, 3B240, 4A240, 4B240, 4BA240, or 4BW240 (§§ 178.36, 178.37, 178.38, 178.49, 178.50, 178.51, 178.61 of this subchapter) cylinders meeting the following requirements:

(i) Each cylinder may be charged with not more than 10 pounds of the mixture, to a maximum filling density of not more than 80 percent of the water capacity;

(ii) Each cylinder must be charged in compliance with § 173.301(e) and (f);

(iii) No cylinder may be equipped with an eduction tube or a fusible plug;

(iv) No cylinder may be equipped with any valve unless the valve is a type approved by the Department for this installation.

(v) Cylinders must be overpacked in a box so arranged to protect each valve or other closing device from damage. No more than four cylinders may be packed in a box except that in a wooden box, up to 12 cylinders may be so packed. Each box with its closing device protection must be sufficiently strong to protect all parts of each inside cylinder from deformation or breakage if the completed package were dropped six feet onto solid concrete, impacting at the weakest point.

* * * * *

§ 173.335 [Deleted]

M. Section 173.335 would be deleted.

N. In § 173.336, the word chapter would be amended to read "subchapter" in

paragraph (a)(2), paragraph (a)(3) would be amended to read as follows:

§ 173.336 Nitrogen dioxide, liquid; nitrogen peroxide, liquid; and nitrogen tetroxide, liquid.

(a) * * *

(3) Specification 106A500X (§§ 179.300, 179.301 of this subchapter) tanks. Each tank must be equipped with gas-tight valve protection caps which must be approved by the Bureau of Explosives. Tanks must not be equipped with safety devices of any type. Outage must be sufficient to prevent tanks from becoming liquid full at 130°F. (See §§ 174.200 and 177.834(m) of this subchapter for special requirements for rail and highway shipments.)

* * * * *

§ 173.337 [Amended]

O. Section 173.337 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

P. In § 173.338, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(3) would be amended to read as follows:

§ 173.338 Nitrogen tetroxide - nitric oxide mixtures containing up to 33.2 percent weight nitric oxide.

(a) * * *

(3) Specification 106A500X (§§ 179.300, 179.301 of this subchapter) tanks. Each tank must be equipped with gas-tight valve protection caps which must be approved by the Bureau of Explosives. Tanks must not be equipped with safety devices of any type. Outage must be sufficient to prevent tanks from becoming liquid full at 130° F. (See §§ 174.200 and 177.834(m) of this subchapter for special requirements for rail and highway shipments.)

* * * * *

§ 173.343 [Deleted]

Q. Section 173.343 would be deleted.

R. In § 173.344, the Heading and paragraph (b) and (b)(1) would be amended to read as follows:

§ 173.344 General packaging requirements for highly toxic liquids.

* * * * *

(b) Outage for packagings containing liquid material must be as follows:

(1) Packagings containing liquid materials must not be completely filled. Sufficient outage must be provided so that the packaging will not be liquid full at 130° F.

* * * * *

S. Section 173.345 would be amended to read as follows:

§ 173.345 Exemptions for highly toxic liquids.

(a) Highly toxic liquids, as defined in § 173.326a, except those for which no exemption is provided as indicated by the "No exemption" statement in § 172.101 of this subchapter, or as provided in § 173.359(c), in tightly closed inside packagings, securely cushioned when necessary to prevent breakage, are exempt from the specification packaging requirements of this Part, when packaged as follows:

(1) In glass packagings not over 1 quart capacity each, or in metal containers or polyethylene bottles not over 1 gallon capacity each, packed in strong outside wooden boxes or barrels.

(2) In glass packagings not over 1 pint capacity each, or in metal or polyethylene packagings (not bags) not over 1 quart capacity each, packed in strong outside fiberboard boxes.

T. In § 173.346, the word chapter would be amended to read "subchapter" each time it appears in the section; the heading, introductory text of paragraph (a) and paragraphs (a) (3), (13), (19), (24), and (25) would be amended to read as follows:

§ 173.346 Highly toxic liquids not specifically provided for.

(a) Highly toxic liquids, as defined in § 173.326a, other than those for which special requirements are prescribed, must be packaged as follows:

* * * * *

(3) Specification 37B (§ 178.132 of this subchapter). Metal drums (single-trip containers), welded side seams, openings not over 2.3 inches in diameter, capacity not over 10 gallons. Not authorized for transportation by aircraft.

* * * * *

(13) Specification 1A, 1D, or 1E (§§ 178.1, 178.4, 178.7 of this subchapter). Glass carboys in wooden boxes or plywood drums. Not authorized for transportation by aircraft.

* * * * *

(19) Specification 37P (§ 178.133 of this subchapter). Steel drums, not over 5 gallons capacity, with polyethylene liner (nonreusable container). Drums exceeding 1 gallon capacity must be constructed of at least 24-gauge metal. Hole in steel drum body must be suitably plugged. Authorized only for materials that will not react with polyethylene and result in container failure. Not authorized for transportation by aircraft.

* * * * *

(24) Specification 12P (§ 178.211 of this subchapter). Fiberboard boxes with inside specification 2U (§ 178.24 of this subchapter) polyethylene containers not over 5 gallons capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections, that could cause failures. Not authorized for transportation by aircraft.

(25) Specification 16A (§ 178.185 of this subchapter). Wirebound wooden box (see § 178.185-22 of this subchapter) with inside specification 2U (§ 178.24 of this subchapter) polyethylene container. The polyethylene container must be separated from the wooden box by a complete corrugated fiberboard liner and top and bottom pads. Not authorized for transportation by aircraft.

* * * * *

U. In § 173.347, the word chapter would be amended to read "subchapter" each time it appears in the section; Note 1 following paragraph (a)(1) would be deleted as follows:

§ 173.347 Aniline oil.

(a) * * *

(1) * * *

NOTE 1: [Deleted]

* * * * *

V. In § 173.348, the word chapter would be amended to read "subchapter" in paragraph (a)(3); paragraph (a)(2) would be amended to read as follows:

§ 173.348 Arsenic acid.

(a) * * *

(2) Specification 1A, 1C, or 1D (§§ 178.1, 178.3, 178.4 of this subchapter). Glass carboys in boxes or kegs which must be closed, and when reused must be reconditioned and tested, as provided in the specification. Not authorized for transportation by aircraft.

* * * * *

W. In § 173.349, the word chapter would be amended to read "subchapter" each time it appears in paragraph (a)(3); paragraph (a)(2) would be amended to read as follows:

§ 173.349 Carbolic acid (phenol) liquid.

(a) * * *

(2) Specification 1A, 1C, or 1D (§§ 178.1, 178.3, 178.4 of this subchapter). Glass carboys in boxes or kegs, which must be closed, and when reused must be reconditioned and tested as provided in the specification. Not authorized for transportation by aircraft.

* * * * *

X. In § 173.350, paragraph (a) would be amended to read as follows:

§ 173.350 Chemical ammunition.

(a) Chemical ammunition consisting of projectiles, shells, bombs, grenades, and other containers filled with highly toxic gases, liquids, or chemicals, without ignition elements, bursting charges, detonating fuzes, or other explosive components, must be packed for shipment in strong outside wooden or metal boxes. Boxes must be marked with name of contents and labeled as prescribed by this part for gases, liquids, or chemicals contained therein.

* * * * *

Y. In § 173.351, the introductory text of paragraph (a) and paragraph (a)(1) would be amended; paragraph (a)(2) would be deleted as follows:

§ 173.351 Hydrocyanic acid solutions.

(a) Hydrocyanic acid solutions must be packaged in glass bottles not over 1 pound capacity each for solutions of not over 5 percent hydrocyanic acid and not over 5 pints capacity each for solutions of not over 2 percent strength and must be packaged as follows:

(1) Specification 15A, 15B, 15C, 16A, or 19A (§§ 178.168, 178.169, 178.170, 178.185, 178.190 of this subchapter). Wooden boxes. Completed package, with glass packaging filled with water, must be

capable of withstanding six four-foot drops onto solid concrete in the order bottom, four sides, and top without breakage.

(2) [Deleted]

Z. In § 173.352, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(2) would be amended to read as follows:

§ 173.352 Liquid sodium or potassium cyanide.

(a) * * *

(2) Specification 17E or 37B (§ 178.116, 178.132 of this subchapter). Metal drums (single-trip), with welded side seams, with openings not exceeding 2.3 inches in diameter. Specification 37 not authorized for transportation by aircraft.

* * * * *

AA. In § 173.353, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(1) and (6) and (c) would be amended to read as follows:

§ 173.353 Methyl bromide, liquid (bromomethane); mixtures of methyl bromide and ethylene dibromide, liquid; mixtures of methyl bromide and chloropicrin, liquid; or methyl bromide and nonflammable, nonliquefied compressed gas mixtures, liquid.

(a) * * *

(1) Specification 5A (§ 178.81 of this subchapter). Metal drums not exceeding 30 gallons capacity or metal drums of bilge type not exceeding 33 gallons capacity and with openings not exceeding 2.3 inches in diameter. Not authorized for mixtures containing any compressed gas.

(2) Specification 15A, 15B, 15C, 16A, 19A, or 12B (§§ 178.168, 178.169, 178.170, 178.185, 178.190, 178.205 of this subchapter). Wooden, wire-bound wooden, or fiberboard boxes, with inside metal cans containing not over 1 pound each; outage required so can shall not become liquid-full at 130° F. Cans must be of tinplate or lined with suitable material and must have concave or pressure ends. Cans must be able to withstand an interior pressure of 130 pounds per square inch gauge without evidence of leakage or permanent distortion. Pressure of contents must not exceed 130 p.s.i.g. at 130° F.

* * * * *

(6) Specification 106A500X (§§ 179.300, 179.301 of this subchapter) tanks. Outage must be sufficient to prevent tanks from becoming liquid-full at 130°F. (See §§ 174.200 and 177.834(m) of this subchapter for special requirements for rail and highway shipments.)

* * * * *

(c) Outage must be sufficient to prevent cylinders or spheres from becoming entirely filled with liquid at 130°F. and when the vacant space (outage) is charged with a nonflammable nonliquefied compressed gas, the pressure in the cylinder or sphere at 130°F. must not exceed 5/4 the marked service pressure of the cylinder or sphere.

* * * * *

§§ 173.354, 173.355 and 173.356 [Amended]

BB. Sections 173.354, 173.355, and 173.356 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

CC. In § 173.357, the word chapter would be amended to read "subchapter" each time it appears in the section; Note 1 following paragraph (b)(2) would be deleted; the Heading and introductory text of paragraphs (b) and (c) and paragraph (b)(4) would be amended to read as follows:

§ 173.357 Chloropicrin and chloropicrin mixtures containing no compressed gas or extremely toxic liquid.

* * * * *

(b) *Chloropicrin and mixtures of chloropicrin containing no compressed gas or extremely toxic liquid.* Chloropicrin and mixtures of chloropicrin containing no compressed gas or extremely toxic liquid, in addition to containers prescribed in paragraph (a) of this section, when offered for transportation by carriers by rail freight, highway, or water, may be shipped in specification containers as follows:

* * * * *

(2) * * *

NOTE 1: [Deleted.]

* * * * *

(4) Specification 106A500X (§§ 179.300, 179.301 of this subchapter) tanks. Valves must be protected by metal caps. Tanks must not be equipped with safety devices of any type. Outage must be sufficient to prevent tanks from becoming liquid full at 130°F. (See § 177.834(m) of this subchapter for special requirements for highway shipments.)

(c) Chloropicrin and mixtures of chloropicrin containing no compressed gas or extremely toxic liquid, when offered for transportation by express rail car must be packaged as follows (also authorized for transportation by carriers by rail freight, highway or water):

* * * * *

DD. In § 173.358, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(2), (a)(5), and (a)(6) would be deleted, the Heading, the introductory text of paragraph (a) and paragraph (a)(11) would be amended to read as follows:

§ 173.358 Acetone cyanohydrin; arsenic trichloride, nicotine, liquid; organic phosphate compound, n.o.s., liquid (extremely toxic); parathion, liquid; tetraethyl dithio pyrophosphate, liquid; tetraethyl pyrophosphate, liquid.

(a) Acetone cyanohydrin, arsenic trichloride, liquid nicotine, organic phosphate compound, n.o.s., liquid (extremely toxic), liquid parathion, liquid tetraethyl dithio pyrophosphate, and liquid tetraethyl pyrophosphate must be packaged as follows:

* * * * *

(2) [Deleted]

* * * * *

(5) [Deleted]

(6) [Deleted]

* * * * *

(11) Specification 105A300W (§§ 179.100, 179.101 of this subchapter). Tank cars. Authorized for acetone cyanohydrin and parathion only. The nominal water capacity of a tank car must not exceed 12,000 gallons.

* * * * *

EE. Section 173.358a would be added to read as follows:

§ 173.358a Hexaethyl tetraphosphate, liquid; methyl parathion, liquid; organic phosphate compound, n.o.s., liquid (highly toxic).

(a) Liquid hexaethyl tetraphosphate, liquid methyl parathion, and liquid organic phosphate compound, n.o.s., must be packaged as follows:

(1) In packagings as prescribed in § 173.358 except paragraph (a)(11).

(2) Specification 17C or 17E (§§ 178.115, 178.116 of this subchapter). Metal drums (single-trip) with openings not exceeding 2.3 inches in diameter. Specification 17E drums authorized for not over 5 gallons capacity each.

(3) Specification 21C (§ 178.224 of this subchapter). Fiber drum with inside glass packagings not over 1 gallon capacity each.

(4) Specification 37A (§ 178.131 of this subchapter). Metal drum (single-trip), with inside glass packagings not over 1 gallon capacity each.

(5) Specification 105A300W (§§ 179.100, 179.101 of this subchapter). Tank cars. Authorized for methyl parathion only. The nominal water capacity of a tank car must not exceed 12,000 gallons.

FF. In § 173.359, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(2), (3), (6) and (7), (b)(2), (5) and (6) would be deleted; the Heading and introductory text of paragraphs (a) and (b), and paragraphs (b)(9) and (c) would be amended to read as follows:

§ 173.359 Organic phosphate compound mixtures, n.o.s., liquid (extremely toxic); parathion mixtures, liquid; tetraethyl dithio pyrophosphate mixtures, liquid; tetraethyl pyrophosphate, mixtures, liquid (includes solutions, emulsions, or emulsifiable liquids).

(a) Liquid organic phosphate compound mixtures, n.o.s. (extremely toxic), liquid parathion mixture, liquid tetraethyl dithio pyrophosphate mixture, and liquid tetraethyl pyrophosphate mixture containing not more than 50 percent organic phosphate compound mixture, n.o.s., parathion, tetraethyl dithio pyrophosphate, or tetraethyl pyrophosphate by weight, must be packaged as follows:

* * * * *

(2) [Deleted]
(3) [Deleted]
* * * * *
(6) [Deleted]
(7) [Deleted]
* * * * *

(b) Liquid organic phosphate compound mixtures, n.o.s. (extremely toxic), liquid parathion mixture, liquid tetraethyl dithio pyrophosphate mixture, and liquid tetraethyl pyrophosphate mixture containing more 50 percent organic phosphate compound mixture, n.o.s., parathion, tetraethyl dithio pyrophosphate, or tetraethyl pyrophosphate by weight must be packaged as follows:

* * * * *
(2) [Deleted]
* * * * *
(5) [Deleted]
(6) [Deleted]
* * * * *

(9) Specification 12B (§ 178.205 of this subchapter). Fiberboard box with not more than six inside specification 2E (§ 178.24a of this subchapter) polyethylene bottles made of high density (Type III) polyethylene having minimum wall thickness of 0.015 inch with screw-cap closure, not over 1-quart capacity each. Screw-cap closures must be additionally taped or otherwise secured. Fiberboard boxes must have full height, corrugated fiberboard liner, top and bottom pads, and bottles must be separated by corrugated fiberboard partitions.

* * * * *

(c) Liquid organic phosphate compound mixtures, n.o.s. (extremely toxic), liquid parathion mixture, liquid tetraethyl dithio pyrophosphate mixture, and liquid tetraethyl pyrophosphate mixture containing not more than 25 percent organic phosphate compound mixture, n.o.s., parathion, tetraethyl dithio pyrophosphate, or tetraethyl pyrophosphate by weight, in inside metal packagings not over 8-fluid ounces capacity each, packed in strong outside packagings together with sufficient absorbent material to completely absorb the liquid in the event of leakage, are exempt from the specification packaging requirements of this part.

GG. Section 173.359a would be added to read as follows:

§ 173.359a Hexaethyl tetraphosphate mixtures liquid; methyl parathion mixtures, liquid; methyl parathion compound mixtures, n.o.s., liquid (highly toxic) (includes solutions, emulsions, and emulsifiable liquids).

(a) Liquid hexaethyl tetraphosphate mixtures, liquid methyl parathion mixtures, and liquid organic phosphate compound mixtures, n.o.s. (highly toxic) containing not more than 50 percent hexaethyl tetraphosphate, methyl parathion, or organic phosphate compound mixture, n.o.s., by weight, must be packaged as follows:

(1) In packagings as prescribed in § 173.359(a).

(2) Specification 17C (§ 178.115 of this subchapter). Metal drum (single-trip), with openings not exceeding 2.3 inches in diameter.

(3) Specification 17E or 37B (§ 178.116, 178.132 of this subchapter). Metal drums (single-trip) with openings not exceeding 2.3 inches in diameter. Capacity not to exceed 10 gallons for specification 17E drums. Specification 37B drums must be constructed of at least 24-gauge metal with welded side seams, of capacity not over 5½ gallons, and must be tested as prescribed by § 178.116–12 and 178.116–13 of this subchapter. Authorized only for mixtures not classed as flammable under these regulations.

(4) Specification 21C (§ 178.224 of this subchapter). Fiber drum, with inside glass containers not over one gallon capacity each.

(5) Specification 37A (§ 178.131 of this subchapter). Metal drum (single-trip), with inside glass container not over 1 gallon capacity each.

(b) Liquid hexaethyl tetraphosphate mixtures, liquid methyl parathion mixtures, and liquid organic phosphate compound mixtures, n.o.s. (highly toxic) containing more than 50 percent hexaethyl tetraphosphate, methyl parathion, or organic phosphate compound mixture, n.o.s., by weight, must be packaged as follows:

(1) In packagings as prescribed in § 173.359(b).

(2) Specification 17C, 17E, or 37B (§ 178.115, 178.116, 178.132 of this subchapter). Metal drums (single-trip) with openings not exceeding 2.7 inches in diameter. Specification 17E drums authorized for not over 5 gallons capacity each. Specification 37B drums must be constructed of at least 24-gauge metal with welded side seam, of not over 5½ gallons capacity, and must be tested as prescribed by §§ 178.116–12 and 178.116–13 of this subchapter.

(3) Specification 21C (§ 178.224 of this subchapter). Fiber drum, with inside glass container not over one gallon capacity each.

(4) Specification 37A (§ 178.131 of this subchapter). Metal drum (single-trip), with inside glass container not over 1 gallon capacity each.

(c) Liquid hexaethyl tetraphosphate mixtures, liquid methyl parathion mixtures, and liquid organic phosphate compound mixtures, n.o.s. (highly toxic), containing not more than 25 percent hexaethyl tetraphosphate, methyl parathion, or organic phosphate compound mixture, n.o.s., by weight, in inside metal packagings not over 8 fluid ounces capacity each, packed in strong outside packagings together with sufficient absorbent material to completely absorb the liquid in the event of leakage, are exempt from the specification packaging requirements of this Part.

§ 173.360 [Amended]

HH. Section 173.360 would remain as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

II. In § 173.361, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (b) would be deleted as follows:

§ 173.361 Aldrin mixtures, liquid, with more than 60 percent aldrin.

* * * * *
(b) [Deleted]

§ 173.362 [Amended]

JJ. Section 173.362 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the section.

KK. In § 173.363, the heading would be amended to read as follows:

§ 173.363 General packaging requirements for highly toxic solids.

* * * * *

LL. In § 173.364, the heading and the introductory text of paragraph (a) would be amended to read as follows:

§ 173.364 Exemptions for highly toxic solids.

(a) Highly toxic liquids, except cyanides (other than as specified in § 173.370 (b) and (d), hexaethyl tetraphosphate mixtures, methyl parathion mixtures, and organic phosphate mixtures, n.o.s., in tightly closed inside packagings, securely cushioned when necessary to prevent breakage and packaged as follows, are exempt from the specification packaging requirements of this Part:

* * * * *

MM. In § 173.365, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading and the introductory text of paragraph (a) and paragraph (a)(15) would be amended, Note 1 following (a)(4) would be deleted as follows:

§ 173.365 Highly toxic solids not specifically provided for.

(a) Highly toxic solids, as defined in § 173.326a, other than those for which special requirements are prescribed, must be packaged as follows:

* * * * *
(4) * * *

NOTE 1: [Deleted.]

* * * * *

(15) Specification 12B (§ 178.205 of this subchapter). Fiberboard boxes constructed of at least 275-pound test double-faced fiberboard and provided with a perimeter liner and bottom pad of at least 200-pound test fiberboard. Boxes constructed of at least 350-pound fiberboard having top and bottom pads need not have a perimeter liner. Product must be contained within a tightly closed polyethylene or other equally efficient plastic bag constructed of material having minimum thickness of 0.004 inch. Not more than 25 pounds net weight of product may be packed in one outside box. Not authorized for transportation by aircraft.

* * * * *

§ 173.366 [Amended]

NN. § 173.366 would remain the same as now written except the word chapter would be amended to read "subchapter" in paragraph (a)(2).

OO. In §173.367, Note 1 following paragraph (a)(1) would be deleted; paragraphs (a)(2) through (a)(6), and (b)(2) would be amended to read as follows:

§ 173.367 Arsenical compounds, n.o.s.; arsenate of lead; calcium arsenate; Paris green; arsenical mixtures.

(a) * * *

(1) * * *

NOTE 1: [Deleted].

(2) Specification 36A or 36B (§§ 178.230, 178.233 of this subchapter). Triplex bags. Authorized only for arsenical insecticides and fungicides containing 10.0 percent or less of arsenic trioxide. Not authorized for transportation by aircraft.

(3) Specification 44B (§ 178.236 of this subchapter). Multiwall paper bags with inside paper bags, specification 2D (§ 178.23 of this subchapter). Net weight not over 50 pounds each. Not authorized for transportation by aircraft.

(4) Specification 44C (§ 178.237 of this subchapter). Multiwall paper bags. For carload and truckload shipments only. Net weight not over 50 pounds each.

(5) Specification 44D (§ 178.238 of this subchapter). Multiwall paper bags. Where extensible kraft is used the minimum total basis weight must be 260 pounds and the outer wall may be no less than 60 pounds basis weight. Net weight not over 50 pounds each. Not authorized for transportation by aircraft.

(6) Specification 44E (§ 178.239 of this subchapter). Multiwall paper bags constructed with minimum total basis weight of 160 pounds. For carload or truckload shipments only by rail or highway transportation; loaded by the consignor and unloaded by the consignee or his duly authorized agent. Net weight not over 50 pounds each. Where extensible kraft is used the minimum total basis weight for 40-pound net weight bags must be 190 pounds and for 20-pound net weight bags it must be 150 pounds. Multiwall bags so constructed are authorized for less-than-carload and less-than-truckload shipments as well as carload and truckload shipments by rail or highway transportation only.

(b) * * *

(2) Specification 44B (§ 178.236 of this subchapter). Paper bags with two added inside thicknesses of No. 1 kraft paper, one sheet having a Mullen test of 50 and the other sheet having a Mullen test of 40. Net weight not over 50 pounds each. Not authorized for transportation by aircraft.

PP. In § 173.368, paragraph (b) would be amended to read as follows:

§ 173.368 Arsenical dust, arsenical flue dust, and other poisonous noncombustible by-product dusts; also arsenic trioxide, calcium arsenate, and sodium arsenate.

(a) Arsenic dust, arsenical flue dust, and other poisonous noncombustible by-product dusts from metal recovery operations not subject to dangerous spontaneous heating, and arsenic trioxide, calcium arsenate, or sodium arsenate, when delivery is made to plants with private sidings only may, in addition to packagings prescribed in § 173.367, be shipped in bulk in the following kinds of cars, if those cars are assigned exclusively to this type of service:

(1) Sift-proof, self-clearing, hopper or bottom outlet steel cars.

(2) Sift-proof all steel flat bottom gondola cars with fixed sides and ends equipped with waterproof and dustproof wooden or steel covers well secured in place for all openings, and

(3) Sift-proof box cars of all steel construction. Cars assigned exclusively to this service must be marked "ARSENICAL SERVICE ONLY," in addition to other required markings, and are not subject to § 174.615 of this subchapter while in that service.

* * * * *

QQ. In § 173.369, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraph (a)(11) and the introductory text of paragraph (b) would be amended to read as follows:

§ 173.369 Carbolic acid (phenol), not liquid.

(a) * * *

(11) Specification 37A or 37B (§§ 178.131, 178.132 of this subchapter). Metal drums (single-trip). Not authorized for transportation by aircraft.

* * * * *

(b) Carbolic acid (phenol), not liquid, in tightly closed inside packagings, securely cushioned when necessary to prevent breakage and packaged as follows, is exempt from the specification packaging requirements of this Part:

* * * * *

RR. In § 173.370, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading and the introductory text of paragraphs (a), (b), and (d) and paragraphs (a)(8) and (12), and (b)(3) would be amended to read as follows:

§ 173.370 Cyanides, or cyanide mixtures.

(a) Cyanides, or cyanide mixtures, except cyanide of calcium and mixtures thereof, unless otherwise provided for, if containing the cyanogen equivalent of 10 percent or more of potassium cyanide, must be packaged as follows:

* * * * *

(8) Specification 45B (§ 178.240 of this subchapter). Bags, cloth, and paper, lined. Authorized only for sodium cyanides of globular or pellet form, diameter not less than ¾-inch. Net weight not over 100 pounds. Not authorized for transportation by aircraft.

* * * * *

(12) Specification 12B (§ 178.205 of this subchapter). Fiberboard boxes constructed of at least 275-pound test double-faced fiberboard and provided with a perimeter liner and bottom pad of atl east 200-pound test fiberboard. Boxes constructed of at least 350-pound fiberboard having top and bottom pads shall not require perimeter liner. Products must be contained within a tightly closed polyethylene or other equally efficient plastic container constructed of material having minimum thickness of 0.004 inch. Not more than 25 pounds net weight of product may be packed in one outside box. Not authorized for transportation by aircraft.

* * * * *

(b) *Exemptions for cyanides, and cyanide mixtures, except cyanide of calcium and mixtures thereof.* Cyanides and cyanide mixtures, except cyanide of calcium and mixtures thereof, when described and packaged as follows, are exempt from the specification packaging requirements of this Part:

* * * * *

(3) Cyanides of copper, zinc, lead, and silver are exempt from all packaging requirements except §§ 173.24 and 173.363.

* * * * *

(d) *Exemptions for cyanide of calcium and mixtures thereof.* Cyanide of calcium and mixtures thereof, when described and packaged as follows, are exempt from the specification packaging requirements of this Part.

* * * * *

SS. Section 173.371 would be amended to read as follows:

§ 173.371 Dinitrobenzol.

(a) Dinitrobenzol must be packaged as follows:

(1) As prescribed in § 173.346 or 173.365 according to its form at 130°F.

(2) Specification 11A (§ 178.160 of this subchapter). Wooden barrels, gross weight 300 pounds; must be shipped in carload or truckload shipments only and must not be offered for transportation by carriers by express rail car, aircraft, or water.

§ 173.372 [Amended]

TT. Section 173.372 would remain as now written except the word chapter would be amended to read "subchapter" in paragraph (a)(2).

UU. In § 173.373, paragraphs (a)(2) and (4) would be amended to read as follows:

§ 173.373 Ortho-nitroaniline and para-nitraniline.

(a) * * *

(2) Specification 11A (§ 178.160 of this subchapter). Wooden barrels, gross weight 385 pounds; must be shipped in carload or truckload shipments only, and must not be offered for transportation by carriers by express rail car, aircraft, or water.

* * * * *

(4) In addition to specification containers prescribed in this section, paranitraniline may be shipped by highway in bulk in strong, water-tight, metal-bodied covered hopper motor vehicles.

§ 173.374 [Amended]

VV. Section 173.374 would remain the same as now written except the word chapter would be amended to read "sub-

chapter" each time it appears in the section.

WW. In § 173.375 the word chapter would be amended to read "subchapter" each time it appears in the section; Note 1 following paragraph (a)(1) would be deleted as follows:

§ 173.375 Sodium azide.

(a) * * *
(1) * * *

NOTE 1: [Deleted].

XX. In § 173.376, paragraph (b) would be deleted as follows:

§ 173.376 Aldrin and aldrin mixtures, dry, with more than 65 percent aldrin.

* * * * *

(b) [Deleted].

YY. In § 173.377, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a)(4) and (5), (b)(4) and (5), (f), and (i) would be deleted; the heading and the introductory text of paragraphs (a), (b), and (g), and paragraphs (g)(1), (g)(2), and (h) would be amended; paragraphs (g)(3) and (g)(4) would be added to read as follows:

§ 173.377 Organic phosphate compound mixtures, n.o.s. dry (extremely toxic); parathion mixtures, dry; strychnine; tetraethyl dithio pyrophosphate mixtures, dry; tetraethyl pyrohosphate mixtures, dry.

(a) Dry organic phosphate compound mixtures, n.o.s. (extremely toxic), dry parathion mixtures, strychnine, dry tetraethyl dithio pyrophosphate mixtures, and dry tetraethyl pyrophosphate mixtures, in which the liquid is absorbed in concentrations greater than 2 percent (for 2 percent or less, see § 173.377b) but not exceeding 27 percent in an inert dry material so as to form a dry mixture, must be packaged as follows:

* * * * *

(4) [Deleted]
(5) [Deleted]

(b) Dry organic phosphate compound mixtures, n.o.s. (extremely toxic), dry parathion mixtures, strychnine, dry tetraethyl dithio pyrophosphate mixtures, and dry tetraethyl pyrophosphate mixtures, in which the liquid is absorbed in concentrations greater than 27 percent in an inert dry material so as to form a dry mixture, must be packaged as follows:

* * * * *

(4) [Deleted]
(5) [Deleted]

* * * * *

(f) [Deleted]

(g) Dry mixtures containing more than 2 percent but not exceeding 15 percent by weight of organic phosphate compound mixture, n.o.s. (extremely toxic), parathion, strychnine tetraethyl dithio pyrophosphate, or tetraethyl pyrophosphate, and in which the liquid is absorbed in an inert material, in addition to packagings prescribed in paragraphs (a) and (b) of this section, may be packaged as follows:

(1) Specification 44B (§ 178.236 of this subchapter). Multi-wall paper bag with inside paper bags, specification 2D (§ 178.23 of this subchapter), not over 5 pounds capacity each. Net weight of material in outside container not over 30 pounds each. Not authorized for transportation by express rail car, aircraft, or water.

(2) Specification 12B (§ 178.205 of this subchapter). Fiberboard boxes constructed of at least 275-pound test double-faced fiberboard and provided with a perimeter liner and top and bottom pad of at least 275-pound test fiberboard. Product must be contained within a tightly closed polyethylene or other equally efficient plastic bag constructed of material having minimum thickness of 0.003 inch. Not more than 50 pounds net weight of product may be packed in one outside box. Not authorized for transportation by aircraft.

(3) Specification 17C, 17H or 37A (§§ 178.115, 178.118, 178.131 of this subchapter), metal drums (single-trip). Specification 37A metal drums authorized for not over 100 pounds net weight.

(4) Specification 21C (§ 178.224 of this subchapter). Fiber drums. Authorized net weight not over 250 pounds.

(h) Dry mixtures containing more than 2 percent but not exceeding 5 percent by weight of organic phosphate compound mixture, n.o.s. (extremely toxic), parathion, strychnine, tetraethyl dithio pyrophosphate, or tetraethyl pyrophosphate, and in which the liquid is adsorbed in an inert material, in addition to the packagings prescribed in paragraphs (a), (b), and (g) of this section, may be packaged as follows:

(1) Specification 44D (§ 178.238 of this subchapter). Multiwall paper bag not over 50 pounds net weight each. Where extensible kraft is used the minimum total basis weight shall be 260 pounds. Not authorized for transportation by express rail car, aircraft, or water.

(i) [Deleted.]

ZZ. § 173.377a would be added to read as follows:

§ 173.377a Hexaethyl tetraphosphate mixtures, dry; methyl parathion mixtures, dry; organic phosphate compound mixtures, n.o.s., dry (highly toxic).

(a) Dry hexaethyl tetraphosphate mixtures, dry methyl parathion mixtures, and dry organic phosphate compound mixtures, n.o.s. (highly toxic), in which the liquid is absorbed in concentrations greater than 2 percent (for 2 percent or less, see § 173.377b) but not exceeding 27 percent in an inert dry material so as to form a dry mixture, must be packaged as follows:

(1) In packagings as prescribed in § 173.377(a).

(2) Specification 17C, 17H, or 37A (§§ 178.115, 178.118, 178.131 of this subchapter), metal drums (single-trip.) Specification 37A metal drums authorized for not over 100 pounds net weight.

(3) Specification 21C (§ 178.224 of this subchapter). Fiber drum. Authorized net weight not over 250 pounds.

(b) Dry hexaethyl tetraphosphate mixtures, dry methyl parathion mixtures, and dry organic phosphate compound mixtures, n.o.s. (highly toxic), in which the liquid is absorbed in concentrations greater than 27 percent in an inert dry material so as to form a dry mixture, must be packaged as follows:

(1) In packagings as prescribed in § 173.377(b).

(2) Specification 17C, 17H, or 37A (§§ 178.115, 178.118, 178.131 of this subchapter), metal drums (single-trip). Specification 37A metal drums authorized for not over 100 pounds net weight.

(3) Specification 21C (§ 178.224 of this subchapter). Fiber drum. Authorized only for mixtures in which the liquid is absorbed in concentration not greater than 50 percent. Authorized net weight not over 225 pounds.

(c) Inside metal or fiber cans when closed as for shipment must be capable of withstanding two four-foot drops onto solid concrete without breakage of the container or any sifting of the contents. One drop must be on side of can and the other diagonally on the top rim or chime.

(d) Inside paper bags when closed as for shipment must be capable of withstanding two four-foot drops onto solid concrete without breakage of the container or any sifting of the contents. One drop must be made on bottom of bag and the other on either large face.

(e) Completed packages when closed as for shipment must be capable of withstanding two four-foot drops onto solid concrete without breakage of the container or any sifting of the contents. One drop must be made on bottom of package and the other drop on the smallest adjacent side area.

(f) Dry mixtures containing more than 2 percent but not exceeding 15 percent by weight of hexaethyl tetraphosphate, methyl parathion, or organic phosphate compound mixture, n.o.s. (highly toxic), and in which the liquid is absorbed in an inert material, in addition to the packagings prescribed in paragraphs (a) and (b) of this section, may be packaged as follows:

(1) In packagings as prescribed in § 173.377(g) except paragraph (g)(1).

(2) Specification 44B (§ 178.236 of this subchapter). Multiwall paper bag with inside paper bags, spec. 2D (§ 178.23 of this subchapter), not over 5 pounds capacity each. Net weight of material in outside packaging not over 30 pounds each. Not authorized for transportation by aircraft.

(g) Dry mixtures containing more than 2 percent but not exceeding 5 percent by weight of hexaethyl tetraphosphate, methyl parathion, or organic phosphate compound mixture, n.o.s. (highly toxic), and in which the liquid is absorbed in an inert material, in addition to the packagings prescribed in paragraphs (a), (b), and (f) of this section, may be packaged as follows:

(1) Specification 44D (§ 178.238 of this subchapter). Multiwall paper bag not over 50 pounds net weight each. Where extensible kraft is used the minimum total basis weight must be 260 pounds. Not authorized for transportation by aircraft.

(h) Dry mixtures containing more than 2 percent but not exceeding 12 per-

cent by weight of hexaethyl tetraphosphate, methyl parathion, organic phosphate compound mixture, n.o.s. (highly toxic), and in which the liquid is absorbed in an inert material, in addition to containers prescribed in paragraphs (a), (b), and (g) of this section, may be packed in specification containers as follows:

(1) Specification 44D (§ 178.238 of this subchapter). Multiwall paper bag not over 50 pounds net weight each. Outer ply to be not less than 60 pounds basis weight. Not authorized for transportation by aircraft.

AAA. Section 173.377b would be added to read as follows:

§ 173.377b Hexaethyl tetraphosphate mixtures, dry; methyl parathion mixtures, dry; organic phosphate compound mixtures, n.o.s., dry (extremely or highly toxic); parathion mixtures, dry; tetraethyl dithio pyrophosphate mixtures, dry; tetraethyl pyrophosphate mixtures, dry: Exemptions.

Dry mixtures containing not more than 2 percent by weight of hexaethyl tetraphosphate, methyl parathion, organic phosphate compound mixture, n.o.s. (extremely or highly toxic), parathion, tetraethyl dithio pyrophosphate, or tetraethyl pyrophosphate, and in which the liquid is absorbed in an inert material, are exempt from the specification packaging requirements of this Part.

BBB. Section 173.379 would be amended to read as follows:

§ 173.379 Cyanogen bromide.

Cyanogen bromide must be packaged in tightly closed metal inside containers not over 1-pound capacity each, securely cushioned and packaged in an outside wooden box. Net weight must not exceed 25 pounds in one outside packaging.

CCC. In § 173.381, the Heading and the introductory text of paragraph (b) and paragraph (a) would be amended; paragraph (d) would be added to read as follows:

§ 173.381 General packaging requirements for irritating materials.

(a) *Cushioning.* All packagings must be hermetically closed. Inside packagings must be cushioned as prescribed, or in any case, when necessary to prevent breakage or leakage.

(b) *Outage.* No packaging used for the transportation of any liquid irritating material may be completely filled. Sufficient space must be left empty of liquid to prevent leakage from distortion of the packaging caused by expansion of the contents due to rise in temperature during transportation. This free space must be sufficient in each packaging so that it will not become entirely filled with the liquid at 130°F.

* * * * *

(d) Any pressure in a cylinder at 130°F. must not exceed ¾ the marked service pressure of the cylinder.

DDD. In § 173.382, the word chapter would be amended to read "subchapter" each time it appears in the section; the Heading and the introductory text of paragraph (a) and paragraph (b) would be amended to read as follows:

§ 173.382 Irritating materials, not specifically provided for.

(a) Irritating materials, as defined in § 173.326b, for which special packaging is not otherwise prescribed, except as provided in paragraph (b) of this section, must be packaged as follows:

* * * * *

(b) Chloroacetophenone, diphenylaminechloroarsine, irritating agent, n.o.s., or xylyl bromide, charged with a nonflammable gas exceeding 25 p.s.i.g. at 70°F. must be packaged as specified in subparagraph (a) (4) of this section.

§ 173.383.

EEE. Section 173.383 would remain the same as now written.

§ 173.384 [Deleted]

FFF. Section 173.384 would be deleted.

§§ 173.385, 173.386 and 173.387 [Amended]

GGG. Sections 173.385, 173.386, and 173.387 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

HHH. In § 173.388, the first sentence of paragraph (a) would be amended to read as follows:

§ 173.388 Labeling of packages containing etiologic agents.

(a) Each package containing an etiologic agent, except a diagnostic specimen, a biological product, or cultures of etiologic agents in a quantity of 50 ml or less in one outside package (see § 173.386(d).), must be labeled as prescribed by the regulations of the Department of Health, Education, and Welfare, 42 CFR § 72.25(c)(4). * * *

* * * * *

§§ 173.389, 173.390, 173.391, 173.392, 173.393, 173.393a, 173.393b, and 173.394 through 173.399 [Amended]

III. Sections 173.389, 173.390, 173.391, 173.392, 173.393, 173.393a, 173.393b, 173.394, through 173.399 would remain the same as now written except the word chapter would be amended to read "subchapter" each time it appears in the sections.

JJJ. Subpart H would be amended to read as follows:

Subpart H—Special Shipper Requirements for Certain Rail Shipments or Movements

§§ 173.400–173.417 and 173.420–173.422 [Deleted]

A. Sections 173.400 through 173.417 and §§ 173.420 through 173.422 would be deleted.

§ 173.425 [Deleted]

B. Section 173.425 would be deleted.

C. Section 173.426 would be amended to read as follows:

§ 173.426 Cars, truck bodies or trailers containing lading which has been fumigated or treated with flammable liquids, flammable gases, poisonous liquids or solids, or poisonous gases.

(a) Delivery to carrier of cars, truck bodies or trailers containing lading fumigated or treated with flammable liquid or flammable gas is prohibited until 48 hours have elapsed after such fumigation or treatment, or until cars, truck bodies or trailers have been ventilated so as to remove danger of fire or explosion due to the pressure of flammable vapors.

(b) Cars, truck bodies or trailers containing lading which has been fumigated or treated with poisonous liquid, solid, or gas, such as carbolic acid, liquid or solid, chlorpicrin, hydrocyanic acid, methyl bromide, etc., must be placarded on each door or near thereto with placard as described below (for cleaning cars see section 174.615 of this subchapter):

§§ 173.427 and 173.430 [Deleted]

D. Sections 173.427, and 173.430 would be deleted.

Da. Section 173.431 would be amended to read as follows:

§ 173.431 Switching ticket.

When the initial movement is a switching operation, the switching order, switching receipt or switching ticket, and copies thereof, prepared by the shipper, must bear the placard endorsement and the shipper's certificate prescribed by §§ 172.204 and 174.10(c) of this subchapter.

E. In § 173.432, the word chapter would be amended to read "subchapter" each time it appears in the section; paragraphs (a) and (e) would be amended to read as follows:

§ 173.432 Tank car shipments.

(a) Tank cars containing any flammable poison gas or flammable liquid, except liquid road asphalt or tar, must not be offered for shipment unless originally consigned or subsequently reconsigned to parties having private-siding (see Note 1 of this section) or to parties using railroad siding facilities which have been equipped for piping the liquid from tank cars to permanent storage tanks of sufficient capacity to receive contents of car.

* * * * *

(e) Flammable liquids and flammable compressed gases must not be loaded into tank cars on carrier property from tank trucks, or drums.

* * * * *

F. Subpart I would be deleted and a new Subpart I added to read as follows:

Subpart I—Other Regulated Material; Definition and Preparation

A Section 173.500 would be added to read as follows:

§ 173.500 Definitions.

(a) For the purpose of Parts 170 to 189 of this subchapter, an Other Regulated Material (ORM) is defined as a material which is authorized in this part to be

classed as an ORM material or is not otherwise subject to the regulations in Subpart B through H in this Part and which possesses one or more characteristics as described in one of the following groups:

(1) An ORM–A material is a substance which has an anesthetic, irritating, noxious, toxic, or other similar property and which can cause extreme annoyance or discomfort to passengers and driver or crew in the event of leakage during transportation. Materials, when tested according to the test procedures described in Appendix A to this Part, meeting any of the following criteria are ORM–A materials:

(i) *Ingestion (oral).* Any material that has a single dose LD_{50}[1] of more than 50 milligrams but not more than 500 milligrams per kilogram of body weight when orally administered to both male and female white rats (young adults).

(ii) *Inhalation.* Any material that has an LC_{50}[1] of more than 200 parts per million but not more than 2000 parts per million of vapor or more than 2 milligrams but not more than 20 milligrams of mist or dust when administered by continuous inhalation for 1 hour or less to both male and female white rats (young adults). If the product is administered to the animals as a dust or mist, more than 90 percent of the particles available for inhalation in the test must have a diameter of 10 microns or less provided it is reasonably forseeable that such a concentration could be encountered by man.

(iii) Specifically designated by name in § 172.101 of this subchapter.

(2) An ORM–B material is a substance capable of causing significant damage to a transport vehicle or vessel from leakage during transportation. Materials meeting one or both of the following criteria are ORM–B materials:

(i) A liquid substance that has a corrosion rate exceeding 0.250 inch per year (IPY) on aluminum (nonclad 7075–T6) at a test temperature of 130°F. An acceptable test is described in NACE Standard TM–01–69.

(ii) Specifically designated by name in § 172.101 of this subchapter.

(3) An ORM–C material is a substance which has other inherent characteristics not described as an ORM–A or ORM–B but which make it unsuitable for shipment, unless properly identified and prepared for transportation. Each ORM–C material is specifically named in § 172.101 of this subchapter.

(4) ORM–D material is a substance that is authorized to be so classed by the regulations in this Part applicable to flammable liquids, flammable solids, oxidizing materials, organic peroxides, corrosive materials, and compressed gases. An ORM–D material may be so classed only under the conditions specified in those sections which cover exemptions from specification packaging.

B. Section 173.505 would be added to read as follows:

[1] LD_{50}, LC_{50}: That dose (LD) or concentration (LC) which will cause death within 14 days to one half of the test animals.

§ 173.505 Exemptions for Other Regulated Materials (ORM).

(a) The following Other Regulated Materials (ORM), unless otherwise provided in § 172.101 of this subchapter, are exempt from Parts 170 to 189, except §§ 173.6 and 173.24, when packaged as follows:

(1) ORM Group A, B, or C liquid, not over one pint in one package;

(2) ORM Group A or B solid, not over five pounds in one package;

(3) ORM Group C solid, not over twenty-five pounds in one package.

C. Section 173.510 would be added to read as follows:

§ 173.510 General packaging requirements.

(a) Except as provided in § 173.505, Other Regulated Materials (ORM) must be prepared for shipment in compliance with the following:

(1) Each material must be offered for transportation and transported in compliance with Subparts B, C, and D of Part 172 and Subpart A of Part 173 (including § 173.6 for shipments intended for transportation by air).

(2) Sufficient outage (ullage) to prevent leakage of liquid content or distortion of any packaging from expansion of the content by a temperature of 130°F. must be provided.

(3) When a liquid or solid has an absolute vapor pressure exceeding 16 p.s.i. at 100°F., the primary packaging must be capable of withstanding the inside vapor pressure at 130°F. without leakage.

(4) Any material classed as an Other Regulated Material (ORM), which may cause a hazard in transportation due to its reaction with water, must be packaged with either an inner or outer waterproof packaging.

D. Subpart J would be added to read as follows:

Subpart J—Other Regulated Materials; Group A

A. Section 173.605 would be added to read as follows:

§ 173.605 Ammonium hydrosulfide solution; ammonium polysulfide solution; ammonium sulfide solution; bromochloromethane; dibromodifluoromethane; dichlorodifluoroethylene; dichloromethane; methyl chloroform; perfluoro-2-butene; tetrachloroethylene; trichloroethylene.

(a) Ammonium hydrosulfide solution, ammonium polysulfide solution, ammonium sulfide solution, bromochloromethane, dibromodifluoromethane, dichlorodifluoroethylene, dichloromethane, methyl chloroform, perfluoro-2-butene, tetrachloroethylene, and trichloroethylene, when offered for transportation on a passenger-carrying aircraft, must be prepared for shipment in compliance with § 173.510 of this subchapter and must be packaged as follows:

(1) Wooden box with inside earthenware, glass, metal, or plastic packagings of not more than 2 gallons capacity each, with sufficient cushioning and absorbent material to prevent breakage and leakage.

(2) Fiberboard box with inside earthenware, glass, metal, or plastic packagings of not more than 1 gallon capacity each, with sufficient cushioning and absorbent material to prevent breakage and leakage.

(3) Metal drum, of not more than 10 gallons capacity.

(4) Outside packaging with inside earthenware, glass, plastic, or metal packagings of not more than 4 fluid ounces capacity each, with sufficient cushioning and absorbent material to prevent breakage and leakage. The maximum amount that may be shipped in any one outside packaging is 5 gallons.

B. Section 173.615 would be added to read as follows:

§ 173.615 Carbon dioxide, solid (dry ice).

(a) Solid carbon dioxide, when offered for transportation by aircraft or water, must be packed in packaging designed and constructed to permit the release of carbon dioxide gas to prevent a build-up of pressure that could rupture the packaging. For each shipment by air, advance arrangements between the shipper and each carrier must be made.

(b) Railroad cars and motor vehicles containing solid carbon dioxide, when accepted for transportation on board ocean vessels must be conspicuously marked on two sides "WARNING—CO_2, SOLID (DRY ICE)."

(c) Other packagings, when accepted for transportation on board ocean vessels must be marked "CARBON DIOXIDE, SOLID—DO NOT STOW BELOW DECKS."

(d) Not more than 440 pounds of solid carbon dioxide may be transported in any one cargo pit or bin on any aircraft except by specific and special arrangement between the shipper and the aircraft operator.

C. Section 173.620 would be added to read as follows:

§ 173.620 Carbon tetrachloride; ethylene dibromide (1,2-dibromoethane); tetrachloroethane.

(a) Carbon tetrachloride, ethylene dibromide, and tetrachloroethane, when offered for shipment by cargo-only aircraft and water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) As prescribed in § 173.344 or 173.345, meeting the packaging requirements applicable to highly toxic liquids.

(2) Uniform Freight Classification (UFC), Rule 40, Section 5. Metal barrel or drum, not over 55 gallons capacity; not authorized for transportation by aircraft.

(3) Wooden box with inside containers, not over 200 pounds gross weight; not authorized for transportation by aircraft.

(4) Uniform Freight Classification (UFC), Rule 41, Sections 2 and 3. Fiberboard box, with inside containers, not over 90 pounds gross weight; not authorized for transportation by aircraft.

(5) Tank cars or motor vehicle tank trucks.

(b) Carbon tetrachloride, ethylene dibromide, and tetrachloroethane, when offered for shipment by passenger-carrying aircraft, must be prepared for shipment in compliance with § 173.510 and must be packaged to meet the packaging requirements of § 173.344.

D. Section 173.625 would be added to read as follows:

§ 173.625 Castor beans and castor pomace.

(a) Castor beans and castor pomace, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Sift-proof, five-ply paper bag, not over 100 pounds net weight.

(2) Sift-proof, paper or plastic lined burlap bag, not over 100 pounds net weight.

(3) Sift-proof, paper or plastic lined cotton bag, not over 100 pounds net weight.

E. Section 173.630 would be added to read as follows:

§ 173.630 Chloroform.

(a) Chloroform, when offered for transportation by aircraft, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Wooden box with inside earthenware, glass, metal, or plastic packaging of not more than 2 gallons capacity each.

(2) Fiberboard box with inside earthenware, glass, metal, or plastic packaging of not more than 1 gallon capacity each.

(3) Metal drum, not over 10 gallons capacity.

(4) Outer packaging with inside earthenware, glass, metal, or plastic packagings of not more than 4 fluid ounces capacity each, not exceeding 5 gallons total content.

(b) Chloroform, when offered for shipment by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) As prescribed in § 173.344 or 173.345, meeting the packaging requirements applicable to highly toxic liquids.

(2) Uniform Freight Classification (UFC), Rule 40, Section 5. Metal barrel or drum, not over 55 gallons capacity.

(3) Wooden box with inside containers, not over 200 pounds gross weight.

(4) Uniform Freight Classification (UFC), Rule 41, Sections 2 and 3. Fiberboard box with inside containers, not over 90 pounds gross weight.

F. Section 173.635 would be added to read as follows:

§ 173.635 Ferrophosphorus.

(a) Ferrophosphorus, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum;

(2) Wooden barrel or keg;

(3) Wooden box with inside container; or

(4) Sift-proof railroad freight car.

G. Section 173.645 would be added to read as follows:

§ 173.645 Ferrosilicon.

(a) Ferrosilicon, containing 30 percent or more but not more than 70 percent silicon, when offered for shipment by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum.

(2) Wooden barrel or keg.

(3) Wooden box, not over 500 pounds gross weight.

(b) Ferrosilicon, containing 30 percent or more but not more than 70 percent silicon, when offered for shipment by cargo-only aircraft must be prepared for shipment in compliance with §§ 173.510 and 173.154.

H. Section 173.650 would be added to read as follows:

§ 173.650 Hexachloroethane.

(a) Hexachloroethane, when offered for shipment by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) As prescribed in § 173.344 or 173.345, meeting the packaging requirements applicable to highly toxic liquids.

(2) Uniform Freight Classification (UFC), Rule 40, Section 5. Metal barrel or drum, not over 55 gallons capacity.

(3) Wooden box with inside containers, not over 200 pounds gross weight.

(4) Uniform Freight Classification (UFC), Rule 41, Sections 2 and 3. Fiberboard box with inside containers, not over 90 pounds gross weight.

I. Section 173.655 would be added to read as follows:

§ 173.655 Naphthalene or naphthalin.

(a) Naphthalene or naphthalin, when offered for shipment by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Wooden barrel or keg.

(2) Wooden box.

(3) Fiberboard box.

(4) Metal barrel or drum.

(5) Burlap (jute) bag, not over 224 pounds net weight. Authorized only when the melting point is 167° F. or higher.

(b) Naphthalene or naphthalin, when offered for shipment by cargo-only aircraft, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) As prescribed for passenger-carrying aircraft in paragraph (c) of this section, or

(2) As prescribed in § 173.154.

(c) Naphthalene or naphthalin, when offered for transportation by passenger-carrying aircraft, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Earthenware, glass, metal, or plastic inside packagings of not more than 5 pounds capacity each, in strong outside packaging not over 25 pounds net weight.

J. Subpart K would be added to read as follows:

Subpart K—Other Regulated Materials; Group B

A. Section 173.800 would be added to read as follows:

§ 173.800 Ammonium hydrogen fluoride; ammonium hydrogen sulfate; ammonium fluoride; barium oxide; chloroplatinic acid; copper chloride; ferric chloride; lead chloride; molybdenum pentachloride; potassium hydrogen sulfate; sodium aluminate; sodium hydrogen sulfate; or sodium hydrogen sulfite; (each in solid form).

(a) Ammonium hydrogen fluoride, ammonium hydrogen sulfate, ammonium fluoride, barium oxide, chloroplatinic acid, copper chloride, ferric chloride, lead chloride, molybdenum pentachloride, potassium hydrogen sulfate, sodium aluminate, sodium hydrogen sulfate, or sodium hydrogen sulfite, when offered for transportation by passenger-carrying aircraft, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Earthenware, glass, metal, or plastic inside packagings of not more than 5 pounds net capacity each. Inside packagings must be packed in strong outside packaging, containing not more than 25 pounds net weight.

B. Section 173.850 would be added to read as follows:

§ 173.850 Lime, unslaked, quicklime, or calcium oxide.

(a) Unslaked lime, quicklime, or calcium oxide when offered for transportation by cargo-only aircraft or water, must be prepared for shipment in compliance with § 173.510 and must be packed in waterproofed packaging as follows:

(1) Steel barrel or drum.

(2) Wooden barrel or keg.

(3) Wooden box.

(4) Multi-wall paper bag, not over 100 pounds net weight.

(5) Paper-lined burlap bag, not over 100 pounds net weight.

(6) Sift-proof railroad freight car.

(b) Unslaked lime, quicklime, or calcium oxide, when offered for transportation by passenger-carrying aircraft, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Earthenware, glass, metal, or plastic inside packagings, of not more than 5 pounds net capacity each. Inside packagings must be packed in strong outside packaging, containing not more than 25 pounds net weight.

C. Section 173.860 would be added to read as follows:

§ 173.860 Mercury, metallic.

(a) Except as limited by paragraphs (b) and (c) of this section, metallic mercury, when offered for transportation by aircraft, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Earthenware, glass, or plastic inside packagings of not more than 5 pounds capacity each packed in strong

outside packaging. Either the inside or the outside packaging must have completely enveloping inner linings or bags of strong, leak-tight, and puncture resistant material impervious to mercury.

(2) Iron or steel flasks packed in outside packagings. Either the inside or the outside packaging must have completely enveloping inner linings or bags of strong, leak-tight, and puncture resistant material impervious to mercury.

(b) Manufactured devices of which mercury is a component part (except tubes) packed in outside packagings having completely enveloping inner linings or bags of strong, leak-tight, and puncture resistant material impervious to mercury may be transported by aircraft if prepared for shipment in compliance with § 173.510.

(1) Mercurial barometers, complying with this paragraph, which are loaded and unloaded from an aircraft under the supervision of and are accompanied in flight by a governmental Weather Bureau official, or similar governmental agency official are exempt from any other requirements of this subchapter.

(c) Electron tubes, vapor tubes, and similar tubes of which mercury is a component part, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) In outside packaging with all seams and joints sealed with self-adhesive, pressure-sensitive tape which will prevent the escape of mercury from the outside packagings; authorized only if the item contains not over one pound (454 grams) of mercury.

(2) In outside packaging having completely enveloping inner linings or bags of strong, leak-tight, and puncture resistant material impervious to mercury.

(3) In manufacturer's original packaging if each item does not contain more than 0.18 ounce (5 grams) of mercury per tube, and if the outside package does not contain more than 1.1 ounces (30 grams) total net quantity.

(4) In the manufacturer's original packagings if tubes are completely jacketed in sealed leak-tight metal cases.

D. Subpart L would be added to read as follows:

Subpart L—Other Regulated Material: Group C

A. Section 173.905 would be added to read as follows:

§ 173.905 Aluminum, metallic powder.

(a) Polished aluminum powder which has been treated with oils or waxes for printing or paint purposes are not subject to Parts 170–189 of this subchapter.

(b) Metallic aluminum powder, other than the powder described in paragraph (a) of this section, when offered for transportation by passenger-carrying aircraft must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Earthenware, glass, metal, or plastic inside packagings of not more than 5 pounds capacity each, in strong outside packaging of not over 25 pounds net weight.

(c) Metallic aluminum powder, other than the powder described in paragraph (a) of this section, when offered for transportation by cargo-only aircraft and by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum, not over 500 pounds gross weight.

(2) Wooden barrel or keg, not over 350 pounds gross weight.

(3) Wooden box, not over 125 pounds gross weight.

(4) Moisture and sift-proof bag, not over 55 pounds gross weight.

(5) Fiber drum, not over 450 pounds gross weight.

(6) Fiberboard box, not over 75 pounds gross weight.

B. Section 173.910 would be added to read as follows:

§ 173.910 Ammonium sulfate nitrate.

(a) Ammonium sulfate nitrate, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum.

(2) Wooden barrel or keg.

(3) Wooden box with inside packagings.

(4) Fiberboard box with inside packagings, not over 90 pounds gross weight.

(5) Fiber drum, not over 150 pounds gross weight.

(6) Paper bag, not over 200 pounds net weight, moisture, and sift-proof, of strength not less than the equivalent of bags made of 8-ounce burlap.

C. Section 173.915 would be added to read as follows:

§ 173.915 Battery parts.

Battery parts, when exhausted and unwashed, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packed in a metal or wooden barrel with sufficient absorbent material to absorb any liquid present in the parts.

D. Section 173.920 would be added to read as follows:

§ 173.920 Bleaching powder.

(a) Bleaching powder (or chlorinated lime) containing less than 39 percent available chlorine, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum.

(2) Wooden barrel or keg.

(3) Wooden or fiberboard box, with inside containers.

(4) Fiber drum with inside metallic or polyethylene liner, not over 275 pounds gross weight.

E. Section 173.925 would be added to read as follows:

§ 173.925 Box toe board.

(a) Box toe board, nitrocellulose base, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Wooden box, not over 350 pounds gross weight.

(2) Fiber tube, not over 25 pounds gross weight.

(3) Fiber drum, not over 200 pounds gross weight.

(4) Fiberboard box, not over 90 pounds gross weight.

F. Section 173.930 would be added to read as follows:

§ 173.930 Burlap bags, used and unwashed or not cleaned.

(a) Burlap bags, used and not cleaned, when offered for shipment by water, must be packed in tight bales bound with rope, wire, or other similar means.

(b) Burlap bags used for the shipment of any hazardous material and not cleaned may not be transported by aircraft.

G. Section 173.931 would be added to read as follows:

§ 173.931 Burlap cloth, burlap bags, new, used, and washed, or vacuum cleaned, wheel cleaned, or otherwise mechanically cleaned.

(a) Burlap cloth or new, used, and washed, or cleaned burlap bags when offered for transportation by aircraft or by water, must be packaged as follows:

(1) In tight bales, bound with wire, metal hoops, rope, rattan, or withes.

(2) Tight bundles, bound with rope, wire, or other similar means.

(3) Wooden barrel or box.

H–I. Section 173.945 would be added to read as follows:

§ 173.945 Calcium cyanamide, not hydrated.

(a) Calcium cyanamide, not hydrated, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum.

(2) Wooden barrel or keg.

(b) Calcium cyanamide, not hydrated, when offered for transportation by cargo-only aircraft, must be prepared for shipment in compliance with §§ 173.510 and 173.154.

(c) Calcium cyanamide, not hydrated, when offered for transportation by passenger-carrying aircraft, must be prepared for shipment in compliance with § 173.510 and must be packed in earthenware, glass, metal, or plastic inside packagings of not over 1 pound each, adequately cushioned to prevent breakage and leakage. Inside packagings must be packed in a strong outside package containing not more than 25 pounds each.

J. Section 173.948 would be added to read as follows:

§ 173.948 Camphene.

(a) Camphene, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a wooden barrel, keg, or box.

(b) Camphene, when offered for transportation by air, must be prepared for shipment in compliance with

§ 173.510 and must be packaged as prescribed in § 173.154.

K. Section 173.955 would be added to read as follows:

§ 173.955 Coconut meal pellets.

(a) Coconut meal pellets which contain at least 6 percent moisture, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Burlap (jute) bag.

(2) Multi-ply paper bag.

(3) Polyethylene-lined burlap or paper bag.

L. Section 173.960 would be added to read as follows:

§ 173.960 Copra.

Copra, when offered for shipment by water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a burlap bag.

M. Section 173.965 would be added to read as follows:

§ 173.965 Cotton and other fibers.

Cotton and the fibers jute, hemp, flax, sisal, coir, kapok, or similar vegetable fibers, when offered for shipment by water, must be packaged in bales, securely and tightly bound with rope, wire, or other similar means.

N. Section 173.970 would be added to read as follows:

§ 173.970 Cotton batting, batting dross, wadding, seed hull fiber, shavings, pulp, and cut linters.

(a) Except as provided in paragraphs (b) and (c) of this section, cotton batting, batting dross, wadding, seed hull fiber, shavings, pulp, and cut linters, when offered for transportation by water must be packaged as follows:

(1) Bales, covered with bagging on at least three-fourths of the bales surface, including both ends.

(2) Wooden barrel.

(3) Wooden box.

(4) Burlap bag, tightly compressed.

(b) Cotton batting, batting dross, and wadding, when packaged in a wooden, fiberboard, or metal packaging, are not subject to any other requirements of Parts 170–189 of this subchapter.

(c) Cut cotton linters may be packaged in a bale, covered on the soft sides only, if the bale is compresed to a density of not less than 32 pounds per cubic foot and is bound with six or more bands.

O. Section 173.975 would be added to read as follows:

§ 173.975 Cotton sweepings and textile, cotton, felt, or wool waste.

(a) Cotton sweepings, and textile, cotton, or wool waste, when offered for transportation by water, must be packaged as follows:

(1) Bales, covered with bagging on at least three-fourths of the bale surface, including both ends.

(2) Burlap bag, tightly compressed.

P. Section 173.980 would be added to read as follows:

§ 173.980 Excelsior.

Excelsior, when offered for transportation by water, must be packaged in a bale, tightly bound with wire or metal hoops.

Q. Section 173.985 would be added to read as follows:

§ 173.985 Exothermic ferrochrome, ferromanganese, and silicon-chrome.

Exothermic ferrochrome, ferromanganese, and silicon-chrome, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a steel barrel or drum, not over 750 pounds gross weight.

R. Section 173.990 would be added to read as follows:

§ 173.990 Feed, wet, mixed.

Mixed, wet feed, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a burlap (jute) bag or in bulk, in a railroad freight car.

S. Section 173.995 would be added to read as follows:

§ 173.995 Fish scrap and fish meal.

(a) Except as provided in paragraph (b) of this section, fish scrap and fish meal, containing at least 6 percent but not more than 12 percent moisture, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Burlap (jute) bag.

(2) Multi-wall paper bag.

(3) Polyethylene-lined burlap or paper bag.

(4) Railroad freight car.

(b) Fish scrap and fish meal may not be offered for transportation if the temperature of the material exceeds 120°F.

T. Section 173.1000 would be added to read as follows:

§ 173.1000 Garbage tankage, rough ammoniate tankage, or tankage fertilizer.

Garbage tankage containing 8 percent or more moisture, rough ammoniate tankage containing 7 percent or more moisture, or tankage fertilizer containing 8 percent or more moisture, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a burlap (jute) bag or in bulk, in a railroad freight car.

U. Section 173.1005 would be added to read as follows:

§ 173.1005 Hay and straw.

Hay and straw, when offered for transportation by water, must be packaged in a tightly bound bale.

V. Section 173.1010 would be added to read as follows:

§ 173.1010 Lead dross or scrap.

(a) Lead dross or scrap, when offered for transportation by water must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum.

(2) Wooden barrel or keg.

(3) Wooden box.

W. Section 173.1020 would be added to read as follows:

§ 173.1020 Magnetized material.

(a) Magnetized material, when offered for shipment by aircraft, must be packaged as follows:

(1) Devices, such as magnetrons and light meters, must be packed so that the polarities of each unit oppose one another.

(2) Permanent magnets must have keeper bars installed, must be shielded, or the shipper specifically may arrange with the carrier for special stowage to prevent the magnetic field from causing compass deviation.

(3) Each package containing magnetized material must be marked "ORM Group C," and bear the label described in § 172.427 of this subchapter.

X. Section 173.1025 would be added to read as follows:

§ 173.1025 Metal borings, shavings, turnings, or cuttings.

Metal borings, shavings, turnings, or cuttings, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a metal barrel or drum.

Y. Section 173.1030 would be added to read as follows:

§ 173.1030 Oakum or twisted jute packing.

Oakum or twisted jute packing (treated or untreated), when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a bale, tightly bound with wire, rope, or other similar means, or in a fiberboard box.

Z. Section 173.1035 would be added to read as follows:

§ 173.1035 Oiled material.

(a) Oiled material, when offered for transportation by aircraft or water, must be properly dried to prevent spontaneous heating, including carbon paper treated with oxidizable oil, oiled clothing, oiled paper, oiled textiles including Brattice cloth, engine packings dressed with linseed or other drying oil, webbing or cotton machine belts, and harness dressed with linseed, tung, or other drying soil, impregnated or coated with 5 percent or less of animal or vegetable oil, and must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) When the nature of the material permits, it must be tightly rolled or coiled and wrapped or sealed with heavy paper.

(2) Fabricated articles not suitable for packagings as described in paragraph (a) (1) of this section, must be packed in sealed metal boxes or metal lined wooden boxes.

(3) Wooden or fiberboard box. Not authorized for transportation by aircraft.

AA. Section 173.1040 would be added to read as follows:

§ 173.1040 Pesticide, water reactive.

Water reactive pesticide, not otherwise subject to this subchapter, and including fungicides, herbicides, etc., which contan manganese ethylenebis-dithio carbamate, when offered for transportation by water, must be packaged in water resistant packaging in compliance with § 173.510.

BB. Section 173.1045 would be added to read as follows:

§ 173.1045 Petroleum coke, uncalcined.

Uncalcined petroleum coke, when offered for transportation by water must be prepared for shipment in compliance with § 173.510 and must be packaged in metal barrels or drums.

CC. Section 173.1050 would be added to read as follows:

§ 173.1050 Photographic flash lamps.

Photographic flash lamps which if broken could ignite flammable vapors or finely divided combustible substances, when offered for transportation by aircraft or water, must be prepared for shipment in compliance with § 173.510 and must be packaged in a specification 12B (§ 178.205 of this subchapter) or a Uniform Freight Classification (UFC), Rule 41, Sections 2 and 3 fiberboard box containing not more than 120 bulbs. Lamps must be in individual carton sleeves, and when packaged in tiers, each tier within the packaging must be separated with a fiberboard partition.

DD. Section 173.1055 would be added to read as follows:

§ 173.1055 Rags, scrap or clothing, used.

(a) Scrap rags or used clothing which must contain 5 percent or less of animal or vegetable oil, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Wooden barrel or keg.
(2) Wooden box.
(3) Bag.
(4) Bales, tightly bound with wire or metal bands.

EE. Section 173.1060 would be added to read as follows:

§ 174.1060 Rosin.

(a) Rosin (colophony), when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum.
(2) Wooden barrel or keg.
(3) Wooden box.
(4) Fiberboard box.
(5) Fiber drum.
(6) Burlap bag of at least 7½ ounces burlap, with water-proofed paper lining, not over 100 pounds net weight.
(7) Multi-wall paper bag, of at least 4-ply for not over 50 pounds net weight, or of at least 6-ply for not over 100 pounds net weight.
(8) Uniform Freight Classification (UFC), Rule 40, Section 10. Multi-wall paper bag, at least 4-ply, not over 100 pounds net weight.

FF. Section 173.1065 would be added to read as follows:

§ 173.1065 Rubber curing compound, solid.

(a) Solid rubber curing compounds, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Metal barrel or drum.
(2) Fiber drum.
(3) Wooden barrel or keg.
(4) Wooden or fiberboard box.
(5) Sift-proof multiwall paper bag.
(6) Sift-proof lined burlap bag.

GG. Section 173.1070 would be added to read as follows:

§ 173.1070 Sawdust or wood shavings.

(a) Sawdust or wood shavings, when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Steel barrel or drum.
(2) Wooden barrel or keg.
(3) Wooden or fiberboard box.
(4) Bag.
(5) Bales, slatted and compactly bound with wire or metal bands.

HH. Section 173.1075 would be added to read as follows:

§ 173.1075 Scrap paper or waste.

Scrap paper or waste, when offered for transportation by water, must be packaged in tight bales.

II Section 173.1080 would be added to read as follows:

§ 173.1080 Sulfur.

(a) Sulfur, flowers of sulfur (sulfur flower), when offered for transportation by water, must be prepared for shipment in compliance with § 173.510 and must be packaged as follows:

(1) Metal barrel or drum.
(2) Wooden barrel or keg.
(3) Wooden or fiberboard box.
(4) Sift-proof multi-wall paper bag.
(5) Sift-proof paper-lined burlap bag.
(6) Tight railroad freight car.

JJ. Section 173.1085 would be added to read as follows:

§ 173.1085 Yeast, active (in liquid or compressed form).

(a) Yeast which will not generate gas in transit, or which is shipped in packagings where any gas which may develop can readily escape is not subject to any other requirements of this subchapter.

(b) Any pressure vessel used must be equipped with a safety vent set to release gas at a maximum pressure of 25 p.s.i.g. when transported by aircraft.

(c) Except for a material covered under paragraph (a) of this section, each shipping paper involving shipment by aircraft must indicate to the aircraft operator any special handling and refrigeration conditions necessary for safe transportation including instructions to the operator for handling and refrigeration in the event of delay enroute.

APPENDIX I

METHOD OF TESTING FOR CORROSION TO SKIN

1. Corrosion to the skin is measured by patch-test technique on the intact skin of the albino rabbit, clipped free of hair. A minimum of six subjects are to be used in this test.

2. Introduce under a square cloth patch, such as surgical gauze measuring 1 inch by 1 inch and two single layers thick, 0.5 milliliter (in the case of liquids) or 0.5 gram (in the case of solids and semisolids) of the substance to be tested.

3. Immobilize the animals with patches secured in place by adhesive tape.

4. Wrap the entire trunk of each animal with an impervious material, such as rubberized cloth, for the 4-hour period of exposure. This material is to aid in maintaining the test patches in position and retards the evaporation of volatile substances. It is not applied for the purpose of occlusion.

5. After 4 hours of exposure, the patches are to be removed and the resulting reactions are to be evaluated for corrosion.

6. Readings are again to be made at least at the end of a total of 48 hours (44 hours after the first reading).

7. Corrosion will be considered to have resulted if the substance in contact with the rabbit skin has caused destruction or irreversible alternation of the tissue. Tissue destruction is considered to have occurred if, at any of the readings, there is ulceration or necrosis. Tissue destruction does not include merely sloughing of the epidermis, or erythema, edema, or fissuring.

PART 174—CARRIERS BY RAIL

A. Part 174 would be canceled; a new Part 174 would be added to read as follows:

Subpart A—General Requirements

Sec.

174.1 Scope.
174.3 Acceptable hazardous materials.
174.5 Carriers materials and supplies.
174.8 Inspection.
174.9 Inspection of tank cars.
174.10 Inspection of cars at interchange.
174.11 Canadian shipments and packagings.
174.12 Intermediate shippers and carriers.
174.14 Movements to be expedited.
174.16 Removal and disposition of hazardous materials at destination.
174.18 Astray shipments.
174.20 Local or carrier restrictions.
174.22 Definitions as used in this Part.

Subpart B—General Operating Requirements

174.24 Shipping papers.
174.25 Notice to train crews of cars bearing explosives placards, or poison placards having hazard information number 26, 27, 28, or 29.
174.27 Certificate.
174.33 Lost or detached labels.
174.45 Reporting hazardous materials incidents.
174.47 Correction of violations.
174.49 Flammable vapors.
174.50 Leaking tank cars.

Subpart C—General Handling and Loading Requirements

174.55 General requirements.
174.57 Cleaning cars.
174.59 Marking and placarding of rail cars.
174.61 Truck bodies, trailers, or containers on flat cars.
174.63 Portable containers and portable tanks.
174.67 Tank car unloading.
174.69 Removal of car certificate and commodity cards after unloading.
174.81 Segregation and separation requirements for hazardous materials in rail cars.

Subpart D—Handling of Placarded Cars

174.83 Switching of cars containing hazardous materials.

Sec.
174.84 Switching of flat cars carrying placarded trailers or containers.
174.85 Placement of freight cars bearing explosives placards in yards, on sidings, or sidetracks.
174.86 Position in train of cars bearing explosives placards, or poison placards, when accompanied by cars carrying guards or technical escorts.
174.87 Position of cars containing explosives in passenger or mixed trains.
174.88 Position in train of cars bearing explosives placards.
174.89 Position in train of cars bearing radioactive materials placards.
174.90 Separating car bearing explosives placards or poison placards having hazard information number 26, 27, 28, or 29 from other cars in trains.
174.91 Position in train of loaded placarded tank car.
174.92 Separating placarded loaded tank cars other than combustible placarded cars from other cars in trains.
174.93 Position in train of placarded cars, other than cars subject to § 174.86 through 174.90 and § 174.92.
174.95 Placarded cars in passenger or mixed trains.

Subpart E—Detailed Requirements for Explosives

174.100 Forbidden explosives.
174.101 Loading explosives.
174.102 Forbidden mixed loading and storage.
174.103 Disposition of damaged or astray shipments.
174.104 Class A explosives; car selection, preparation, inspection, and certification.
174.105 Routing shipments, Class A explosives.
174.106 "Order-Notify" or "C.O.D." shipments, Class A explosives.
174.107 Shipping days for Class A explosives.
174.109 Non-agency shipments.
174.110 Car magazine.
174.112 Loading Class B explosives.
174.114 Record to be made of change of seals on explosives laden cars.
174.115 Loading Class C explosives.

Subpart F—Detailed Requirements for Gases

174.200 Special handling requirements.
174.201 Cylinders and series 106A*** and 110A*** tanks.
174.204 Tank car delivery of gases.
174.208 Rail cars or cars loaded with truck bodies or trailers containing lading which has been fumigated or treated with a flammable liquid or gas or with a poisonous liquid, gas, or solid.
174.280 Toxic gases with foodstuffs.
174.290 Extremely toxic gases shipped by, for, or to the Department of Defense.

Subpart G—Detailed Requirements for Flammable Liquids

174.300 Special handling requirements.
174.304 Tank car delivery of flammable liquids.
174.380 Toxic flammable liquids with foodstuffs.

Subpart H—Detailed Requirements for Flammable Solids

174.410 Special handling requirements for matches.
174.450 Fires.
174.480 Toxic flammable solids with foodstuffs.

Subpart I—Detailed Requirements for Oxidizing Materials

Sec.
174.510 Special handling requirements for nitrates.
174.515 Cleaning cars; potassium permanganate.
174.580 Toxic oxidizing materials with foodstuffs.

Subpart J—Detailed Requirements for Toxic Materials

174.600 Special handling requirements for toxic materials.
174.615 Cleaning cars.
174.625 Fumigation placard.
174.680 Toxic materials with foodstuffs.

Subpart K—Detailed Requirements for Radioactive Materials

174.700 Special handling requirements for radioactive materials.
174.715 Cleanliness of cars after use.
174.750 Incidents involving leakage.

Subpart L—Detailed Requirements for Corrosive Materials

174.800 Special handling requirements for corrosive materials.
174.810 Special handling requirements for wet electric storage batteries.
174.812 Special handling requirements for nitric acid.

Subpart A—General Requirements

§ 174.1 Scope.

(a) This part prescribes requirements in addition to those contained in Part 172 of this subchapter that must be observed by carriers with respect to the transportation of hazardous material in rail cars.

(b) For transportation by water, see § 176.13 of this subchapter.

§ 174.3 Acceptable hazardous materials.

Any shipment of a hazardous material not in proper condition for transportation, or not loaded or stayed as required, may not be accepted for transportation or transported.

§ 174.5 Carriers materials and supplies.

The regulations in this Part apply to the transportation of a carrier's materials and supplies moving by rail, except that the shipper's certification is not required when these materials and supplies are being transported by the carrier who owns them.

§ 174.8 Inspection.

(a) Methods of manufacture, packing, and storage insofar as they affect safety in transportation by rail, must be open to inspection by a duly authorized representative of the Department, the initial carrier, and the Bureau of Explosives.

(b) At any point where a train is required to be inspected, all placarded cars and immediately adjacent cars must be inspected. These cars may continue in transit only when this inspection indicates that the cars are in a safe condition for transportation. See § 174.59.

(c) For inspection of cars containing explosives, see § 174.104.

§ 174.9 Inspection of tank cars.

(a) Placarded loaded tank cars must be inspected by the carrier before acceptance at the originating points and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.

(b) Empty tank cars previously containing a hazardous material tendered for movement or when received in interchange must have manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps of other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

(c) Safety valves on tank cars must not be tested while these cars are loaded. Whenever test of safety valves or tank is due on a loaded car while in transit, unless the car is leaking or in a manifestly insecure condition, it must be forwarded to destination, carded on each side with a card exhibiting the following notice:

Safety valves
Tank Overdue for test.
Moving under D.O.T. § 174.596(c)

(1) Prompt reports of such movements, showing initials and numbers of cars, must be made by the railroad carding the cars to the Bureau of Explosives.

§ 174.10 Inspection of cars at interchange.

(a) Cars containing explosives requiring explosives placards (see § 174.104, which are offered by connecting lines must be carefully inspected by the receiving line on the outside, including the roof; and, if practicable, the lading must also be inspected. These cars must not be forwarded until all discovered violations have been corrected.

(b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and inspection is necessary after daylight hours, electric flash lights should be provided. Naked lights must not be used.

(c) Shipments of hazardous materials offered by connecting lines must comply with Parts 170–189 of this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard endorsement prescribed by § 172.203(d) of this subchapter in letters not less than three-eighths of an inch high near the car number. This billing must also bear a notation stating the name of the placard followed by the words "placard applied."

(d) Cars containing packages of hazardous materials other than explosives may not be offered in interchange if packages are in leaking condition. If small leaks have developed in movement of tank cars to interchange, and where short movements are necessary to make delivery for unloading by consignee, and this movement may be safely made, the precaution prescribed by § 174.50, must be observed.

§ 174.11 Canadian shipments and packagings.

See § 173.8 of this subchapter. Canadian shipments and packagings may be transported if they are in compliance with the regulations in this Part.

§ 174.12 Intermediate shippers and carriers.

(a) Intermediate carriers must have on file a copy of the shipper's certified

shipping paper, as prescribed in Part 172, Subpart C of this subchapter. Intermediate shippers and carriers must not forward or transport shipments of hazardous materials if they do not meet the requirements of this subchapter.

(b) Intermediate carriers offering or delivering for transportation any loaded motor vehicle, trailer, semi-trailer, or container containing any hazardous material must show on the shipping paper the information required by § 172.201 of this subchapter and a description of the type vehicle or container.

§ 174.14 Movements to be expedited.

(a) Carriers must forward shipments of hazardous materials promptly and within 48 hours (Saturdays, Sundays, and holidays excluded), after acceptance at originating point or receipt at any yard, transfer station, or interchange point, except that where biweekly or weekly service only is performed, shipments of hazardous materials must be forwarded on the first available train.

(b) A tank car loaded with any flammable liquid or gas, or a flammable extremely toxic gas, may not be received and held at any point, subject to forwarding orders, so as to defeat the purpose of this section or of § 174.204.

§ 174.16 Removal and disposition of hazardous materials at destination.

(a) *Delivery at non-agency stations.* Shipments of explosives must not be unloaded at non-agency stations unless the consignee is there to receive them or unless properly locked and secure storage facilities are provided at that point for their protection.

(1) If delivery cannot be so made, shipment must be taken to next or nearest agency station for delivery.

(b) *Delivery at agency stations.* Carrier shall require consignee to remove shipments of hazardous materials from carrier's property within 48 hours after notice of arrival has been sent or given. Saturday, Sundays, and holidays are not included. If not so removed, the carrier shall immediately dispose of the shipments as follows:

(1) Class A explosives, by storage at the expense of the owner or by return to the shipper if reasonably secure storage is not available; by sale; when necessary to safety, by destruction under supervision of a competent person.

(2) Hazardous materials, except Class A explosives, in carload and less-than-carload lots as follows:

(i) Carload shipments: By storage on carrier's property; by storage on other than carrier's property, if secure storage on carrier's property is not available; by sale at expiration of 15 calendar days after notice of arrival has been sent or given to consignee, provided consignor has been notified of nondelivery at expiration of 48-hour period and orders for disposition have not been received.

(ii) Less-than-carload shipments: By return to shipper if notice of nondelivery was requested and given consignor as prescribed by carrier's tariff, and orders for return to shipper have been received; by storage on carrier's property; by storage on other than carrier's property, if safe storage on carrier's property is not available; by sale at expiration of 15 calendar days after notice of arrival has been sent or given to consignee, provided consignor has been notified of nondelivery at expiration of 48-hour period and orders for disposition have not been received.

§ 174.18 Astray shipments.

An astray package of hazardous materials other than explosives, of known destination and in proper condition for safe transportation, must be forwarded immediately on an "astray bill," showing information, as prescribed in Part 172 of this subchapter. When necessary to replace a label and doubt exists as to the kind, the flammable liquid label must be applied, with an "X" in its hazard information block. For astray shipments of explosives see § 174.103.

§ 174.20 Local or carrier restrictions.

(a) When local conditions make the acceptance, transportation, or delivery of hazardous materials unusually hazardous, local restrictions may be imposed by the carrier.

(b) Each carrier must report to the Bureau of Explosives for publication full information as to restrictions which may be imposed against the acceptance, delivery, or transportation of hazardous materials, over any portion of its liners.

§ 174.22 Definitions as used in this Part.

(a) "Railroad" means any person engaged in transportation as a common carrier by rail and includes its agents and employees.

(b) "Engine" means any locomotive propelled by any form of energy used by a railroad.

(c) "Occupied Caboose" means any vehicle used by railroad employees, caretakers, or others authorized to ride therein.

(d) "Train" means one or more engines coupled with one or more cars, except during switching operations or where the operation is that of classifying and asembling cars within a railroad yard for the purpose of making up or breaking up trains.

(e) "Placarded Car" means any car which is required to be placarded under Part 172 of this subchapter.

(f) "Private track" or "Private siding" means a track outside of carrier's right-of-way, yard, or terminals, and of which the carrier does not own the rails, ties, roadbed, or right-of-way. Also, it means a track or portion of a track which is devoted to the purpose of its user, either by lease or written agreement, in which case the lease or written agreement is considered as equivalent to ownership.

Subpart B—General Operating Requirements

§ 174.24 Shipping papers.

(a) No person may accept for transportation any hazardous material subject to the regulations of this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of this subchapter. (Begins with § 172.200.) In addition, the shipping paper must include:

(1) The certificate required by § 172.204 of this subchapter unless it is not required by that section; however, a member of the train crew is not required to have a shipper's certificate on the shipping paper in his possession if the original shipping paper containing the certificate is in the originating carrier's possession.

(2) An entry indicating the position in the train of each placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist on a separate document may be used to meet this requirement.

(b) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers showing the information required by §§ 172.202 and 172.203 of this subchapter.

(c) Paragraph (a) of this section does not apply to materials classed as ORM–A, B, or C unless they are accepted for subsequent transportation by air or water. However, this requirement only applies to shipments to be transported by air or water, or both, according to the applicability of the regulations in this subchapter according to the listing for the material in § 172.10 of this subchapter. These materials are always preceded by the symbols Ⓐ, Ⓦ, or both, in that section. (See § 172.100 of this subchapter for explanation of these symbols.

(d) Paragraph (a) of this section does not apply to materials classed as ORM–D unless they are accepted for subsequent transportation by air.

(e) Paragraph (b) of this section does not apply to materials classed as ORM–A, B, C, or D.

§ 174.25 Notice to train crews of cars bearing explosives placards, or poison placards having hazard information number 26, 27, 28, or 29.

At all terminals or other places where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the railroad shall execute consecutively numbered notices showing the location in the train of every car bearing explosives placards or poison placards having the hazard information number 26, 27, 28, or 29. A copy of each notice must be delivered to the train and engine crew, and a copy thereof showing delivery to the train and engine crew must be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. (See part 172 of this subchapter for other placard cars.)

§ 174.27 Certificate.

No carrier may accept for transportation any hazardous material unless it has been certified by the shipper, using the certificate described in Subpart C of

Part 172 of this subchapter, which must be signed by the shipper.

§ 174.33 Lost or detached labels.

Each carrier shall have an adequate supply of the labels specified in Subpart D of Part 172 of this subchapter on hand to replace those that become lost or detached. Replacement must be based on the information provided on shipping papers. The hazard information number must be added by any suitable means without regard to size or shape of numerals if entered legibly.

§ 174.45 Reporting hazardous materials incidents.

When an incident occurs during transportation in which hazardous materials are involved, Hazardous Materials Incident Reports may be required. See §§ 170.15 and 170.16 of this subchapter.

§ 174.47 Correction of violations.

(a) All violations discovered must be corrected before forwarding shipments of hazardous materials.

(b) Unless they are leaking, or in a manifestly insecure condition, each package of hazardous materials other than explosives in transit must be forwarded to destination and report made of any violation observed. A leaking package may not be forwarded until repaired or reconditioned.

§ 174.49 Flammable vapors.

A placarded box car or container car or a car known to contain flammable liquids, gases, or vapors must not be entered with a lighted open-flame lantern, torch, or other fire, until all car doors are opened and sufficient time has been allowed for ventilation and escape of any vapors.

§ 174.50 Leaking tank cars.

(a) A tank car discovered in a leaking condition in transit must not be unnecessarily moved until the unsafe condition has been corrected.

(1) Safety in short movements may be secured by attaching a receptacle under small leaks to prevent spread of these liquids over tracks.

(b) Any leaking tank car must be protected against ignition of liquid or vapor by flame from such sources as lanterns, torches, flares, fusees, switch lights, switch-thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All spectators must be kept at a safe distance.

(c) When necessary to transfer the lading of a tank car loaded by a flammable liquid, the transfer must be made by pumping when practicable.

(d) Highly volatile liquids may not be transferred by a vacuum pump unless the pump is placed so that liquid flows to it from the tank by gravity.

(e) Whenever the leaking condition of a tank car requires transfer of lading or renders the tank unfit for reloading, the car must be stenciled on both sides in letters three inches in size, adjacent to the car number, "LEAKY TANK. DO NOT LOAD UNTIL REPAIRED." The location of the leak must be indicated and marked with the symbol "X." The owner must be immediately notified by wire, such notification to indicate the exact location of leak. Stenciling must not be removed until the tank is repaired.

(f) Open flame lights may not be brought near a placarded empty or partially loaded tank car.

(g) A leaking tank car containing any hazardous material must be switched to a location distant from habitation and highways. Any transfer of contents must take place under competent supervision.

Subpart C—General Handling and Loading Requirements

§ 174.55 General requirements.

(a) Packages of hazardous materials must be loaded as prescribed in this subchapter, blocked and braced in closed cars, container cars, or in tight closed truck bodies, trailers, or containers on flat cars, except as otherwise specifically provided in this subchapter. For methods of blocking and bracing in cars, truck bodies, or trailers, see Bureau of Explosives Pamphlets Nos. 6 and 6C. See loading and storage chart (§ 174.81) before loading labeled materials together.

(1) Drums may only be transported in cars having level floors. Any car equipped with metal corrugated ends or having bowed ends must have end wall bulkheads constructed in accordance with the Bureau of Explosives standard for center gates. See Bureau of Explosives Pamphlet No. 6.

(2) Drums with rolling hoops must be loaded on their bottom with the filling holes up. Drums must be loaded in rows across the car with each alternate row being reduced by one drum. Each alternate row of drums must be placed on risers of sufficient height to prevent the rolling hoops contacting each other and placed tightly into the angle of space formed by the sidewalls of the drums in the preceding stack. Any space between the side of the car and the drums must be filled in with wooden boards or lumber, nailed to the car sides, sufficient in length and width to contact both hoops of the drums. Full car loads of heavily loaded drums must be separated into bays, with at least 2 in each end of the car and an intermediate gate between each bay. For loading details see Bureau of Explosives Pamphlet No. 6.

(3) Drums with filling holes in sides must be loaded on their sides with the filling holes up. Drums must be loaded lengthwise of the car in rows and any space between sides of car and the nearest row of drums must be "filled in" with wooden boards or lumber nailed to car sides sufficient in length and width to contact both rolling hoops of the drums. For details, see Bureau of Explosives Pamphlet No. 6.

(4) Drums must be loaded in a box car from both ends of the car toward the space between the car doors, and there braced by center gates and struts. For details, see Bureau of Explosives Pamphlet No. 6.

(b) Packages of hazardous materials must be loaded and securely blocked and braced to prevent the packages from changing position, falling to the floor, or sliding into each other under shocks normally incident to transportation. This requirement does not preclude the use of loading methods that are designed to permit limited movement of the load and that are approved by the Department.

(1) Packages bearing markings "THIS SIDE UP" or "THIS END UP" must be handled and loaded, blocked and braced, in cars to remain in the position indicated by the markings during transportation.

(2) Heavy packages or containers must be trucked, rolled or moved by skids, fork trucks, or other handling devices and may not be dropped from trucks, platforms, or cars. Planks for rolling trucks from platforms to cars must have beveled edges.

(c) A carrier shall store hazardous materials in a secure location while they are being held for loading or delivery. The carrier shall insure that persons not having business with the carrier do not have access to these hazardous materials.

§ 175.57 Cleaning cars.

All loose powder or other hazardous material which has leaked from packages must be carefully removed from car or other railroad property.

§ 174.59 Marking and placarding of rail cars.

No person may move a rail car carrying hazardous materials unless it is marked and placarded as required by Part 172 of this subchapter. If a rail car required to be marked and placarded is not in such condition, and an emergency exists, permission for any movement must be obtained from the Department. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified.

§ 174.61 Truck bodies, trailers, or containers on flat cars.

(a) A truck body, container, or trailer containing any hazardous materials as provided in this subchapter must be designed and loaded so that it will not rupture or become seriously damaged under conditions normally incident to transportation. Each unit must be secured on the flat car so that it cannot move except as provided by the normal slack in the tie-down system. The tie-down system must hold the unit in one basic position on the car. Packages of hazardous materials contained therein must be loaded, blocked, and braced as provided in §§ 174.101, 174.112, 174.115, and 174.55.

(1) A truck body, container, or trailer containing hazardous materials when loaded on a flatcar and having a center of gravity greater than 98 inches must be approved by the Department before transportation.

(b) Except as provided in paragraph (b) (1), a truck body, trailer, or container equipped with automatic heating or refrigerating equipment employing any fuel or material as a hazardous material may be loaded on a flat car only if this equipment is of a type approved by the Department. These vehicles or containers must be secured on the flat car so that they cannot move except as provided by the normal slack in the tie-down system.

(1) A truck body, container, or trailer equipped with such a heating or refrig-

erating system when loaded on a flat car and having a center of gravity greater than 98 inches must be approved by the Department before transportation.

(c) Cargo-tanks and multi-unit tank car tanks may not be transported in trailer-on-flat-car or container-on-flat-car service except under conditions approved by the Department.

§ 174.63 Portable containers and portable tanks.

(a) Portable containers and portable tanks may not be transported unless designed, loaded, and stayed in closed cars, gondola cars, on or in truck bodies or trailers loaded on flatcars, so that the container or tank can sustain an impact of 8 miles per hour at each end of the car, and not permanently change position, rupture, or be seriously damaged. Ends, sidewalls, or doors of a truck body or trailer must not be relied upon to prevent shifting of portable containers or tanks. Portable tanks may not be transported on flatcars except under conditions approved by the Department. For cargo tanks see § 174.61(c).

(b) Specification 56 or 57 (§§ 178.251, 178.252, 178.253 of this subchapter) portable tanks containing hazardous materials may not be stacked on each other nor may any other freight be stacked on them during transportation.

§ 174.67 Tank car unloading.

(a) In unloading tank cars, the following conditions must be observed (see also § 174.200 for compressed gases):

(1) Unloading operations must be performed only by reliable persons properly instructed in unloading hazardous materials and made responsible for careful compliance with this Part.

(2) Brakes must be set and wheels blocked on all cars being unloaded.

(3) Caution signs must be so placed on the track or cars to give necessary warning to persons approaching car from open end or ends of siding and must be left up until after car is unloaded and disconnected from discharge connection. Signs must be of metal or other suitable material, at least 12 inches high by 15 inches wide in size, and bear the words, "STOP—Tank Car Connected," or "STOP—Men at Work," the word "STOP" being in letters at least 4 inches high and the other words in letters at least 2 inches high. The letters must be white on a blue background.

(4) Before manhole cover or outlet valve cap is removed, tank car must be relieved of all interior pressure by cooling tank with water or venting tank by raising safety valve or opening vent on dome at short intervals. However, if venting to relieve pressure will cause a dangerous amount of vapor to collect outside the car, venting and unloading must be deferred until pressure is reduced by allowing the car to stand overnight or otherwise cooling the contents.

(i) These precautions are not necessary when car is equipped with a manhole cover which hinges inward or with an inner manhole cover which does not have to be removed to unload the car, and when pressure is relieved by piping vapor into a condenser or storage tank.

(b) After pressure is released, the seal must be broken and manhole cover removed as follows:

(1) *Screw type.* Cover must be loosened by placing bar between manhole cover lug and knob. After two complete turns, so that vent openings are exposed, the operation must be stopped, and if there is any sound of escaping vapor, the cover must be again screwed down tightly and interior pressure relieved as prescribed in paragraph (a) (4) of this section, before again attempting to remove the cover.

(2) *Hinged and bolted type.* All nuts must be unscrewed one complete turn, after which same precautions as prescribed for screw type cover must be observed.

(3) *Interior type.* All dirt and cinders must be carefully removed from around cover before yoke is unscrewed.

(c) When car is unloaded through bottom outlet valve, manhole cover must be adjusted as follows:

(1) *Screw type.* Manhole cover must be put in place, but not entirely screwed down, in order that air may enter tank through vent holes in threaded flange of cover.

(2) *Hinged and bolted type.* A nonmetallic block must be placed under one edge of cover.

(3) *Interior type.* Screw must be tightened up in yoke so that cover will be brought up within one-half inch of closed position.

(d) When unloading through bottom outlet of cars equipped with interior manhole type of covers, and in all cases where unloading is done through the manhole (unless special covers are used, provided with safety vent opening and tight connection for discharge outlet), the manhole must be protected against entrance of sparks or other sources of ignition of vapor by asbestos or metal covers, or by being covered and surrounded with wet burlap or similar cloth material. Burlap or other cloth must be kept damp by replacement or the application of water as needed.

(e) Seals or other substances must not be thrown into the tank. Also the contents must not be spilled over car or tank.

(f) Valve rod handle or control in dome must be operated a few times to see that outlet valve in bottom of tank is one its seat before valve cap is removed.

(g) Valve cap, or reducer when large outlet is to be used, must be removed with suitable wrench after set screws are loosened and a pail is placed in position to catch any liquid that may be in outlet chamber. If valve cap or reducer does not unscrew easily, it must be tapped lightly with mallet or wooden block in an upward direction. If leakage shows upon starting the removal, cap or reducer must not be entirely unscrewed, but sufficient threads must be left engaged and sufficient time allowed to permit escape of any accumulation of liquid in the outlet chamber. If leakage stops or initial rate of leakage diminishes materially, cap or reducer may be entirely removed. If initial rate of leakage continues, further efforts must be made to seat the outlet valve see paragraph (f) of this section. If this fails, the cap or reducer must be screwed up tight and tank must be unloaded through the dome. If upon removal of the outlet cap the outlet chamber is found to be blocked with frozen liquid or any other matter, replace cap immediately and make careful examination to determine that outlet casting has not been cracked. If the obstruction is not frozen liquid, the car must be unloaded through the dome. If the obstruction is frozen liquid and no crack has been found in the outlet casting, the car may, if circumstances require it, be unloaded from the bottom as follows:

(1) Remove cap and attach unloading connections immediately. Then, before opening the valve inside the tank car, apply steam to outside of outlet casting or wrap casting with burlap or other rags and apply hot water to melt the frozen liquid.

(h) Unloading connections must be securely attached to unloading pipes on dome or to bottom discharge outlets before discharge valves are opened.

(i) Tank cars must not be allowed to stand with unloading connections attached after unloading is completed. Throughout the entire period of unloading, or while car is connected to unloading device, the car must be attended by the unloader.

(j) If necessary to discontinue unloading a tank car for any reason, all unloading connections must be disconnected. All valves must first be tightly closed, and the closures of all other openings securely applied.

(k) As soon as a tank car is completely unloaded, all valves must be made tight, the unloading connections must be removed and all other closures made tight, except that heater coil inlet and outlet pipes must be left open for drainage. The manhole cover must be applied by the use of a bar or wrench, the outlet valve reducer and outlet valve cap by the use of a wrench having a handle at least 36 inches long, and the outlet valve cap plug, end plug, and all other closures of openings and of their protective housings by the use of a suitable tool.

(l) Railroad defect cards must not be removed.

(m) Ground around connections must be covered with fresh, dry sand or dirt, if oil or gasoline has been spilled previously.

(n) All tools and implements used in connection with unloading must be kept free from oil, dirt, and grit.

§ 174.69 Removal of car certificate and commodity cards after unloading.

(a) When lading requiring car certificates is removed from cars other than tank cars, car certificates must be removed by the person unloading the car.

(b) After tank car is unloaded, the person unloading the car must remove any commodity cards from car.

§ 174.81 Segregation and separation requirements for hazardous materials in rail cars.

(a) Hazardous materials may not be loaded, transported, or stored together except as provided in the following table:

The following table shows the hazardous materials which must not be loaded or stored together.

The × at an intersection of horizontal and vertical columns shows that these articles must not be loaded or stored together, for example: Detonating fuzes class A, with or without radioactive components g horizontal column must not be loaded or stored with high explosives or propellant explosives, class A ⊦ vertical column.

		a	b	c	d	e	f	g	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		Low explosives or black powder	High explosives or propellant explosives, class A	Initiating or priming explosives, wet: Diazodinitrophenol, fulminate of mercury, guanyl nitrosamino guanylidene hydrazine, lead azide, lead styphnate, nitro mannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinate	Blasting caps, with or without safety fuse (including electric blasting caps), detonating primers	Ammunition for cannon with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles or shell; ammunition for small arms with incendiary projectiles; ammunition for small arms with explosive projectiles; rocket ammunition with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles; boosters (explosive); bursters (explosive); and supplementary charges (explosive) without detonators [c] [d]	Explosive projectiles: bombs; torpedoes; mines; rifle or hand grenades (explosive); jet thrust units (jato), class A; igniters, jet thrust, class A; rocket motors, class A; igniters, rocket motor, class A [c]	Detonating fuzes, class A, with or without radioactive components	Ammunition for cannon with empty, inert-loaded or solid projectiles, or without projectiles; rocket ammunition with empty, inert-loaded or solid projectiles	Propellant explosives, class B; jet thrust units (jato), class B; igniters, jet thrust, class B; rocket motors, class B; rocket engines (liquid), class B; igniters, rocket motor, class B; starter cartridges, jet engine, class B	Fireworks, special or railway torpedoes	Small arms ammunition, or cartridges, practice ammunition	Primers for cannon or small arms, empty cartridge bags—black powder igniters, empty cartridge cases, primed, empty grenades, primed, combination primers or percussion caps, toy caps, explosive cable cutters, explosive rivets	Percussion fuzes, tracer fuzes or tracers	Time, combination or detonating fuzes, class C	Cordeau detonant fuse, safety squibs, fuse lighters, fuse igniters, delay electric igniters, electric squibs, instantaneous fuse or igniter cord	Fireworks, common	Flammable liquids or flammable gases; Flammable liquid or flammable gas label	Flammable solids or oxidizing materials; Flammable solid, oxidizer, or organic peroxide label	Corrosive liquids; Corrosive label	Nonflammable gases; Nonflammable gas label	Poisonous gases or liquids, in cylinders, projectiles or bombs, poison gas label	Radioactive materials
CLASS A EXPLOSIVES																							
Low explosives or black powder	(a)	----	----	×	----	----------	----------	----	----------	----------	×	----	----------	----	----	----------	×	×	×	×	×	×	[f]×
High explosives or propellant explosives, class A	(b)	----	----	×	×	----------	----------	×	----------	----------	×	----	----------	----	----	----------	×	×	×	×	×	×	[f]×
Initiating or priming explosives, wet: Diazodinitrophenol, fulminate of mercury, guanyl nitrosamino guanylidene hydrazine, lead azide, lead styphnate, nitro mannite, nitrosoguanidine pentaerythrite tetranitrate tetrazene, lead mononitroresorcinate	(c)	×	×	----------	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	[f]×
Blasting caps, with or without safety fuse (including electric blasting caps), detonating primers	(d)	----	×	×	----	×	×	----	----------	----------	[e]×	----	----------	----	----	----------	[e]×	[e]×	[e]×	[e]×	[e]×	×	[f]×
Ammunition for cannon with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles or shell, ammunition for small arms with explosive bullets, or ammunition for small arms with explosive projectiles, or rocket ammunition with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles; and boosters (explosive), bursters (explosive), or supplementary charges (explosive) without detonators [c] [d]	(e)	----	----	×	×	----------	----------	×	----------	----------	×	----	----------	----	----	----------	×	×	×	×	×	×	[f]×
Explosive projectiles, bombs, torpedoes, or mines, rifle or hand grenades (explosive), jet thrust units (jato), explosive, class A, or igniters, jet thrust (jato), explosive, class A [c]	(f)	----	----	×	×	----------	----------	×	----------	----------	×	----	----------	----	----	----------	×	×	×	×	×	×	[f]×
Detonating fuzes, class A, with or without radioactive components	(g)	----	×	×	----	×	×	----	----------	----------	×	----	----------	----	----	----------	×	×	×	×	×	×	[f]×
CLASS B EXPLOSIVES																							
Ammunition for cannon with empty, inert-loaded or solid projectiles, or with projectiles, or rocket ammunition with empty projectiles, inert-loaded or solid projectiles or without projectiles	1	----	----	×	----	----------	----------	----	----------	----------	----	----	----------	----	----	----------	----	----	----	[b]×	----	×	----
Propellant explosives, class B, jet thrust units (jato) class B, igniters, jet thrust (jato), class B, or starter cartridges, jet engine, class B	2	----	----	×	----	----------	----------	----	----------	----------	----	----	----------	----	----	----------	----	----	----	[b]×	----	×	----
Fireworks, special or railway torpedoes	3	×	×	×	[e]×	×	×	×	----------	----------	----	----	----------	----	----	----------	----	----	----	----	----	×	----

The following table shows the hazardous materials which must not be loaded or stored together.

The X at an intersection of horizontal and vertical columns shows that these articles must not be loaded or stored together, for example: Detonating fuzes class A, with or without radioactive components g horizontal column must not be loaded or stored with high explosives or propellant explosives, class A b vertical column.

		a	b	c	d	e	f	g	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		Low explosives or black powder	High explosives or propellant explosives, class A	Initiating or priming explosives, wet: Diazodinitrophenol, fulminate of mercury, guanyl nitrosamino guanylidene hydrazine, lead azide, lead styphnate, nitro mannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinate	Blasting caps, with or without safety fuse (including electric blasting caps), detonating primers	Ammunition for cannon with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles or shell; ammunition for small arms with incendiary projectiles; ammunition for small arms with explosive projectiles; rocket ammunition with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles; boosters (explosive); bursters (explosive); and supplementary charges (explosive) without detonators [d]	Explosive projectiles; bombs; torpedoes; mines; rifle or hand grenades (explosive); jet thrust units (jato), class A; igniters, jet thrust, class A; rocket motors, class A; igniters, rocket motor, class A[e]	Detonating fuzes, class A, with or without radioactive components	Ammunition for cannon with empty, inert-loaded or solid projectiles, or without projectiles; rocket ammunition with empty, inert-loaded or solid projectiles	Propellant explosives, class B; jet thrust units (jato), class B; igniters, jet thrust, class B; rocket motors, class B; rocket engines (liquid), class B; igniters, rocket motor, class B; starter cartridges, jet engine, class B	Fireworks, special or railway torpedoes	Small arms ammunition, or cartridges, practice ammunition	Primers for cannon or small arms, empty cartridge bags—black powder igniters, empty cartridge cases, primed, empty grenades, primed, combination primers or percussion caps, toy caps, explosive cable cutters, explosive rivets	Percussion fuzes, tracer fuzes or tracers	Time, combination or detonating fuzes, class C	Cordeau detonant fuse, safety squibs, fuse lighters, fuse igniters, delay electric igniters, electric squibs, instantaneous fuse or igniter cord	Fireworks, common	Flammable liquids or flammable gases; Flammable liquid or flammable gas label	Flammable solids or oxidizing materials; Flammable solid, oxidizer, or organic peroxide label	Corrosive liquids; Corrosive label	Nonflammable gases; Nonflammable gas label	Poisonous gases or liquids, in cylinders, projectiles or bombs, poison gas label	Radioactive materials
CLASS C EXPLOSIVES																							
Small arms ammunition, or cartridges, practice ammunition	4			X																			
Primers for cannon or small arms, empty cartridge bags—black powder igniters, empty cartridge cases, primed, empty grenades, primed, combination primers or percussion caps, toy caps, explosive cable cutters, explosive rivets	5			X																			
Percussion fuzes, tracer fuses or tracers	6			X																			
Time, combination or detonating fuses, class C	7			X																			
Cordeau detonant fuse, safety squibs, fuse lighters, fuse igniters, delay electric igniters, electric squibs, instantaneous fuse or igniter cord	8			X																			
Fireworks, common	9	X	X	X	[a]X	X	X	X														X	
OTHER DANGEROUS ARTICLES																							
Flammable liquids or flammable gases; Flammable liquid or flammable gas label	10	X	X	X	[a]X	X	X	X														X	
Flammable solids or oxidizing materials; Flammable solid, oxidizer, or organic peroxide label	11	X	[c]X	X	[g][c]X	X	X	X															
Corrosive materials; Corrosive label	12	X	X	X	[c]X	X	X	X	[b]X	[b]X									[b]X	[b]X		X	
Nonflammable gases; Nonflammable gas label	13	X	X	X	[a]X	X	X	X														X	
Poisonous gases or liquids, in cylinders, projectiles or bombs, poison gas label	14	X	X	X	X	X	X	X	X	X	X							X	X	X	X		
Radioactive materials; Radioactive materials; Radioactive label except 70	15	[f]X	[f]X	[f]X	[f]X	[f]X	[f]X	[f]X															

[a] Blasting caps or electric blasting caps in quantities not exceeding 1,000 caps may also be loaded and transported with articles named in vertical and horizontal columns 3, 9, 10, 11, 12, and 13. Loading and transportation of blasting caps or electric blasting caps in any quantity with articles named in vertical or horizontal columns b, c, e, or f is prohibited.

[b] Unless loaded in opposite ends of car, corrosive liquids must not be loaded with flammable solids, oxidizing materials, ammunition for cannon with or without projectiles, or propellant explosives, except that shippers loading carload shipments of corrosive liquids and flammable solids or oxidizing materials and who have obtained prior approval from the Department may load such materials together when it is known that the mixture of contents will not cause a dangerous evolution of heat or gas.

[c] Explosives, class A and explosives, class B must not be loaded or stored with chemical ammunition containing incendiary charges or white phosphorus either with or without bursting charges.

[d] Bursters (explosive), boosters (explosive), or supplementary charges (explosive) without detonators when shipped by, to or for the Departments of the Army, Navy, and Air Force of the United States Government may be loaded with any of the articles named except those in columns c, d, 3, 9, 10, 11, 12, 13, 14, and 15.

[e] Does not include nitrocarbonitrate or ammonium nitrate, fertilizer grade, which may be loaded, transported or stored with high explosives or with blasting caps or electric blasting caps, and detonating primers.

[f] Normal uranium, depleted uranium, and thorium metal in solid form may also be loaded and transported with articles named in vertical and horizontal columns a, b, c, d, e, f, and g.

[g] Note 1: Charged electric storage batteries must not be loaded in the same car nor stored with any class A explosive.

Note 2: Cyanides or cyanide mixtures must not be loaded or stored with acids of corrosive liquids.

Note 3: Gas identification sets may be loaded and transported with all articles named except those in column c.

Note 4: Nitric acid, when loaded in the same car with other acids or other corrosive liquids in carboys, must be separated from the other carboys. A 2 by 6 inch plank, set on edge, should be nailed across the car floor at least 12 inches from the nitric acid carboys, and the space between the plank and the carboys of nitric acid should be filled with sand sifted ashes or other incombustible absorbent material.

Note 5: Smokeless powder for small arms in quantities not exceeding 100 pounds net weight in one car shall be classed as a flammable solid for purposes of transportation when approved for such classification by the Bureau of Explosives.

§ 174.83 Switching of cars containing hazardous materials.

(a) In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car may not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car in turn clears the ladder before another car is allowed to follow.

(1) In switching operations where hand brakes are used, it must be determined by trail that a placarded car or that a car occupied by a rider in a draft containing a placarded car, has its hand brakes in proper working condition before it is cut off.

(b) A car placarded "EXPLOSIVES" or bearing poison placards having hazard information number 26, 27, 28, or 29 must not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVES" or having poison placards bearing the hazard information number 26, 27, 28, or 29, or any placarded flat car or any flat car carrying a placarded trailer or container nor may any such car be coupled into with more force than is necessary to complete the coupling.

(1) When transporting a car placarded "EXPLOSIVES" in terminals, yards, side tracks, or sidings, such cars must be separated from the engine by at least one nonplacarded car.

(2) Each closed car placarded "EXPLOSIVES" must have doors closed, securely fastened, and the lading securely braced before it is moved.

§ 174.84 Switching of flat cars carrying placarded trailers or containers.

(a) Any placarded flat car or any flat car carrying a placarded trailer or container that bears any placard prescribed by Part 172 of this subchapter may not be cut off while in motion.

(b) No car moving under its own momentum may be permitted to strike any placarded flat car or any flat car carrying a placarded trailer or container.

(c) No placarded flat car or any flat car carrying a placarded trailer or container may be coupled into with more force than is necessary to complete coupling.

§ 174.85 Placement of freight cars bearing explosive placards in yards, on sidings, or sidetracks.

Each car placarded "EXPLOSIVES" must be placed so that they will be safe from all probable danger of fire. Cars so placarded may not be placed under bridges or overhead highway crossings, nor in or alongside a passenger shed or station except for loading or unloading purposes.

§ 174.86 Position in train of cars bearing explosives placards, or poison placards, when accompanied by cars carrying guards or technical escorts.

A car requiring explosives placards or poison placards must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical esorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring explosives placards.

§ 174.87 Position of cars containing explosives in passenger or mixed trains.

(a) Cars containing explosives, Class A, may not be transported in a passenger train. These cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

(1) Cars bearing "EXPLOSIVE" placards may not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in § 174.86.

(2) When a car bearing "EXPLOSIVES" placards is moved in mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by Part 172 of this subchapter.

§ 174.88 Position in train of cars bearing explosives placards.

(a) In a moving or standing train, a car required to be placarded "EXPLOSIVES" may not be placed nearer than the sixth car from the engine or caboose, except:

(1) When the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose; or

(2) When transported in a train made up in "blocks" or classifications, this car must be placed near the middle of the "block" or classification in which it is moving, but not nearer than the sixth car from both the engine or occupied caboose.

§ 174.89 Position in train of cars bearing radioactive materials placards.

In a standing or moving train, a car bearing radioactive materials placards must not be placed next to any car required to be placarded by the regulations in Part 172 of this subchapter, an engine, occupied caboose, or carload of undeveloped film.

§ 174.90 Separating car bearing explosives placards or poison placards having hazard information number 26, 27, 28, or 29 from other cars in trains.

(a) In a moving or standing train, a car required to bear explosives placards or poison placards having hazard information number 26, 27, 28, or 29 may not be placed next to:

(1) A passenger car or combination car that may be occupied, except as provided in § 174.86;

(2) Any car required to bear other placards prescribed by these regulations;

(3) An engine;

(4) A wooden underframe car (except on narrow gauge railroads);

(5) A loaded flat car, except that loaded cars required to bear explosives placards may be placed next to each other. A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car. (See subparagraph (6) of this paragraph);

(6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;

(7) A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation;

(8) A car containing lighted heaters, stoves, or lanterns;

(9) A car occupied by any person, including any attendant for the cargo contained therein; or

(10) An occupied caboose, except as provided in § 174.86.

§ 174.91 Position in train of loaded placarded tank car.

(a) Except for a car bearing combustible placards, a placarded loaded tank car must not be nearer than the sixth car from the engine, occupied, caboose, or passenger car:

(1) When the length of the train will not permit a placarded loaded tank car to be so placed, it must be placed as near the middle as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.

(b) A car bearing combustible placards must not be nearer than the second car from the engine, occupied caboose, or passenger car.

§ 174.92 Separating placarded loaded tank cars other than combustible placarded cars from other cars in trains.

(a) In a train either standing or during transportation thereof, a loaded tank car required to be placarded must not be handled next to:

(1) A passenger car or combination car, other than cars occupied by technical escorts and authorized personnel accompanying shipments;

(2) Any car bearing explosives or radioactive materials placards;

(3) An engine or occupied caboose;

(4) Any car bearing a poison placard bearing the hazard information number 27, 28, or 29;

(5) A wooden under-frame car (except on narrow gauge railroads);

(6) A loaded flat car, other than specially equipped cars in trailer-on-flat-car service, or specially equipped cars in container-on-flat-car service, or flat cars loaded with automobiles, or other wheeled or tracked vehicles secured by means of a device or devices designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads;

(i) A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car. See paragraph (a)(7) of this section.

(ii) The exception for cars in trailer-on-flat-car service does not apply to loaded flat bed trucks, loaded flat bed trailers, loaded open-top trailers, or

loaded trucks or trailers without securely closed doors;

(7) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;

(8) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;

(9) A car containing lighted heaters, stoves, or lanterns except when car is occupied by technical escorts or authorized personnel accompanying shipment;

(10) A car occupied by any person, including any attendant for the cargo contained therein.

§ 174.93 Position in train of placarded car, other than cars subject to §§ 174.86 through 174.90 and § 174.92.

In moving or standing train, a placarded car (other than a car subject to § 174.86 through § 174.90 and § 174.92) may not be placed nearer than the second car from the engine or caboose.

§ 174.95 Placarded cars in passenger or mixed trains.

(a) Tank cars requiring placards may not be transported in a passenger train. These cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

(1) Tank cars requiring placards may not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in § 174.86.

(b) When a car bearing hazardous materials placards is moved in a mixed train and such car is not occupied by an employee of the carrier, placards must be applied to the car as required by Part 172 of this subchapter.

Subpart E—Detailed Requirements for Explosives

§ 174.100 Forbidden explosives.

(a) Explosives described in § 173.51 of this subchapter may not be accepted for transportation.

(b) Leaking or damaged packages of explosives may not be accepted for transportation. Unless the carrier has knowledge or shipper has substantiated to the carrier that a stain is due to contact with material other than a liquid explosive ingredient, the carrier shall refuse any package that shows excessive dampness, mold, or other outward sign of any oily stain, or other indication that absorption of the liquid part of the explosive is not perfect, or that the amount of the liquid part is greater than the absorbent can carry.

§ 174.101 Loading explosives.

(a) Boxes containing Class A explosives must be loaded so that ends of wooden boxes will not bear against sides of any fiberboard boxes or so that ends of any box will cause a pressure point on a small area of another box.

(b) Bombs, unfuzed projectiles, rocket ammunition, Class A or Class B explosive rocket motors, when not packed in wooden boxes, or large metal packages of incendiary bombs, each weighing 500 pounds or more, may be loaded in stock cars or in flat bottom gondola cars when adequately braced.

(1) Boxed bombs, rocket ammunition, or Class A or Class B explosives rocket motors, which, due to size, cannot be loaded in closed cars may be loaded in open-top cars or on flat cars, provided they are protected from the weather and accidental ignition.

(c) Boxes of high explosives or black powder packed in long cartridges, bags, or sift-proof liners, and containing no liquid explosive ingredient, may be loaded on their sides or ends.

(d) Class A explosives may not be loaded higher than any permanent car lining unless additional lining is provided as high as the lading.

(e) When the lading of a car includes any explosives, the weight of the lading must be distributed as much as possible so that it will be equalized on each side of the car and over the trucks.

(f) Except when boxed, metal kegs containing explosives must be loaded on their sides with ends toward ends of the car. Packages of explosives must not be placed in the space opposite the doors unless these doorways are boarded on the inside as high as the lading. This paragraph does not apply to palletized packages if they are braced so they cannot fall or slide into the doorways during transportation.

(g) Wooden kegs, fiber kegs, barrels, and drums must be loaded on their sides or ends, to best suit the conditions.

(h) At stations or other loading points, packages containing any explosives for which a certified and placarded car is prescribed (see § 174.104) or any blasting caps, must be securely blocked and braced to prevent the packages from changing position, falling to the floor, or sliding into each other, under shocks incident to normal transportation. Explosives must be loaded to avoid transfer at stations. For methods of blocking and bracing see Bureau of Explosives Pamphlets No. 6 and 6A.

(1) Heavy packages or containers must be trucked, rolled, or moved by skids, fork trucks, or other handling devices and may not be dropped from trucks, platforms, or cars. Planks for rolling trucks from platforms to cars must have beveled ends.

(2) Platforms and shoes of each workman must be free from grit. All possible precautions must be taken against fire.

(3) Unauthorized persons must not have access to packages of explosives at any time while in the custody of the carrier.

(4) Explosives must be kept in a safe place while being held for loading or delivery.

(i) To prevent delays to local freight trains, when there are shipments of explosives for different destinations loaded in a "peddler car" or "way car," the shipment for each destination must be stayed separately.

(j) Forwarding and transfer stations for explosives must be provided with the necessary materials for staying.

(k) Shippers must furnish the material for staying packages of explosives loaded by them.

(l) Explosives, Class A must not be loaded, transported, or stored in cars equipped with any type of lighted heater or open-flame device, or electric devices having exposed heating coils, or in cars equipped with any apparatus or mechanism utilizing an internal combustion engine in its operation.

(m) Blasting caps or electric blasting caps in quantity not exceeding 1,000 caps may be loaded in any closed car which is in good condition, without car certificates or placards.

(n) Container cars or portable containers on flat cars or gondola cars (drop-bottom cars not authorized), when properly loaded, blocked, and braced to prevent change of position under conditions incident to normal transportation, may be used for any Class A explosive except black powder packed in metal containers. Portable containers must be of a type approved by the Department. They must be designed and maintained so as to be weather-tight and so constructed that sparks cannot enter. Wooden containers must be painted or treated with fire-retardant material of a type approved by the Department.

(1) Portable containers must be of such design and so braced that there will be no evidence of failure of the container or the bracing when subjected to impact from each end of at least 8 miles per hour. Efficiency shall be determined by actual test, using dummy loads equal in weight and general character to material to be shipped.

(2) Container cars or cars which are loaded with portable containers must be placarded with the explosives placards as prescribed in Part 172 of this subchapter and with properly executed car certificates as required by § 174.104.

(3) Lading must be so loaded, blocked, and braced within the container that it will not change position under impact from each end of at least 8 miles per hour.

(o) Explosives, Class A or Class B, may be loaded and transported in tight, closed truck bodies or trailers on flat cars, and wooden boxed bombs, rocket ammunition, and rocket motors, Class A or Class B explosives, which due to their size cannot be loaded in tight, closed truck bodies or trailers, may be loaded in or on open-top truck bodies or trailers, but must be protected against accidential ignition, provided all of the following requirements are fulfilled and provided wooden containers are painted or treated with fire-retardant and waterproof material of a type approved by the Department.

(1) Truck body or trailer must meet the requirements of Part 177 of this subchapter, applicable to shipments of explosives by motor vehicle.

(2) Truck body or trailer must be so secured on the car that it will not per-

manently change position or show evidence of failure or impending failure of the method of securing truck body or trailer under impact from each end of at least 8 miles per hour. Efficiency must be determined by actual test, using dummy loads equal in weight and general character to the material to be shipped.

NOTE 1: For methods of blocking and bracing, see Bureau of Explosives' Pamphlet 6C.

(3) Lading must be so loaded, blocked, and braced within or on truck body or trailer that it will not change position under impact from each end of at least 8 miles per hour. For methods of blocking and bracing see Bureau of Explosives' Pamphlet 6C.

(4) Cars, or cars loaded with truck bodies, trailers, or containers containing explosives must be placarded with explosives placards as prescribed in Part 172 of this subchapter and with properly executed car certificates as required by § 174.104.

(5) All fuel tanks for heaters or refrigerating machinery with which truck bodies or trailers are equipped must be drained and all automatic heating or refrigerating machinery must be rendered inoperative by disconnection of the automatic controls or the source of power for their operation.

§ 174.102 Forbidden mixed loading and storage.

(a) Class A explosives and initiating or priming explosives must not be transported together in the same rail car. Additionally, they must not be transported, loaded, or stored on carrier property with charged electric storage batteries or with any hazardous material for which a nonflammable gas, flammable gas, flammable liquid, flammable solid, oxidizer, organic peroxide, radioactive, or corrosive label is prescribed in these regulations.

(b) Explosives may not be loaded together nor with other hazardous materials, except as provided in § 174.81. See § 174.104 for loading shipments of explosives or any other material in a placarded and certified car containing a shipment of Class A explosives.

§ 174.103 Disposition of damaged or astray shipments.

(a) Packages of explosives found damaged or broken in transit may be repaired when this is practicable and not dangerous. A broken box of high explosives that cannot be repaired must be reinforced by stout wrapping paper and twine, placed in another strong box and surrounded by dry, fine sawdust or dry and clean cotton waste or elastic wads made from dry newspapers. A ruptured can or keg must be sealed and enclosed in a strong cloth bag of good quality and boxed. Damaged packages thus protected and properly marked may be forwarded. The box and waybill must be marked to indicate that it has been repacked.

(b) Particles of explosive compositions from damaged containers may be strewn on car floors or freight, and care must be exercised in repacking these containers so that no spark may be produced by contact of metal or other hard surfaces. In these cases car floors must be thoroughly swept, and washed with a plentiful supply of water. Iron-wheel trucks, metal hammers, or other metal tools that may produce sparks must not be used. This restriction does not apply to metal tools made of brass, bronze, or copper.

(c) Packages of explosives showing evidence of leakage of liquid ingredients must:

(1) Be returned immediately to shipper, if at point of shipment; or

(2) Be disposed of to a person who is competent and willing to remove them from railway property, if leakage is discovered while in transit; or

(3) Be removed immediately by consignee, if shipment is at destination.

(d) When disposition cannot be made as above, the leaking boxes must be packed in other boxes large enough to permit enclosure, and the leaking boxes must be surrounded by at least 2 inches of dry, fine sawdust or dry and clean cotton waste, and be stored in station magazine or other safe place until arrival of an inspector of the Bureau of Explosives, or other authorized person, to superintend the destruction or disposition of the condemned material.

(e) An astray shipment of explosives must be forwarded immediately to its destination if known, or returned to the shipper by the most practicable route, provided a careful inspection shows the packages to be in proper condition for safe transportation.

(f) When a package in an astray shipment is not in proper condition for safe transportation (see paragraphs (a), (c), and (d) of this section), or when name and address of consignee or shipper are unknown, disposition must be made as prescribed by paragraphs (c) and (d) of this section.

§ 174.104 Class A explosives; car selection, preparation, inspection, and certification.

NOTE: This section will be the subject of a separate rule making action by the Board in a future docket.

§ 174.105 Routing shipments, Class A explosives.

Before any shipment of Class A explosives, destined to a point beyond the lines of the initial carrier, is accepted from a shipper, the initial carrier shall ascertain that the shipment can go forward by the route designated. To avoid delays en route, the initial carrier must be in possession of full rate information, before forwarding the shipment.

§ 174.106 "Order-Notify" or "C.O.D." shipments, Class A explosives.

(a) A carrier may not accept for transportation Class A explosives or blasting caps in any quantity when consigned to "order-notify" or "C.O.D.," except on a through bill of lading to a foreign country. These materials may not be accepted when the shipper consigns them to himself unless he has a resident representative to receive them at the delivery point.

(b) Class A explosives may not be accepted for transportation by a carrier subject to "stop-off privileges en route for partial loading or unloading."

§ 174.107 Shipping days for Class A explosives.

(a) When practicable at any point, regular days should be assigned for receiving from shippers less-than-carload lots of Class A explosives.

(b) To enable the carrier to provide proper cars at stations where less-than-carload shipments of Class A explosives are accepted for loading by the carrier, the shipper shall give to the carrier not less than 24 hours notice to his intention to offer such shipments, and state their destinations. When a regular day to receive all explosives shipments offered at such a station has been appointed, this notice may be waived by the carrier, but the explosives shipments must be delivered on such days in time to permit proper inspection, billing, and loading on that day.

§ 174.109 Non-agency shipments.

If a shipment of explosives is accepted at a non-agency station, the shipper shall make provision for proper certification and placarding of cars, examination of shipments, and the loading and staying of packages in cars. Waybills, switching orders, switching tickets, or other shipping papers must be prepared as prescribed in Part 172 of this subchapter.

§ 174.110 Car magazine.

When specially authorized by the carrier, Class A explosives in quantity not exceeding 150 pounds may be carried in construction or repair cars when the packages of explosives are placed in a "magazine" box made of sound lumber not less than 1 inch thick, covered on the exterior with metal, and provided with strong handles. This box must be plainly stenciled on the top, sides, and ends, in letters not less than 2 inches high, "EXPLOSIVES — DANGEROUS — HANDLE CAREFULLY." The box must be provided with strong hinges and with a lock for keeping it securely closed. Vacant space in the box must be filled with a cushioning material such as sawdust or excelsior, and the box must be properly stayed to prevent movement within the car. The car must be placarded with the "EXPLOSIVES 19" placards.

§ 174.112 Loading Class B explosives. (Also see § 174.101.)

(a) Class B explosives must not be loaded, transported, or stored in cars equipped with any type of lighted heater or open-flame device, or in cars equipped with any apparatus or mechanism utilizing an internal combustion engine in its operation.

(b) Except as provided in § 174.101 (b), Class B explosives must be transported in a closed car or container car which is in good condition, into which sparks cannot enter. These cars do not require car certificates. If not tight, the doors must be stripped to prevent entrance of sparks. Wood floored cars must be equipped with spark shields (see § 174.104).

(1) Packages of Class B explosives must be blocked and braced to prevent their movement and to prevent damage to them due to movement of other freight during transportation. For methods of blocking and bracing see Bureau of Explosives' Pamphlet No. 6.

(c) Class B explosives may not be transported in a truck body, trailer, or container on flat car unless:

(1) The truck body, trailer, or container is closed and tight;

(2) All automatic heating or refrigerating machinery with which the truck body, trailer, or container is equipped is inoperative.

(3) Packages of Class B explosives are blocked and braced to prevent their movement and to prevent damage to them due to movement of other freight during transportation (ends, side walls, or doors of the truck body, trailer or container may not be relied on to prevent the shifting of heavy loads), and

(4) For methods of blocking and bracing see Bureau of Explosives' Pamphlet No. 6C.

(d) See § 174.101(o)

§ 174.114 Record to be made of change of seals on explosives laden cars.

(a) When a car seal is changed on a car requiring explosives placards while en route or before delivery to a consignee, a record must be made showing the following information which must be shown on or attached to waybill or other form of memorandum which must accompany car to destination.

_____

_____ (Railroad) _____ (Place) _____ (Date)

_____ (Car initial) _____ (Car number)

Number or description of seal broken _____

Number or description of seal used to reseal car _____

Reasons for opening car _____

Conditions of load _____

Name and occupation of person opening car _____

_____

§ 174.115 Loading Class C explosives.

(a) Class C explosives may be loaded into any closed car in good condition. With the exception of blasting caps and electric blasting caps, Class C explosives may be loaded into any container car in good condition. No placards or car certificates are required.

(1) Packages of Class C explosives must be blocked and braced to prevent their movement and to prevent damage to them due to movement of other freight during transportation. For methods of blocking and bracing see Bureau of Explosives' Pamphlet No. 6.

(b) Class C explosives may not be transported in a truck body, trailer, or container on flat car unless:

(1) The truck body, trailer, or container is closed and tight;

(2) All automatic heating or refrigerating machinery with which the truck body, trailer, or container is equipped is inoperative;

(3) Packages of Class C explosives are blocked and braced to prevent their movement and to prevent damage to them due to movement of other freight during transportation (ends, side walls, or doors of the truck body, trailer, or container may not be relied on to prevent shifting of heavy loads); and

(4) For methods of blocking and bracing see Bureau of Explosives' Pamphlet No. 6C.

Subpart F—Detailed Requirements for Gases

§ 174.200 Special handling requirements.

(a) Flammable gases must not be loaded, transported, or stored in cars equipped with any type of lighted heater or open-flame device, or in cars equipped with any apparatus or mechanism utilizing an internal combustion engine in its operation.

(1) Flammable gases must not be loaded in truck bodies or trailers equipped with lighted heaters or any automatic heating or refrigerating apparatus when such truck bodies or trailers are loaded on flatcars except as provided in paragraph (a)(2) of this section.

(2) Heating or refrigeration apparatus may be operated on motor vehicles loaded on flatcars when such motor vehicles are loaded with flammable gases, when the lading space is equipped with electrical apparatus other than nonsparking or explosion-proof types, no combustion apparatus in the lading space, and no connection for return of air from the lading space to any combustion apparatus. The heating system must be such that no part of the lading is heated over 130° F., and conforms to § 393.77 of this title.

§ 174.201 Cylinders and series 106A * * * and 110A * * * tanks.

(a) Cylinders containing compressed gases must be securely lashed in an upright position so as to prevent their overturning, or loaded into racks securely attached to the car, or packed in boxes or crates of such dimensions as to prevent their overturning, or they must be loaded in a horizontal position. Specification DOT-4L cylinders must be loaded in an upright position and be securely braced.

(1) Cylinders containing compressed gases may be loaded into steel gondola or flatcars or into stock cars, but must not be loaded into hopper bottom cars.

§ 174.204 Tank car delivery of gases.

(a) No tank car containing compressed gas may be unloaded unless the car is consigned for delivery and unloading on a private track, (See § 174.22(f)) except that where no private track is available, delivery and unloading on carrier tracks is permitted if the following occurs:

(1) Any tank car of DOT-106A or 110A type (see § 179.300 or 179.301 of this subchapter (may be delivered and the loaded unit tanks may be removed from car frame on carrier tracks, if, before car is accepted for transportation, the shipper has obtained from the delivering carrier and filed with originating carrier, written permission for such removal. The consignee must furnish adequately strong mechanical hoist, by which the tanks are lifted from the car and deposited directly upon vehicles furnished by the consignee for immediate removal from carrier property.

(i) Carriers may give permission for the unloading of these containers on carrier tracks only where no private siding is available within reasonable trucking distance of final destination.

(2) Except for DOT-106A or 110A type tank cars (see § 179.300 or 179.301 of this subchapter), a tank car containing anhydrous ammonia, liquefied hydrocarbon or liquefied petroleum gas, and having interior pipes of liquid and gas discharge valves equipped with check valves, may not be delivered and unloaded on carrier tracks, unless the lading is piped directly from the car to permanent storage tanks of sufficient capacity to receive the entire contents of the car. Such cars may also be stored on a private track or on a carrier track when designated by the carrier for such storage.

(b) Tank cars containing flammable poison gas must not be delivered unless originally consigned or subsequently reconsigned to parties having private siding or to parties using railroad-siding facilities which have been equipped for piping the liquid from tank cars to permanent storage tanks of sufficient capacity to receive contents of car.

§ 174.208 Rail cars or cars loaded with truck bodies or trailers containing lading which has been fumigated or treated with a flammable liquid or gas or with a poisonous liquid, gas, or solid.

(a) A carrier may not accept or transport a rail car or car loaded with truck bodies or trailers, containing lading fumigated or treated with a flammable liquid or gas until 48 hours have elapsed after this fumigation or treatment, or until cars, truck bodies, or trailers have been ventilated to remove any danger of fire or explosion due to the presence of flammable vapor.

(b) Rail cars or cars loaded with truck bodies or trailers containing lading which has been fumigated or treated with a poisonous liquid, gas, or solid, must be placarded on each door (or as close as possible to the door if it is not possible to placard the door) with the placard described in § 173.426 of this subchapter.

§ 174.280 Toxic gases with foodstuffs.

A carrier may not transport any package of gaseous material bearing a poison label in the same car with material which is marked as or known to be foodstuff,

feed, or any other edible material intended for consumption by humans or animals.

§ 174.290 Extremely toxic gases shipped by, for, or to the Department of Defense.

(a) Extremely toxic gases shipped by, for, or to, the Department of Defense may not be transported unless loaded and handled as follows:

(1) In DOT–5A[1] or WD–5A metal drums, in box cars, gondola cars, or stock cars (flat bottom) in carload lots. See § 174.55(a)(1) through (4) and § 174.600 for blocking, bracing, and stowage requirements.

(2) In tanks which are hereby authorized under this section for extremely toxic gases, specification DOT 106A (§§ 179.300 and 179.301 of this subchapter), mounted on or secured to multi-unit cars or gondola cars (flat bottom) in carload lots only.

(3) In bombs, in box cars or gondola cars (flat bottom) in carload lots only.

(4) In projectiles or ammunition for cannon with gas filled projectiles in box cars in carload or less-than-carload lots.

(5) Each shipment of one or more carloads, as described in subparagraphs (1), (2), (3), and (4) of this paragraph, must be accompanied by Department of Defense qualified escorts supplied with equipment to handle leaks and other packaging failures which could result in escape of the gas. Technical escorts shall remain with the shipment during the entire time that it is in the custody of the carrier. Technical escorts shall, in the event of leakage or escape of gas, make repairs and perform decontamination as necessary.

(6) Tanks must be securely mounted on cars especially provided for them or on gondola cars prepared with substantial wooden frames and blocks.

(7) Bombs, projectiles, and cannon ammunition must be loaded, blocked and braced as shown in Bureau of Explosives' Pamphlet No. 6A. When shipments are loaded in gondola cars they must be securely blocked and braced and not loaded higher than the sides of the car.

Subpart G—Detailed Requirements for Flammable Liquids

§ 174.300 Special handling requirements.

(a) Flammable liquids must not be loaded, transported, or stored in cars equipped with any type of lighted heater or open-flame device, or in cars equipped with any apparatus or mechanism utilizing an internal combustion engine in its operation.

(1) Flammable liquids must not be loaded in truck bodies or trailers equipped with lighted heaters or any automatic heating or refrigerating apparatus when such truck bodies or trailers are loaded on flatcars except as provided in paragraph (a)(2) of this section.

(2) Heating or refrigeration apparatus may be operated on motor vehicles loaded on flatcars when such motor vehicles are loaded with flammable liquids, when the lading space is equipped with no electrical apparatus other than non-sparking or explosion-proof types, no combustion apparatus in the lading space, and no connection for return of air from the lading space to any combustion apparatus. The heating system must be such that no part of the lading is heated over 130°F., and conforms to § 393.77 of this title.

(3) Cylinders containing pyrophoric liquids, unless packed in strong wooden boxes and secured therein to protect valves, must be stowed with all valves and safety relief devices in the vapor space and must be secured so that no shifting will occur during transportation.

(b) Metal barrels or drums containing flammable liquids may be loaded on steel gondola or flat cars or into stock cars, but must not be loaded into hopper bottom cars.

§ 174.304 Tank car delivery of flammable liquids.

Tank cars containing flammable liquids except liquid road asphalt or tar must not be delivered unless originally consigned or subsequently reconsigned to parties having private track (see § 174.22 (f)) or to parties using railroad-siding facilities which have been equipped for piping the liquid from tank cars to permanent storage tanks of sufficient capacity to receive contents of car.

§ 174.380 Toxic flammable liquids with foodstuffs.

A carrier may not transport any package of flammable liquid bearing a poison label in the same car with material which is marked as or known to be foodstuff, feed, or any other edible material intended for consumption by humans or animals.

Subpart H—Detailed Requirements for Flammable Solids

§ 174.410 Special handling requirements for matches.

(a) Carload lots of strike-anywhere (friction) matches must be loaded as compactly as possible to avoid motion within the car, especially lengthwise of the car. Protruding nails, metal band anchors or other projections on sidewalls, ends, door posts, studding, or car floors liable to puncture packages must be removed or adequately covered to prevent damage to containers of matches. Car doorways must be boarded on the inside to keep packages from contact with the doors, and the inside lining of the car must be supplemented when necessary by strips nailed to the car and close enough together to keep the boxes from being jammed against the studding and broken by high pressures on small areas. The strongest dimension of the box must be loaded lengthwise of the car. Partial layers of boxes must be interlocked with the lower layers. The cars used must be made secure against the entrance of sparks or rain.

(1) Carload lots of strike-anywhere matches handled subject to stop off privileges must be loaded in accordance with paragraph (a) of this section and when necessary the load must be rearranged or blocked and braced by each consignee before forwarding.

(2) Less-than-carload lots of "strike-anywhere" matches may be loaded so that they cannot fall and so that other packages of freight cannot fall on or injure them. Whenever practicable the packages of matches must be placed to facilitate ready removal in case of fire.

(3) Carload or less-than-carload lots of "strike-anywhere" matches which have been damaged by fire, or by water in extinguishing a fire, in transit or on carrier's property must be reloaded in properly prepared cars, and braced or blocked before being forwarded to destination, to freight claim department or claim adjusters, or to original shipper or other parties for salvage. Care must be taken to examine and repair damaged outside packages before reloading into car. All loose matches must first be destroyed. Individual interior boxes and paper-wrapped cartons or packages, must then be carefully placed in tight outside packages complying, as nearly as practical, with container specifications; but under no condition shall the outside package be of less strength than required by specification 15A or 12C (§§ 178.168 or 178.206 of this subchapter), nor of greater capacity than authorized. Charred cases must not be used. Boards used in repairing wooden cases must be so nailed that they will not allow any interior boxes, cartons, or packages to fall out. In the event that the individual boxes or paper-wrapped packages do not fit snugly in the outside package, the vacant spaces must be filled tightly with dry and clean cotton waste, or elastic wads of dry newspapers or dry waste paper.

§ 174.450 Fires.

(a) *Cotton.* When fire occurs in a shipment of cotton in transit at a point where it cannot be reconditioned, and where arrangements cannot be made with the originating line to sell it, all burnt cotton in the shipment must be stored under observation in as safe a place as practicable for not less than 10 days, and without further evidence of fire, before forwarding. The billing must be changed to read "Burnt Cotton," and the material must be forwarded as a hazardous material. (See § 173.159 of this subchapter.)

(b) *Charcoal.* When fire occurs in charcoal in transit, water should not be used if it is practicable to locate and remove the material on fire, since wet charcoal is much more liable to ignite spontaneously, and the fire cannot be stopped permanently by the use of water. Any material which has become wet in extinguishing fire must be removed from the car and not reshipped; the remainder of the charcoal must be held under observation in a dry place for at least five days before forwarding.

§ 174.480 Toxic flammable solids with foodstuffs.

A carrier may not transport any package of flammable solids bearing a poison label in the same car with material which is marked as or known to be foodstuff,

[1] War Department specification container.

feed, or any other edible material intended for consumption by humans or animals.

Subpart I—Detailed Requirements for Oxidizing Materials

§ 174.510 Special handling requirements for nitrates.

Nitrates listed in § 173.182(b) of this subchapter must be loaded in clean closed cars, which must be free of loose boards, cracks, holes, or exposed decayed spots. Interior of cars must be swept clean and be free of any projections capable of damaging bags when the nitrate is so packaged. Doors of cars must have tight closures. Ammonium nitrate (no organic coating), ammonium nitrate fertilizer, ammonium nitrate mixed fertilizer, or ammonium nitrate-phosphate, in bulk may be loaded in clean covered hopper cars. Ammonium nitrate with organic coating must not be loaded in all steel cars. Journals and boxes must be in good condition.

§ 174.515 Cleaning cars; potassium permanganate.

After unloading potassium permanganate from steel hopper cars or other cars, cars must be thoroughly cleaned except that cars used exclusively in this service under the provisions of § 173.194 (a) of this subchapter are not subject to this requirement.

§ 174.580 Toxic oxidizing materials with foodstuffs.

A carrier may not transport any package of oxidizing material bearing a poison label in the same car with material which is marked as or known to be foodstuff, feed, or any other edible material intended for consumption by humans or animals.

Subpart J—Detailed Requirements for Toxic Materials

§ 174.600 Special handling requirements for toxic materials.

Drums containing toxic materials may not be loaded more than one tier (layer) high and must be transported with filling holes up. They must be stowed as closely together as possible in rows both crosswise and lengthwise of car and so blocked and braced as to maintain their relative position during transportation. See Bureau of Explosives' Pamphlet No. 6.

(b) See also §§ 174.280 and 174.290.

§ 174.615 Cleaning cars.

(a) Cars which have contained arsenic, arsenate of lead, sodium arsenate, calcium arsenate, Paris green, calcium cyanide, potassium cyanide, sodium cyanide, or other toxic materials which show any evidence of leakage from packages, must be thoroughly cleaned after unloading before cars are again placed in service.

(1) A car which has been used to transport material marked as or known to be an extremely or highly toxic material, other than the materials specifically named in paragraph (a) of this section must be inspected for contamination before reuse. A car which has been contaminated must not be returned to service until such contamination has been removed. This subparagraph does not apply to cars used solely for transporting these poisons as long as they are used exclusively in that service.

(b) After unloading toxic materials from steel hopper cars or other cars, cars must be thoroughly cleaned except that cars used exclusively in this service under the provisions of § 173.368(a) of this subchapter are not subject to this requirement.

§ 174.625 Fumigation placard.

For requirements for use and description of the fumigation placard, see §§ 173.426 and 174.208 of this subchapter.

§ 174.680 Toxic materials with foodstuffs.

A carrier may not transport any package of toxic material bearing a poison label in the same car with material which is marked as or known to be foodstuff, feed, or any other edible material intended for consumption by humans or animals.

Subpart K—Detailed Requirements for Radioactive Materials

§ 174.700 Special handling requirements for radioactive materials.

(a) Shipments of low specific activity materials, as defined in § 173.389(c) of this subchapter, must be loaded so as to avoid spillage and scattering of loose material. Loading restrictions are prescribed in § 173.392 of this subchapter.

(b) The number of packages of radioactive materials, as provided in §§ 173.393 through 173.396 of this subchapter, in any rail car or storage location, must be limited so that the total transport index number, as defined in § 173.389(i) of this subchapter, and determined by adding together the transport index numbers on the labels of the individual packages, does not exceed 50. This provision does not apply to sole-use shipments as described in § 173.393(j) or (k) or § 173.392 of this subchapter.

(c) Packages of radioactive material bearing "radioactive yellow-II" or "radioactive yellow-III" labels must not be placed in cars, depots, or other places closer than three feet to an area (or dividing partition between areas) which may be occupied for more than a brief interval by passengers, employees, or shipments of animals, nor closer than 15 feet to any package containing undeveloped film (if so marked). If more than one of these packages is present, the distance must be computed from the table below on the basis of the total transport index number (determined by adding together the transport index numbers on the labels of the individual packages) of packages in the car or storeroom:

Total transport index	Minimum separation distance in feet to nearest undeveloped film	Minimum distance in feet to area of persons, or minimum distance in feet from dividing partition of a combination car.
None	0	0
0.1 to 10.0	15	3
10.1 to 20.0	22	4
20.1 to 30.0	29	5
30.1 to 40.0	33	6
40.1 to 50.0	36	7

NOTE 1: The distance in the table must be measured from the nearest point on the packages of radioactive materials.

(d) Each fissile class III radioactive material shipment (as defined in § 173.389(a)(3) of this subchapter) must be transported in accordance with one of the methods prescribed in § 173.396(g) of this subchapter. The transport controls must be adequate to assure that no fissile class III shipment is transported in the same transport vehicle with any other fissile radioactive material shipment. In loading and storage areas each fissile class III shipment must be segregated by a distance of at least 20 feet from other packages required to bear one of the "radioactive" labels described in Part 172 of this subchapter.

(e) Containers of radioactive material weighing 15,000 pounds or more may be loaded on flat cars. Gondola cars (drop-bottom cars not authorized) may be used for the following:

(1) Radioactive materials in containers weighing 5,000 pounds or more;

(2) Strong wooden boxes with inside containers of solid radioactive material, securely braced and cushioned; and

(3) Radioactive material in concrete-filled metal drums or in concrete vaults weighing 700 pounds or more.

(f) Persons shall not remain unnecessarily in a car containing radioactive materials.

§ 174.715 Cleanliness of cars after use.

(a) Each car used for transporting low specific activity radioactive materials in carload lots under the provisions of § 173.392(d) of this subchapter must be surveyed with appropriate radiation detection instruments after each use. Carriers may not return such cars to service until the radiation dose rate at any accessible surface is not more than 0.5 millirem per hour, and there is no significant removable radioactive surface contamination (see § 173.399 of this subchapter).

(b) This paragraph does not apply to any car used solely for transporting radioactive materials if a survey of the interior surface shows that the radiation dose rate does not exceed 10 millirem per hour at the interior surface or 2 millirem per hour at 3 feet from any interior surface. These cars must be stenciled with the words "FOR RADIOACTIVE MATERIALS USE ONLY" in lettering at least three inches high in a conspicuous place on both sides of the exterior of the car. These cars must be kept closed at all times other than loading and unloading.

§ 174.750 Incidents involving leakage.

(a) In addition to the incident reporting requirements of §§ 171.15 and 171.16 of this subchapter, the carrier shall also notify the shipper at the earliest practicable moment following any incident in which there has been breakage, spillage, or suspected radioactive contamination involving radioactive materials shipments. Vehicles, buildings, areas, or equipment in which radioactive materials have been spilled may not be again placed in service or routinely occupied until the radiation dose rate at

any accessible surface is less than 0.5 millirem per hour and there is no significant removable radioactive surface contamination (see § 173.397 of this subchapter).

NOTE 1: In these instances, the package or materials should be segregated as far as practicable from personnel contact. If radiological advice or assistance is needed, the U.S. Atomic Energy Commission should also be notified. In case of obvious leakage, or if it appears likely that the inside container may have been damaged, care should be taken to avoid inhalation, ingestion, or contact with the radioactive material. Any loose radioactive materials should be left in a segregated area and held pending disposal instructions from qualified persons.

NOTE 2: Information involving the handling of radioactive materials in the event of a wreck may be found in Bureau of Explosives' Pamphlet No. 1 and No. 2.

Subpart L—Detailed Requirements for Corrosive Materials

§ 174.800 Special handling requirements for corrosive materials.

(a) Carboys of corrosive liquids may not be loaded into container cars. Packages of corrosive liquids must be loaded, blocked, and braced so that they cannot change position during transportation due to shocks normally incident to transportation. Car doors may be cleated in an open position. Flat or stock cars may be used for loading carboys of acid.

(b) When less-than-carload shipments of corrosive liquids are loaded with other freight, the carboys must be placed near the doorway and must have wooden strips not less than 2 inches in height nailed to the car floor about 8 inches from the bracing. These strips must be arranged so that the liquid from a broken carboy will drain toward the doorway and outside the car. The space between the strips and the floor braces or blocking used for staying the carboy boxes must be covered with at least 1 inch thickness of clean and dry sand or earth, not sawdust or other combustible material.

(c) The carier must not accept carboys previously used for the shipment of corrosive liquids for transportation as empty carboys unless they have been thoroughly and completely drained. The carrier must handle them with the necks up.

§ 174.810 Special handling requirements for wet electric storage batteries.

(a) Electric storage batteries (wet) for shipment must be completely protected so that short circuits will be prevented and must not be loaded or stored with explosives.

(b) Wet electric storage batteries, and electrolyte packed as required by § 173.258 of this subchapter, must be blocked and braced so they cannot change position during transportation due to shocks normally incident to transportation. They must be loaded so that other freight cannot fall onto or slide against them. They may be loaded on gondola or flat cars, but may not be loaded into hopper bottom cars.

§ 174.812 Special handling requirements for nitric acid.

(a) Carboys of nitric acid may not be loaded into a box car or in a truck body or trailer on flat car more than two tiers high, except that completely boxed carboys, DOT–ID, may be loaded three tiers high.

(b) Nitric acid, when loaded with other corrosive liquids in carboys, must be separated from the other carboys. A 2 x 6-inch plank, set on edge, must be nailed across the car floor at least 12 inches from the nitric acid carboys and the space between the plank and the carboys of nitric acid must be filled with sand, sifted ashes, or other incombustible absorbent material.

PART 175—AIRCRAFT OPERATORS

A. Part 175 Table of Contents would be canceled; a new Part 175 Table of Contents would be added to read as follows:

Subpart A—General Information and Regulations

Sec.
175.1 Scope.
175.5 Applicability.
175.10 Exceptions.
175.20 Compliance.
175.30 Accepting shipments.
175.35 Shipping papers aboard aircraft.
175.40 Keeping and replacement of labels.
175.45 Reporting hazardous materials incidents.
175.50 Authority to deviate.

Subpart B—Loading, Unloading, and Handling

175.75 Quantity limitations aboard aircraft.
175.78 Stowage compatibility of cargo.
175.79 Orientation of cargo.
175.80 Banding, palletizing, or use of a shipping unit overpack.
175.85 Cargo location.
175.90 Damaged shipments.

Subpart C—Specific Regulations Applicable According to Classification of Material

175.205 Self-propelled vehicles.
175.210 Trasportation of gasoline, kerosene, or aviation fuel in small aircraft.
175.220 Carriage of flammable liquids in cargo in the State of Alaska.
175.630 Special requirements for poisons.
175.700 Special requirements for radioactive materials.
175.710 Special requirements for fissile Class III radioactive materials.

B. Part 175 would be canceled; a new Part 175 would be added to read as follows:

Subpart A—General Information and Regulations

§ 175.1 Scope.

This part provides requirements that must be observed by aircraft operators with respect to the transportation of hazardous materials via civil aircraft.

§ 175.5 Applicability.

This part contains regulations pertaining to the acceptance of hazardous materials for transportation, and the loading and transportation of hazardous materials, in any civil aircraft in the United States and in civil aircraft of United States registry anywhere in air commerce, except aircraft of United States registry under lease to and operated solely by foreign nationals outside the United States.

§ 175.10 Exceptions.

(a) This part does not apply to:

(1) Aviation fuel and oil in tanks that are in compliance with the installation provisions of 14 CFR, Chapter 1.

(2) Aircraft parts, equipment, and supplies other than fuel, if authorized or required to be carried aboard an aircraft for its operation including:

(i) Fire extinguishers;
(ii) Cylinders containing compressed gases;
(iii) Aerosol dispensers;
(iv) Distilled spirits;
(v) Hydraulic accumulators;
(vi) Batteries;
(vii) First aid kits;
(viii) Signaling devices;
(ix) Tires; and
(x) Items of replacement therefor.

(3) Hazardous material loaded and carried in hoppers or tanks of aircraft certificated for use in aerial seeding, dusting, spraying, fertilizing, crop improvement, or pest control, to be dispensed during such an operation.

(4) Medicinal and toilet articles carried by a crewmember or passenger in his baggage (including carry-on-baggage) when:

(i) The total capacity of all the containers used by a crewmember or passenger for the carriage of those articles does not exceed 75 ounces (net weight ounces and fluid ounces);

(ii) The capacity of each container other than an aerosol container does not exceed 16 fluid ounces or 1 pound of material.

(5) Small-arms ammunition carried by a crewmember or passenger in his baggage (excluding carry-on-baggage) if securely packed in fiber, wood, or metal boxes.

§ 175.20 Compliance.

Unless the regulations specifically provide that another person must perform a duty, each operator shall comply with all the regulations in this part and shall thoroughly instruct his employees in relation thereto. (See 14 CFR 121.135, 121.401, 121.433a, 135.27 and 135.140.)

§ 175.30 Accepting shipments.

(a) No aircraft operator may accept a hazardous material for transportation in an aircraft unless the hazardous material is—

(1) Authorized, and is within the quantity limitations specified, for carriage aboard aircraft according to § 172.101 of this subchapter;

(2) Described and certified in duplicate on a shipping paper prepared in accordance with subpart C, Part 172 of this subchapter. The originating aircraft operator must retain one copy of each shipping paper;

(3) Labeled or placarded (when required) in accordance with subparts E and F, Part 172 of this subchapter.

(4) Labeled with a "CARGO AIRCRAFT ONLY" label (See § 172.462 of this subchapter) if the material, as presented, is not permitted aboard passenger-carrying aircraft.

§ 175.35 Shipping papers aboard aircraft.

(a) One of the shipping papers required by § 175.30 (a)(2) must accompany the shipment it covers during transportation aboard an aircraft.

(b) Before departure of an aircraft having a hazardous material aboard, the aircraft operator shall provide the pilot-in-command a written notice containing the—

(1) Shipping name, hazard information number (if any) and classification of the hazardous material as specified in § 172.101 of this subchapter;

(2) Quantity of the material in terms of weight, volume, or as otherwise appropriate, and

(3) Location of the material in the aircraft.

(c) The documents required by paragraphs (a) and (b) of this section may be combined into one document if it is given to the pilot-in-command before departure of the aircraft.

§ 175.40 Keeping and replacement of labels.

(a) Aircraft operators who engage in the transportation of hazardous materials must keep an adequate supply of the labels specified in subpart E, Part 172 of this subchapter, on hand at each location where shipments are loaded aboard aircraft.

(b) Lost or detached labels for packages of hazardous materials must be replaced in accordance with the information provided on shipping papers.

§ 175.45 Reporting hazardous materials incidents.

(a) Each operator that transports hazardous materials shall report to the nearest ACDO, FSDO, GADO, or other FAA facility, except that in place of reporting to the nearest of those facilities a certificate holder under 14 CFR Part 121, 127, or 135 may report to the FAA District Office holding the carrier's operating certificate and charged with overall inspection of its operations, by telephone at the earliest practicable moment after each incident that occurs during the course of transportation (including loading, unloading or temporary storage) in which as a direct result of any hazardous material—

(1) A person is killed;

(2) A person receives injuries requiring his hospitalization;

(3) Estimated carrier or other property damage, or both, exceeds $50,000; or

(4) Fire, breakage, or spillage or suspected radioactive contamination occurs involving shipment of radioactive materials (see also § 175.720(b)).

(5) Fire, breakage, spillage, or suspected contamination occurs involving shipment of etiologic agents. In place of the report required by paragraph (a) of this section, a report on an incident involving etiologic agents may be telephoned directly to the Director, Center for Disease Control, U.S. Public Health, Atlanta, Georgia, area code 404 633–5313.

(6) A situation exists of such a nature that, in the judgment of the carrier, it should be reported to the Department even though it does not meet the criteria of subparagraphs (1), (2), or (3) of this paragraph, e.g., a continuing danger to life exists at the scene of the incident.

(b) The following information shall be furnished in each report required by this section:

(1) Name of reporting person;

(2) Name and address of carrier represented by reporter;

(3) Phone number where reporter can be contacted;

(4) Date, time, and location of incident;

(5) The extent of the injuries, if any; and

(6) Classification, name and quantity of hazardous material involvement and whether a continuing danger to life exists at the scene.

(c) Each operator who transports hazardous materials shall report in writing, in duplicate, on DOT Form F 5800.1, within 15 days of the date of discovery, each incident that occurs during the course of transportation (including loading, unloading, or temporary storage) in which, as a direct result of the hazardous materials, any of the circumstances set forth in paragraph (a) of this section occurs or there has been an unintentional release of hazardous materials from a package (including a portable tank). Each operator making a report under this section shall send that report to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, Washington, D.C. 20590, with a separate copy to the FAA facility indicated in paragraph (a) of this section.

§ 175.50 Authority to deviate.

(a) When other forms of transportation are impracticable, or in an emergency, the FAA Administrator may authorize deviations from the provisions of this Part for one or more flights of a particular operation, subject to the following:

(1) Only the minimum flight crew necessary for safe flight, and such other persons as are necessary for handling the shipment en route, are carried in the aircraft.

(2) The shipper certifies that the shipment can be handled with a reasonable degree of safety to persons, other cargo, and the aircraft.

(3) The shipper provides full instructions in writing on special handling procedures and precautions necessary for safe shipment.

(4) The crew of the aircraft is thoroughly briefed in writing on the characteristics, and any special requirements for handling, of the cargo.

(5) Whenever any crew change occurs during the flight, the new crew is briefed under a hand-to-hand signature service furnished by the carrier.

(6) The aircraft is located on airports for loading and unloading, operated in takeoff, en route, and in landing, as far as practicable from heavily populated areas and from any place of human abode or assembly.

(7) The authorization is limited to the particular operation and to the hazardous materials for which the authorization is requested.

(8) The authorization specifies the points of origin where the material is to be loaded in the aircraft and the points of destination where it is to be removed from the aircraft.

(9) The shipment is loaded, unloaded, packed, marked, stowed, and secured in the aircraft in accordance with the rules or special instructions of this subchapter applicable to the materials for which deviation is requested.

(10) The holder of the authorization has advance permission from the operators or managers of the airports concerned.

(11) The authorization is limited to flights of civil aircraft between places in the United States and, except for shipments of radioactive materials, to flights of civil aircraft that depart from the United States for a place outside thereof.

(b) Application for authority to deviate from this Part must be made on Form FAA 7711–2.

(c) In an emergency requiring immediate transportation of hazardous materials for which authority to deviate is necessary, the applicant may apply by telephone or telegraph to the appropriate Flight Standards District Office.

(d) Upon applying for authority for deviation under this section, the applicant must arrange with the appropriate Flight Standards inspector to inspect the aircraft and loading arrangement and to ascertain the safety precautions necessary for safe flight.

Subpart B—Loading, Unloading, and Handling

§ 175.75 Quantity limitations aboard aircraft.

(a) No person may carry on an aircraft—

(1) A hazardous material except as permitted in Part 172 of this subchapter;

(2) More than 65 pounds (gross weight) of hazardous material in any inaccessible cargo pit, bin, or reusable transport container unless a larger quantity is permitted by this section;

(3) More than 300 pounds gross weight of nonflammable, compressed gas in any inaccessible cargo pit, bin, or reusable transport container;

(4) Packages containing radioactive materials when their combined transport indexes exceed 50.

(b) No limitation applies to the number of packages of "Other Regulated Material" (ORM) aboard an aircraft.

§ 175.78 Stowage compatibility of cargo.

No person may stow a package of a corrosive material on an aircraft next to, or in a position that will allow contact with, a package of flammable solids, oxidizing materials, or organic peroxides.

§ 175.79 Orientation of cargo.

A package containing hazardous material marked "This Side Up," "This End Up," or with arrows to indicate the proper orientation of the package, must be stored for loading and loaded aboard an aircraft in accordance with such markings.

§ 175.80 Banding, palletizing, or use of a shipping unit overpack.

See § 173.18 of this subchapter.

§ 175.85 Cargo location.

(a) No person may carry a hazardous material subject to the requirements of this Part in the cabin of a passenger-carrying aircraft.

(b) A hazardous material authorized according to § 172.101 of this subchapter for cargo aircraft only must be carried in a location accessible to a crewmember during flight.

(c) No person may load magnetized material (which might cause an erroneous magnetic compass reading) on an aircraft in the vicinity of a magnetic compass or compass master unit that is a part of the instrument equipment of the aircraft in a manner that affects its operation. If this requirement cannot be met, a special aircraft swing and compass calibration may be made. No person loading magnetized materials may obscure the warning labels.

(d) No person may carry materials subject to the requirements of this Part in an aircraft unless they are suitably safeguarded to prevent their becoming a hazard by shifting. For packages bearing "RADIOACTIVE YELLOW II" or "RADIOACTIVE YELLOW III" labels, such safeguarding must prevent movement that would permit the package to be closer to a space that is occupied by a person or an animal than is permitted by § 175.240.

(e) No person may carry a material subject to the requirements of this Part that is acceptable for carriage in a passenger-carrying aircraft (other than magnetized materials) unless it is located in the aircraft in a place that is inaccessible to persons other than crewmembers.

§ 175.90 Damaged shipments.

Except as provided for in § 175.700 the operator of an aircraft shall remove from the aircraft any package subject to this Part that appears to be damaged or leaking. A package that appears to be damaged or leaking may not be transported on an aircraft subject to this rule.

Subpart C—Specific Regulations Applicable According to Classification of Material

§ 175.205 Self-propelled vehicles.

(a) Self-propelled vehicles are exempt from the drainage requirements of § 173.120 of this subchapter when carried in aircraft designed or modified for vehicle ferry operations and when all of the following conditions are met:

(1) Authorization for this type operation has been given by the appropriate authority in the government of the country in which the aircraft is registered;

(2) Each vehicle is secured in an upright position;

(3) Each fuel tank is filled in a manner and only to a degree that will preclude spillage of fuel during loading, unloading, and transportation; and

(4) Ventilation rates to be maintained in the vehicle stowage compartment have been approved by the appropriate authority in the government of the country in which the aircraft is registered.

§ 175.210 Transportation of gasoline, kerosene, or aviation fuel in small aircraft.

(a) Except in scheduled passenger-carrying operations, an aircraft operated entirely within the State of Alaska, or a helicopter operated into a remote area in the United States may carry not more than 20 gallons of gasoline, kerosene, or aviation fuel, if:

(1) Transportation by air is the only practical means of providing suitable fuel;

(2) The flight is necessary to meet the needs of the passenger;

(3) The fuel is carried in metal containers that are either:

(i) DOT (Department of Transportation) Specification 2A containers of not more than 5 gallons capacity, each packed inside a DOT Specification 15A, 15B, 15C, 16A, 19A, or 19B (§§ 178.168, 178.169, 178.170, 178.185, 178.190, 178.191 of this subchapter) wooden box or, for small aircraft in Alaska, each packed inside a wooden box of at least one-half inch thickness;

(ii) Air tight, leakproof, inside containers of not more than 10 gallons capacity and of at least 28-gage metal, each packed inside a DOT Specification 15A, 15B, 15C, 16A, 19A, or 19B wooden box or, for small aircraft in Alaska, each packed inside a wooden box of at least one-half inch thickness.

(4) On helicopters, the fuel is carried on external cargo racks;

(5) The area or compartment in which the fuel is loaded is ventilated so as to prevent the accumulation of fumes;

(6) Before each flight, the pilot-in-command:

(i) Informs each passenger of the location of the fuel and the hazards involved; and

(ii) Prohibits smoking, lighting matches, the carrying of any lighted cigar, pipe, cigarette or flame, and the use of anything that might cause an open flame or spark, while loading or unloading or in flight; and

(7) Fuel is transferred to the fuel tanks only while the aircraft is on the surface.

§ 175.220 Carriage of flammable liquids in cargo-only aircraft in the State of Alaska.

(a) Contrary provisions of this Part notwithstanding, any operator of an aircraft while conducting operations entirely within the State of Alaska may deviate from the provisions of § 175.210 to the extent necessary to permit the transportation in cargo-only aircraft of any flammable liquids listed in 49 CFR 172.101, except a pyrophoric liquid as defined in 49 CFR 173.115(c), in quantities greater than 10 U.S. gallons but not exceeding 55 U.S. gallons, subject to the following conditions;

(b) The flammable liquid may be carried only when means of transportation other than by air are impractical, and the carriage is not solely for the purpose of economic advantage or convenience;

(c) No person other than a required flight crewmember or a person assigned to the handling of the flammable liquid may be carried;

(d) No person may smoke, carry a lighted cigarette, cigar, or pipe, or operate any device capable of causing an open flame or spark in the aircraft;

(e) The aircraft may not be loaded or unloaded while—

(1) Any person is smoking or carrying a lighted cigarette, cigar, or pipe within 50 feet of the aircraft.

(2) Any engine or any device capable of causing an open flame or spark is being operated within 50 feet of the aircraft.

(3) The aircraft's engines or electrical or avionic equipment, except position lights in the steady position, are being operated.

(f) During loading and unloading, the aircraft shall be positively grounded.

(g) No person may fill or discharge a flammable liquid packaging while it is inside an aircraft.

§ 175.630 Special requirements for poisons.

(a) No person may transport a package bearing a POISON label aboard an aircraft in the same cargo compartment with material which is marked as or known to be foodstuff, feed, or any other edible material intended for consumption by humans or animals.

(b) No person may operate an aircraft that has been used to transport any package bearing a POISON label unless, upon removal of such package, the area in the aircraft in which it was carried is visually inspected for evidence of leakage, spillage, or other contamination. All contamination discovered must be either isolated or removed from the aircraft. The operation of an aircraft contaminated with such poisons is considered to be the carriage of toxic materials under paragraph (a) of this section.

§ 175.700 Special requirements for radioactive materials.

(a) No person may place any package of radioactive materials bearing "RADIOACTIVE YELLOW—II" or "RADIOACTIVE YELLOW—III" labels in an aircraft closer than the distances shown in the following table to a space (or dividing partition between spaces) which may be continuously occupied by people, or shipments of animals, or closer than the distances shown in the following table to any package containing undeveloped film (if so marked). If more than one of these packages is present, the distance shall be computed from the following table on the basis of the total transport index numbers shown on the labels of the individual packages in the aircraft.

Total transport index	Minimum separation distances if feet to nearest undeveloped film for various times of transit					Minimum distance in feet to area of persons, or minimum distance in feet from dividing partition of cargo compartments
	Up to 2 hours	2-4 hours	4-8 hours	8-12 hours	Over 12 hours	
None	0	0	0	0	0	0
0.1 to 1.0	1	2	3	4	5	1
1.1 to 5.0	3	4	6	8	11	2
5.1 to 10.0	4	6	9	11	15	3
10.1 to 20.0	5	8	12	16	22	4
20.1 to 30.0	7	10	15	20	29	5
30.1 to 40.0	8	11	17	22	33	6
40.1 to 50.0	9	12	19	24	36	7

(b) In addition to the reporting requirements of § 175.45, the carrier must also notify the shipper at the earliest practicable moment following any incident in which there has been breakage, spillage, or suspected radioactive contamination involving radioactive materials shipments. Aircraft in which radioactive materials have been spilled may not be again placed in service or routinely occupied until the radiation dose rate at any accessible surface is less than 0.5 millirem per hour and there is no significant removable radioactive surface contamination (see 49 CFR 173.397 of this subchapter). In these instances, the package or materials should be segregated as far as practicable from personnel contact. If radiological advice or assistance is needed, the U.S. Atomic Energy Commission should also be notified. In case of obvious leakage, or if it appears likely that the inside container may have been damaged, care should be taken to avoid inhalation, ingestion, or contact with the radioactive materials. Any loose radioactive materials should be left in a segregated area pending disposal instructions from qualified persons.

(c) No person may carry abroad a passenger-carrying aircraft any package of radioactive material which contains a large quantity (large radioactive source) of radioactivity (as defined in § 173.389 (b) of this subchapter), except as specifically approved by the Administrator.

§ 175.710 Special requirements for fissile Class III radioactive materials.

(a) No person may carry aboard any aircraft any package of fissile class III radioactive material (as defined in § 173.389(a)(3) of this subchapter), except as follows:

(1) On a cargo-only aircraft which has been assigned for the sole use of the consignor for the specific shipment of fissile radioactive material. Instructions for such sole use must be provided for in special arrangements between the consignor and carrier, with instructions to that effect issued with shipping papers; or

(2) On any aircraft on which there is no other package of radioactive materials required to bear one of the RADIOACTIVE labels described in §§ 172.437, 172.438, and 172.439 of this subchapter. Specific arrangements must be effected between the shipper and carriers, with instructions to that effect issued with the shipping papers; or

(3) In accordance with any other procedure specifically approved by the Board Member for the Federal Aviation Administration.

PART 176—CARRIERS BY WATER

A. Part 176 Table of Contents would be canceled; a new Part 176 Table of Contents would be added to read as follows:

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176.135 Location of magazines.
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176.150 Portable magazines for stowage of explosives.
176.155 Stowage of small quantities of explosives.
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176.167 Lights, tools, and equipment.
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Subpart H—Detailed Requirements for Compressed Gases

176.200 General stowage requirements.
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Subpart I—Detailed Requirements for Flammable Liquids and Combustible Liquids

176.300 Flammable and combustible liquids transported on vessels.
176.305 General stowage requirements.
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Subpart J—Detailed Requirements for Flammable Solids, Oxidizing Materials and Organic Peroxides

176.400 Stowage of oxidizing materials and organic peroxides.
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176.600 General stowage requirements.
176.605 Care following leakage or sifting of extremely toxic or highly toxic materials.

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176.700 General stowage requirements.
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Subpart N—Detailed Requirements for Corrosive Materials

176.800 General stowage requirements.
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Subpart O—Detailed Requirements for Other Regulated Materials (ORM)

176.900 Stowage of cotton and fibers.
176.905 Motor vehicles or mechanical equipment powered by internal combustion engines.

B. The current Part 176 of this subchapter would be deleted.

C. The following Part 176 would be added to read as follows:

Subpart A—General

§ 176.1 Scope.

This part provides requirements in addition to those contained in Part 172 of this subchapter that must be observed by carriers with respect to the transportation of hazardous materials via vessels.

§ 176.5 Application to vessels.

(a) Except as provided in paragraphs (b) and (d) of this section, the regulations in this subchapter apply to all domestic or foreign vessels when in the navigable waters of the United States, regardless of character, tonnage, size, service, whether self-propelled or not, whether arriving or departing, underway, moored, anchored, aground, or while in drydock.

(b) The following vessels are exempt from the regulations in this subchapter except for compliance with paragraph (c) of this section:

(1) Any public vessel not engaged in commercial service;

(2) Any vessel constructed or converted for the principal purpose of carrying flammable or combustible liquid cargo in bulk in its own tanks;

(3) Any vessel specifically exempted from these regulations by subsection (6) (b) of R.S. 4472.

(c) Regulations covering explosives prohibited by subsection 3 of R.S. 4472, as amended, apply to all vessels.

(d) For purposes of transportation by water, regulations in this subchapter covering the transportation of combustible liquids apply only to combustible liquids whose flash point is at or below 150° F. Tagliabue's open-cup tester (ASTM–D1310) and carried aboard passenger vessels.

§ 176.9 "Order-Notify" or "C.O.D." shipments.

A carrier may not accept for transportation Class A explosives or blasting caps in any quantity when consigned to "order-notify" or "C.O.D.," except on a through bill of lading to a foreign port. These materials may not be accepted when the shipper consigns them to himself unless he has a resident representative to receive the shipment at the port of discharge.

§ 176.10 Exceptions.

(a) Any shipment of a hazardous material (except Class A explosives and radioactive materials) which upon arrival at a domestic port is not destined for transportation outside the port area may be transported in accordance with the packaging requirements of the International Maritime Dangerous Goods Code adopted by the Inter-governmental Maritime Consultative Organization.

(b) *Canadian shipments and packagings.* (See § 173.8 of this subchapter.) Canadian shipments and packagings may be transported by vessel if they are transported in accordance with the regulations of this part.

(c) A ferry vessel, a railroad car ferry vessel, or a carfloat, operating in other than ocean or coastwise service that has provisions only for deck passengers or transport vehicles, that operates on a short run on a frequent schedule between two points over the most direct water route, and that offers a public service of a type attributed to a bridge or tunnel, may accept highway vehicles and railroad vehicles carrying hazardous materials loaded therein in accordance with the applicable regulations for stowage and segregation in the other parts of this subchapter. When taken aboard, the vehicles must be transported in accordance with the remaining applicable requirements of this part and § 172.101 of this subchapter.

§ 176.12 Explosives prohibited on any vessel for transportation.

A carrier may not accept for transportation an explosive or explosive composition expressly prohibited by subsection 3 of R.S. 4472, as amended. These prohibited items include compositions containing an ammonium salt or chlorate, fulminates, or any other detonating compounds in bulk in dry condition, or explosive compositions that ignite spontaneously or undergo marked decomposition when subjected for forty-eight consecutive hours to a temperature of 167°F.

§ 176.13 Compliance.

Unless the regulations specifically provide that another person must perform a duty, each carrier, including any connecting carrier, shall comply with all regulations in this Part, and must thoroughly instruct his employees in relation thereto.

§ 176.15 Penalties.

(a) Whoever violates any provision of R.S. 4472, as amended, or any regulation established thereunder, is subject to a penalty of not more than $2,000 for each violation. In the case of a violation on the part of the carrier or shipper, the vessel or the shipment is liable for the penalty and may be seized and proceeded against by way of libel in the District Court of the United States in any district in which the vessel or shipment is located.

(b) When death or bodily injury of person(s) results from a violation of any provision of R.S. 4472, as amended, or of any regulation established thereunder, the person who has violated the regulation, or has caused the violation, may be fined not more than $10,000 or imprisoned not more than 10 years, or both.

§ 176.16 Enforcement.

(a) Enforcement officers of the U.S. Coast Guard may at any time and at any place within the jurisdiction of the United States board any vessel for the purpose of enforcement.

(b) Any collector of customs may detain a vessel or hazardous materials shipment when possessing knowledge of any violation of the regulations in this subchapter after he has followed the procedures outlined in subsection (13) of R. S. 4472, as amended.

§ 176.18 Assignment and certification.

(a) The National Cargo Bureau, Inc., is authorized to assist the Coast Guard in administering R. S. 4472, as amended, and the regulations of this subchapter established thereunder with respect to the following:

(1) Inspection of vessels for suitability for loading hazardous materials;

(2) Examination of stowage of hazardous materials;

(3) Making recommendations for stowage requirements of hazardous materials cargo; and

(4) Issuance of certificates of loading setting forth that the stowage of hazardous materials is in accordance with the requirements of R. S. 4472 and the regulations in this part.

(b) A certificate of loading issued by the National Cargo Bureau may be accepted by the Department as prima facie evidence that the cargo is stowed in conformity with the requirements of R. S. 4472, as amended, and the regulations in this part.

§ 176.20 Local regulations.

The regulations of this part are not intended to pre-empt the enforcement of local regulations which are consistent and not in conflict with these regulations, and which do not undermine the purpose of these regulations.

§ 176.22 Definitions.

As used in this part:

(a) "Accessible" means stowed in a manner to permit the manual application of fire extinguishing agents directly to hazardous materials.

(b) "Approved" means approval by the Department unless otherwise specifically indicated in this part.

(c) "Away from". See § 176.83.

(d) "Barge" means any nonself-propelled vessel without any passengers on board.

(e) "Break-bulk" refers to packages of hazardous materials that are handled individually, palletized, or unitized for purposes of transportation.

(f) "Captain of the Port" as used in this part, means the Officer of the Coast Guard, under the command of a District Commander, so designated by the Commandant for the purpose of giving immediate direction to Coast Guard law enforcement activities within his assigned area. In addition, the District

Commander shall be Captain of the Port with respect to remaining areas in his District not assigned to officers designated by the Commandant as Captain of the Port.

(g) "Carfloat" means a vessel that serves as an extension of a rail line or highway over water, and does not operate in ocean, coastwise, or ferry service; it operates on a short run, on an irregular basis, and may serve several points in a port area.

(h) "Cargo vessel" means:

(1) Any vessel other than a passenger vessel or a barge; or

(2) Any ferry which is being operated under authority of a change of character certificate issued by a Coast Guard Officer-in-Charge, Marine Inspection.

(i) "Carrier" means any person who performs any function assigned by the regulations in this subchapter to a carrier, and includes the owner, charterer, agent, master, or any person in charge of a transport vehicle or vessel. Consideration of one individual as a carrier does not exclude another person from also being considered a carrier for an assigned function unless the regulations specifically provide that one party is responsible.

(j) "Character of vessel" means the type of service in which the vessel is engaged at the time of transporting hazardous materials; i.e. cargo vessel, passenger vessel, barge, etc.

(k) "Containership" is a cargo vessel designed and constructed to transport portable tanks and inter-modal containers within authorized holds and which are lifted on and lifted off with their contents intact.

(l) "Inter-modal container" is defined as a cargo carrying unit which is designed and constructed to transport packaged or dry bulk cargoes to be placed on board a vessel intact with or without cargo, and to be used as a land transportation unit integrated with a chasis to form a highway vehicle.

(m) "District Commander" means the District Commander of the Coast Guard, or his authorized representative, who has jurisdiction in the particular geographical area.

(n) "Finely divided metals" means metals that have been divided into small parts such as aluminum powder, bronze powder, metal cuttings, or borings such as are produced in working metals.

(o) "Finely divided organic material" means organic material such as charcoal, peat moss, sugar, sulfur, sawdust, powdered materials such as flour, granular materials such as seeds, grains, and cereals or like substances.

(p) "Full load" applies only to radioactive materials. See § 173.389 of this subchapter for definition.

(q) "Highway vehicle" means a mobile structure attached to an underframe and wheels, designed to transport freight by highway, and loaded on and unloaded from a vessel as a unit by a roll-on/roll-off method.

(r) "Magazine vessel" is a waterborne craft used for the receiving, storing, or dispensing of explosives. A single deck vessel with or without a house on deck is the only type that may be used as a magazine vessel. A magazine vessel may not be moved while explosives are on board.

(s) "Navigable waters" means the navigable waters of the United States, its territories, and possessions, but does not mean the navigable waters of the Panama Canal Zone.

(t) "Officer in Charge, Marine Inspection" means any person from the civilian or military branch of the Coast Guard designated as such by the Commandant and who under the superintendence and direction of the Coast Guard District Commander is in charge of an inspection zone for the performance of duties with respect to the enforcement and administration of Title 52, R. S., acts amendatory thereof or supplemental thereto, rules and regulations thereunder and the inspections required thereby.

(u) "Passenger vessel" means:

(1) Any vessel subject to any of the requirements of the International Convention for the Safety of Life at Sea, 1960, which carries more than 12 passengers; or

(2) Any cargo vessel documented under the laws of the United States and not subject to that Convention which carries more han 16 persons in addition to the crew; or

(3) Any cargo vessel or any foreign nation that extends reciprocal privileges and is not subject to the Convention and which carries more than 16 persons in addition to the crew; or

(4) Any vessel engaged in a ferry operation which carries passengers.

(v) "Portable tank"—See § 170.30(a) of this subchapter.

(w) "Railroad vehicle" means a mobile structure attached to an underframe and wheels, designed to transport freight by rail, and loaded on and unloaded from a vessel as a unit by a roll-on/roll-off method.

(x) "Separated by a complete hold or compartment from." See § 176.83.

(y) "Separated from." See § 176.83.

(z) "Separated longitudinally by a complete hold or compartment from." See § 176.83.

(aa) "Sheathing" is a covering which consists of a smooth layer of wood placed over metal and secured to prevent any movement. The securing and arrangement methods must not result in any metal projecting beyond the wood surface forming the cargo storage area interior.

(bb) "Shipper" means any person who performs any function assigned by the regulations in this subchapter to a shipper. Performance of any function by one individual as a shipper does not exclude another person from also being considered a shipper. For example, a warehouseman who presents hazardous materials to a carrier may be subject to the regulations as a shipper or as the agent of a shipper, and the individual who packed, marked, classified, and labeled the shipment initially may also be considered a shipper.

(cc) "Storage" means the placing of explosives or other hazardous materials on board a vessel for purposes of safekeeping or accumulation, pending removal therefrom in whole or in part at a subsequent time; the process of "placing on board" and "removing therefrom" occurring without movement of the vessel being involved.

(dd) "Trailership" means a vessel other than a highway vehicle ferry or carfloat, specifically constructed to transport highway vehicles, and equipped with installed securing devices to tie down each vehicle.

(ee) "Trainship" means a vessel other than a railroad car ferry or carfloat, specifically constructed to transport railroad vehicles, and equipped with installed securing devices to tie down each vehicle.

(ff) "Transportation" includes the carrying, handling, stowing, and storing of hazardous materials on a vessel.

(gg) "W.T." means watertight.

Subpart B—General Operating Requirements

§ 176.24 Shipping papers.

A carrier may not transport any hazardous material unless the material is properly described on the shipping paper as prescribed in § 172.201 of this subchapter.

§ 176.27 Certificate.

(a) A carrier may not transport any hazardous material unless it has been certified by the shipper, using the following certificate which must be signed by the shipper:

"This is to certify that the above-named articles are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.

(b) For import or export shipments of hazardous materials which will not be transported by rail, highway, or air, the shipper may certify on the bill of lading or other shipping paper that the hazardous material is properly classed, described, marked, and labeled according to § 172.101 of this subchapter or in accordance with the regulations of country of origin or destination.

§ 176.30 Dangerous cargo manifest.

(a) The person in charge of vessel transporting hazardous materials, including passenger vessels transporting combustile liquids in outside packagings, shall prepare a dangerous cargo manifest, list, or stowage plan. This document must be kept in a designated holder, on or near the vessel's bridge. It must contain the following information:

(1) Name of vessel and official number. (If the vessel has no official number, the international radio call sign must be substituted.);

(2) Nationality of vessel;

(3) Shipping name of each hazardous material on board, as given in column (1) of § 172.101 of this subchapter or the "correct technical name" as given in the International Maritime Dangerous Goods Code published by IMCO. For other than a domestic shipment, when the shipping name of a material is an "N.O.S." entry in column (1) of § 172.101 or in the IMCO Code, this entry must be qualified by the chemical name of the commodity in parentheses, e.g., "Corro-

sive material, N.O.S. (caprylyl chloride)";

(4) Tonnage in bulk shipment or the number and description of packages (barrels, drums, cylinders, boxes, etc.) and gross weight for each type of packaging;

(5) Classification of the hazardous material in accordance with either:

(i) Column (2) of § 172.101, or

(ii) Column (4) of § 172.101 of this subchapter.

(Permitted only when a classification is shown.)

NOTE: For transportation outside the port area, hazardous materials must be classified in accordance with column (2) of § 172.101 of this subchapter.

(6) For vessels used for the storage of explosives and other hazardous materials, the following additional information is required:

(i) Name and address of vessel's owner;

(ii) Location of vessel's mooring;

(iii) Name of person in charge of vessel;

(iv) Name and address of the owner of the cargo; and

(v) A complete record, by time intervals of one week, of all receipts and disbursements of hazardous materials. The name and address of the consigner must be shown against all receipts and the name and address of the consignee against all deliveries.

(b) The information on the dangerous cargo manifest must be the same as the information furnished by the shipper on his shipping order or other shipper paper. The person who supervises the preparation of the manifest, list, or stowage plan shall ensure that the information is correctly transcribed, and shall certify to the truth and accuracy of this information to the best of his knowledge and belief by his signature and notation of the date prepared.

(c) The master, or a licensed deck officer designated by the master and attached to the vessel, or the person in charge of a barge, shall acknowledge the correctness of the dangerous cargo manifest, list, or stowage plan by his signature. The requirements of this paragraph do not apply to unmanned barges.

(d) Owners, charters, or agents of vessels transporting or storing hazardous materials, shall retain for one year a copy of the dangerous cargo manifest, list, or stowage plan, and shall produce said manifest or list in accordance with the provisions of § 176.36.

§ 176.31 Special permits.

(a) Any Special Permit required to be on board a vessel must be kept with the dangerous cargo manifest.

§ 176.33 Labels.

Each carrier shall have an adequate supply of hazardous materials labels readily available. Lost or detached labels must be replaced based on information taken from the shipping order, delivery receipt, or other shipping paper applying to the shipment. The hazard information number must be added by any suitable means without regard to size or shape of numerals if entered legibly.

§ 176.36 Preservation of records.

(a) Where the regulations in this part require shipping orders, manifests, cargo lists, stowage plans, reports, and any other papers, documents or records, the owner of the vessel shall preserve them or copies of them in his place of business or office in the United States for a period of one year after their preparation. If a party contracts for the full and exclusive use and control of a vessel, that party shall preserve these papers, records, and documents in place of the owner in the same manner.

(b) Any record required to be preserved must be made available upon request to authorized representatives of the Department.

§ 176.39 Inspection of cargo.

(a) Manned vessels: (1) The master shall insure that an inspection of each hold or compartment containing hazardous materials is made after stowage is complete, at least once every 24 hours if weather permits, and after any period of heavy weather, in order to ensure that this cargo is in a safe condition and that no damage caused by shifting, spontaneous heating, leaking, sifting, wetting, or other cause has been sustained by the vessel or its cargo since loading and stowage. Vessels' holds equipped with smoke or fire detecting systems, having an automatic monitoring capability, need not be inspected except after stowage is complete and after periods of heavy weather.

(2) An entry must be made in the vessel's deck log book for each inspection of the stowage of hazardous materials.

(b) Unmanned and magazine vessels: (1) An inspection of the cargo must be made after stowage has been completed to ensure that stowage has been accomplished properly and that there are no visible signs of damage to any packages or evidence of heating, leaking, or shifting. This inspection must be made by the person who is responsible to the owner, charterer, or agent and who is in charge of loading and stowing the cargo on the unmanned vessels or the person in charge in the case of magazine vessels.

(c) The master of any ocean-going vessel carrying hazardous materials shall insure that an inspection of this cargo is made immediately prior to entering any port in the United States.

(d) When inspecting cargoes of hazardous materials capable of evolving flammable vapors, any artificial means of illumination must be of a vaporproof type.

§ 176.45 Emergency situations.

(a) When an accident occurs on board a vessel involving hazardous materials, the master or person in charge shall adopt procedures as will, in his judgment, provide maximum safety for the vessel, its passengers, and its crew. When the accident results in damaged packages or the emergency use of unauthorized packagings, these packages may not be offered to any forwarding carrier for transportation and the nearest District Commander shall be advised so instructions as to disposition can be obtained.

(b) Hazardous materials may be jettisoned only if the master believes this action necessary to prevent or substantially reduce a hazard to human life or reduce a substantial hazard to property.

§ 176.48 Situation requiring report.

(a) When a fire or other hazardous condition exists on a vessel transporting hazardous materials, the nearest District Commander must be notified. The master or person in charge of the vessel shall comply with any instructions of the District Commander.

(b) When an incident occurs during transportation in which hazardous materials are involved, Hazardous Materials Incident Reports may be required. See §171.15 and § 171.16 of this subchapter.

(c) *Jettisoned or lost packages.* If jettisoning or loss of a package, container, portable tank, highway, or railroad vehicle containing hazardous materials occurs, the nearest District Commander must be notified of the location, quantity, and type or description of the material.

§ 176.50 Acceptance of damaged or leaking packages.

A carrier may not accept for transportation any package that is so damaged as to permit the escape of its contents, that appears to have leaked, or whose securing means give evidence of failure to properly contain the contents unless it is restored or repaired to the satisfaction of the master of the vessel. Packages containing radioactive materials (other than low specific materials) may not be repaired or restored.

§ 176.52 Rejections of shipments in violation.

(a) A carrier may not transport any hazardous material offered under a false or deceptive name, marking, invoice, shipping paper or other declaration, or without the shipper funishing written information about the true nature of the material by the time of delivery.

(b) When any such shipment is found in transit, the master of the vessel shall adopt procedures which in his judgment provide maximum safety to the vessel, its passengers and its crew and which are in compliance with § 176.45. If in port, a carrier may not deliver the material to any party, and shall immediately report to the nearest District Commander with a request for instructions for disposition.

§ 176.54 Repairs involving welding or burning.

(a) A vessel having on board explosives or other hazardous materials as cargo may not proceed to a ship repair plant, enter upon a drydock or marine railway, or otherwise undertake repairs, or any work involving welding or burning, or the use of power actuated tools or appliances which may produce intense heat:

(1) While any explosives as cargo are on board except emergency repairs to the vessel's main propelling or boiler plant or auxiliaries thereto;

(2) In holds containing any other hazardous materials as cargo, in compartments adjoining holds in which other hazardous materials as cargo are stored, or upon the boundaries of holds in which other hazardous materials as cargo are

stowed except on the vessel's main propelling or boiler plant or auxiliaries thereto, including main propulsion shafting and propeller;

(3) In or upon boundaries of holds, after the discharge of any cargo of explosives or flammable solids or oxidizing materials, until all precautions are taken to see that no residue of cargo is left to create a hazard;

(4) In, or upon boundaries of, holds that have lately contained substances capable of giving off flammable or explosive vapors, until such holds have been determined to be gas free.

(b) None of the provisions in paragraph (a) of this section apply to permitted articles of ships' stores and supplies of a dangerous nature, although provisions shall be taken to afford safe storage and protection to such stores from any risk incident to the repair work.

Subpart C—General Handling and Stowage

§ 176.57 Supervision of handling and stowage.

Hazardous materials may be handled or stowed on board a vessel only under the direction and observation of a qualified person assigned for this duty. For a vessel engaged in voyages coastwise, or on rivers, bays, sounds or lakes, including the Great Lakes when the voyage is not foreign-going, this person may be an employee of the vessel owner or charterer and assigned by said owner or charterer, or he may be a licensed officer attached to the vessel and assigned by the master of the vessel. For domestic vessels engaged in voyages foreign-going or intercoastal, this person must be an officer possessing an unexpired license issued by the U.S. Coast Guard and assigned to this duty by the owner, charterer, agent, or master of the vessel. For foreign vessels this person must be an officer of the vessel assigned to such duty by the master of the vessel.

§ 176.58 Preparation of the vessel.

(a) Each hold or compartment must be swept clean of all debris before hazardous materials are stowed therein.

(b) Bilges must be examined and any residue of previous cargo removed.

§ 176.60 "No Smoking" signs.

Where smoking is prohibited during the loading, stowing, storing, transporting, or unloading of hazardous materials by the regulations in this part, the owner, master, or person in charge of the vessel is required to post "NO SMOKING" signs.

§ 176.63 Stowage locations.

(a) General stowage locations are given in column (7) of the list of hazardous materials (see § 172.101 of this subchapter). Stowage is indicated by the numbers 1, 2, and 3. Where more than one stowage location is permitted, the numbers are separated by commas, for example: 1, 2, means "On deck" or "Under deck." The first entry in column (7) pertains to both cargo vessels and passenger vessels unless otherwise indicated. Each number corresponds to a stowage location as follows:

(1) "1"—On deck—means the hazardous material must be stowed on the weather deck unless another stowage is listed. Any house on this deck used for the stowage of hazardous materials must have a permanent structural opening to the atmosphere (such as a door, hatch, companionway, manhole, etc.). No structural opening to any living quarters, cargo, or other compartment is permitted unless the opening has means for being closed off and secured. Any deck house containing living quarters, a steering engine, a refrigerating unit, a refrigerated stowage box, or a heating unit may not be used unless the area occupied by such a unit is isolated from the stowage area by a permanent and tight metallic division bulkhead. Stowage in a shelter—'tween deck compartment is not considered to be on deck. A barge which is vented to the atmosphere and is stowed on deck on a barge-carrying ship is considered to be on deck.

(2) "2"—Under deck—means the hazardous material must be stowed in a cargo space or hold below the weather deck unless another stowage is listed. A cargo space or hold is defined as an area capable of being ventilated and allotted entirely to the carriage of cargo; it is bounded by permanent steel bulkheads, decks, and the shell of the vessel; the deck openings must have means for effectively closing the hold against the weather, and in the case of superimposed holds, for effectively closing off each hold. A cargo space or hold containing a crew passage formed by battens or by a mesh or wire screen bulkhead may not be used for the stowage of any hazardous material unless a watchman is provided for this area.

(3) "3"—Under deck away from heat—means the hazardous material must be stowed in a cargo space with built in means for ventilation and not subject to heat from any artificial source, unless on deck stowage is permitted and used for the material in place of this stowage.

§ 176.66 "Keep cool" and "Shade from radiant heat."

The designation "Keep cool" means that when stowed below deck, each package must be kept away from artificial heat. The designation "Shade from radiant heat" means that when stored on deck each package must be protected from the direct rays of the sun by means of structural erections or awnings. Such designations will be provided, as necessary, in column (7) of the List of Hazardous Materials (§ 172.101 of this subchapter).

§ 176.69 General stowage requirements for hazardous materials.

(a) Under deck stowage should be used when authorized.

(b) Hazardous materials (except ORM) must be stowed in an accessible manner to facilitate inspection during the voyage, its removal from a potentially dangerous situation, and the removal of packages in case of fire.

(c) Any package marked "This Side Up" must be so stowed.

§ 176.72 Handling of break-bulk hazardous materials.

(a) A metal bale hook must not be used for handling any packages of hazardous material.

(b) The use of equipment designed to lift or move cargo by means of pressure exerted on the packages is not allowed if the device can damage the package or the package is not designed to be lifted in that manner.

(c) Equipment used in loading (i.e. pallets, slings, cargo nets, etc.) must give adequate support beneath the packages. Packages must not be able to fall during loading. Examples of unacceptable loading conditions are packages smaller than the net mesh size or a pallet without sideboards with loose packages.

§ 176.74 On deck stowage of break bulk hazardous materials.

(a) Packages containing hazardous materials must be secured using existing vessel's structures (such as bulwarks, hatch coamings, shelter deck and poop bulkheads) as part boundaries and effectively closing in the cargo by fitting angle bar closing means bolted to clips or other parts of the ship's structure. Lashing of deck cargo is permitted if eye pads are used to attach these lashings. Lashings may not be secured to guard rails. Bulky articles must be shored in addition to the above means of securing.

(b) Any packaging susceptible to weather or water damage must be protected so that it will not be exposed to the weather or to sea water.

(c) Not more than fifty percent of the total open deck area may be used for stowage of hazardous materials (except ORM materials).

(d) Fireplugs, sounding pipes, and access to these must be free and clear of all cargo.

(e) Crew and passenger spaces and areas set aside for crew's use must not be used to stow any hazardous material.

(f) A hazardous material may not be stowed within a horizontal distance of 25 feet of an operating or embarkation point of a lifeboat.

(g) Hazardous materials must be stowed to permit safe access to crew's quarters and to all parts of the deck required in navigation and necessary working of the vessel.

(h) When runways for use of crew are built over stowed hazardous materials, they must be so constructed and fitted with rails and lifelines as to afford complete protection to the crew when in use.

§ 176.76 Highway vehicles, railroad vehicles, inter-modal containers, and portable tanks containing hazardous materials.

(a) Except for Class A explosives, permitted hazardous materials may be carried on board a vessel in a highway vehicle, railroad vehicle, or inter-modal container subject to paragraphs (b) through (f) of this section and to the following conditions:

(1) The material must be in proper condition for transportation according to the requirements of this subchapter;

(2) Each package in the transport vehicle or container must be secured to prevent movement in any direction;

(3) Bulkheads made of dunnage which extend to the level of the cargo must be provided unless the packages are stowed flush with the sides or ends;

(4) Dunnage must be secured to the floor when the cargo consists of dense materials or heavy packages;

(5) Each package marked "This Side Up" must be so stowed;

(6) Any void between packages must be filled with dunnage;

(7) The weight in a container must be distributed throughout as evenly as possible;

(8) Adjacent levels of bagged and baled cargo must be stowed in alternate directions so that each tier binds the tier above and below it.

(9) Packages containing solids must be stowed on top of packages containing liquids.

(10) The lading must be contained entirely within the inter-modal container or vehicle body without overhang or projection. No open-bed container or vehicle is permitted to carry hazardous materials unless it is equipped with a means of properly securing the lading.

(b) Hazardous material in a highway vehicle may be carried only on board a trailership, ferry vessel or a carfloat.

(c) Hazardous material in a railroad vehicle may be carried only on board a trainship, railroad car ferry or a carfloat.

(d) Railroad and highway vehicles or inter-modal containers equipped with heating or refrigeration equipment, may be operated on board vessels. Such equipment may not be operated in the same hold or compartment with nor within a distance of 80 feet "on deck" of any inter-modal container, portable tank, railroad or highway vehicle containing flammable liquids or gas or stowage of these hazardous materials. Any heating or air conditioning equipment having a fuel tank containing a flammable liquid or gas must be stowed "on deck" only. Any equipment electrically powered and designed to operate within an environment containing flammable vapors may be operated under deck in a hold or compartment containing a flammable liquid or gas.

(e) A highway vehicle or railroad vehicle, loaded with any hazardous material which is required to be stowed on deck by § 172.101 of this subchapter, may be stowed one deck below the weather deck when transported on a trainship or trailership which is unable to provide "on deck" stowage because of the vessel's design. Otherwise, this transport vehicle or container must be transported "on deck."

(f) Each transport vehicle, inter-modal container, and portable tank must be placarded in accordance with the requirements of subpart F of part 172 of this subchapter.

(g) A hazardous material may be carried on board a vessel in a portable tank subject to the following conditions:

(1) The material must be in proper condition for transportation according to the requirements of this subchapter;

(2) A portable tank may not exceed 20,000 pounds gross weight;

(3) A loaded portable tank must be stowed on deck unless it contains only ORM or corrosive materials;

(4) ORM or corrosive materials must be stowed as permitted in column (7) of the List of Hazardous Materials (§ 172.101 of this subchapter).

§ 176.77 Stowage of barges containing hazardous materials aboard barge-carrying vessels.

(a) Barges containing hazardous materials may be stowed aboard barge-carrying vessels.

(b) Barges which contain hazardous materials for which only "on deck" stowage is permitted must be stowed above the weather deck and be vented to the atmosphere.

(c) Barges which contain hazardous materials for which both "on deck" and "below deck" storage is permitted may be stowed above or below the weather deck.

§ 176.78 Use of power-operated industrial trucks aboard vessels.

(a) Only power-operated industrial trucks complying with the requirements of this section may be used in any space containing a hazardous material. When the term "truck" is used in this section, it means power-operated industrial truck.

(b) Each truck must have a specific designation of Underwriter's Laboratories or Factory Mutual Laboratories. Any repair or alteration to a truck must be equivalent to that required on the original designation.

(c) *Description of designations.* Decription of recognized testing laboratory-type designations are as follows:

(1) An "E" designated unit is an electrically-powered unit that has minimum acceptable safeguards against inherent fire hazards.

(2) An "EE" designated unit is an electrically-powered unit that has, in addition to all the requirements for the "E" unit, the electric motor and all other electrical equipment completely enclosed.

(3) An "EX" designated unit is an electrically-powered unit that differs from the "E" or "EE" unit in that the electrical fittings and equipment are so designed, constructed, and assembled that the unit may be used in certain atmospheres containing flammable vapors or dusts.

(4) A "G' designated unit is a gasoline-powered unit having minimum acceptable safeguards against inherent fire hazards.

(5) A "GS" designated unit is a gasoline-powered unit that is provided with additional safeguards to the exhaust, fuel, and electrical systems.

(6) An "LP" designated unit is similar to a "G" unit except that it is powered by a liquefied petroleum gas engine instead of a gasoline engine.

(7) An "LPS" designated unit is a unit similar to a "GS" unit except that liquefied petroleum gas is used for fuel instead of gasoline.

(8) A "D" designated unit is a unit similar to a "G" unit except that it is powered by a diesel engine instead of a gasoline engine.

(9) A "DS" designated unit is a unit powered by a diesel engine provided with additional safeguards to the exhaust, fuel, and electrical systems.

(d) *Explosives.* A truck may not be used in a hold or compartment containing explosives without the approval of the Department. In a space in which packaged small arms ammunition without explosive bullets is stowed, an approved power-operated industrial truck (except "E" or "G") may be used when it can be shown to the Captain of the Port that it can be used safely.

(e) *Other hazardous materials.* (1) Only an "EX", "EE", "GS", "LPS", or "DS" truck may be used in a hold or compartment containing flammable liquids, flammable compressed gases, flammable solids, oxidizing materials, organic peroxides, articles of a fibrous nature, or bulk sulfur.

(2) Only a designated truck may be used to handle any other hazardous material not covered in paragraph (d) or paragraph (e)(1) of this section.

(f) *Minimum safety features.* In addition to the construction and design safety features required, each truck must have at least the following minimum safety features:

(1) Each truck must be equipped with a warning horn, whistle, gong, or other device that may be heard clearly above normal shipboard noises.

(2) When a truck operation may expose the operator to danger from a falling object, the truck must be equipped with a driver's overhead guard. When the overall height of a truck with forks in the lowered position is limited by head room the overhead guard may be omitted.

NOTE: This overhead guard is only intended to offer protection from impact of small packages, boxes, bagged material, etc., representative of the hazards expected to be encountered.

(3) Each fork lift truck which handles small objects or unstable loads must be equipped with a vertical load back rest or rack which must have height, width, and strength sufficient to prevent any load, or part of it, from falling toward the mast when the mast is in a position of maximum backward tilt.

(4) The forks on a fork lift truck must be secured to the carriage so that unintentional lifting of the toe may not occur on such application where this lifting may create a hazard. The factor of safety of the forks must be at least 3 to 1, based on the elastic limit (yield point) of the material.

(5) Each fork extension or other attachment must be secured to prevent unintentional lifting or displacement on primary forks.

(6) Each exposed wheel must be provided with a guard to prevent the wheel from throwing any material that may strike the operator.

(7) Unless the steering mechanism is a type that prevents road reactions from causing the steering handwheel to spin, a mushroom type steering knob must be used to engage the palm of the operator's hand, or the steering mechanism must be arranged in some other manner to prevent injury. The knob must be mounted within the perimeter of the wheel.

(8) All steering controls must be con-

fined within the clearances of the truck or guarded so that movement of the controls will not result in injury to the operator when passing obstructions, stanchions, etc.

(g) *Special operating conditions.* (1) A truck may not be used on board a vessel unless prior notification of its use is given to the master or senior deck officer on board.

(2) When any truck is in use on board a vessel subject to the regulations in this part, it must be in a safe operating condition as determined by the master or senior deck officer on board.

(3) Any truck that emits sparks or flames from the exhaust system must immediately be removed from service and may not be returned to service until the cause for these sparks or flames has been eliminated.

(4) A truck may not be operated on a vessel when the temperature of any part of the truck is found to be in excess of a safe operating temperature.

(5) Motors of all trucks must be shut off immediately whenever an emergency condition arises aboard a vessel.

(6) Motors of all trucks must be shut off immediately when a breakage or leakage of packages containing flammable liquids or gases, flammable solids, oxidizing materials, or organic peroxides occurs or is discovered.

(7) The rate capacity of a truck must be posted on the truck at all times in a conspicuous place. This capacity may not be exceeded.

(8) At least one approved two-pound dry chemical portable fire extinguisher, or its approved equivalent, must be affixed to the truck in a readily accessible position or must be kept in close proximity available for immediate use.

(9) Vessel's fire-fighting equipment, both fixed (where installed) and portable, must be kept ready for immediate use in the vicinity of the space being worked.

(h) *Refueling.* (1) A truck using gasoline as fuel may not be refueled in the hold or on the weather deck of a vessel unless a portable non-spilling fuel handling system of not over five gallons capacity is used. Gasoline may not be transferred to a portable non-spilling fuel handling device on board the vessel.

(2) A truck using liquified petroleum gas as fuel may not be refueled in the hold or on the weather deck of a vessel unless it is fitted with a removable tank and the hand-operated shut-off valve of the depleted tank is closed. In addition, the motor must be run until it stalls from lack of fuel before the quick disconnect fitting may be attached to the fuel tank and the hand-operated shut-off valve is reopened.

(3) A truck using diesel oil as fuel may not be refueled on the weather deck or in the hold of a vessel unless a portable container of not over a five-gallon capacity is used. A truck may be refueled or a portable container may be refilled from a larger container of diesel fuel on the weather deck of a vessel if a suitable pump is used for the transfer operation and a drip pan of adequate size is used to prevent any dripping of fuel on the deck.

(4) Refueling must be performed under the direct supervision of an experienced and responsible person specifically designated for this duty by the person in charge of the loading or unloading of the vessel.

(5) Refueling may not be undertaken with less than two persons specifically assigned and present for the complete operation, at least one of whom must be experienced in using the portable fire extinguishers required in the fuel area.

(6) At least one approved four-pound dry chemical portable fire extinguisher, or its approved equivalent, must be provided in the fueling area. This is in addition to the extinguisher required by paragraph (g)(8) of this section.

(7) The location for refueling trucks must be designated by the master or senior deck officer on board the vessel. "No Smoking" signs must be posted in the area and smoking must be prohibited.

(8) The location designated for refueling must be adequately ventilated to ensure against accumulation of any hazardous concentration of vapors. When trucks are being refueled, the ventilation requirements of § 176.79 apply.

(9) Before any truck in a hold is refueled or before any fuel handling device or unmounted liquefied petroleum gas cylinder is placed in a hold, motors of all trucks in the same hold must be stopped.

(10) All fuel handling devices and unmounted liquefied petroleum gas containers must be removed from a hold before any truck motor is started and the trucks are placed in operation in that hold.

(i) *Replacing batteries.* Batteries for electrically powered trucks and for the ignition systems of internal combustion powered trucks may be changed in the hold of a vessel subject to the following conditions:

(1) Only suitable handling equipment may be employed.

(2) Adequate precautions must be taken to avoid damage to the battery, short circuiting of the battery, and spillage of the electrolyte.

(j) *Charging of batteries.* Batteries of electrically powered industrial trucks may be recharged in a hold of a vessel provided the following conditions are met.

(1) The batteries must be housed in a suitable, ventilated, portable metal container with a suitable outlet at the top for connection of a portable air hose, or must be placed directly beneath a suitable outlet at the top for connection of a portable air hose. The air hose must be permanently connected to an exhaust duct leading to the open deck and terminate in a gooseneck or other suitable weather head. If natural ventilation is not practicable or adequate, mechanical means of exhaust must be employed in conjunction with the duct. The air outlet on the battery container must be equipped with an interlock switch so arranged that the changing of battery can not take place unless the air hose is properly connected to the box.

(2) If mechanical ventilation is used, an additional interlock must be provided between the fan and the charging circuit so that the fan must be in operation in order to complete the charging circuit for operation. It is preferable that this interlock switch be of a centrifugal type driven by the fan shaft.

(3) The hold may not contain any hazardous materials.

(4) The charging facilities may be part of the truck equipment or may be separate from the truck and located inside or outside the cargo hold. The power supply or charging circuit (whichever method is used) must be connected to the truck by a portable plug connection of the break-away type. This portable plug must be so engaged with the truck battery charging outlet that any movement of the truck away from the charging station will break the connection between the plug and receptacle without exposing any live parts to contact with a conducting surface or object and without the plug falling to the deck where it may become subject to injury.

(5) All unmounted batteries must be suitably protected or removed from an area in the hold of the vessel before trucks are operated in that area.

(k) *Stowage of power-operated industrial trucks aboard a vessel.* (1) Trucks may be stowed in any location aboard a vessel subject to the following conditions:

(i) Each gasoline-powered truck must have all the fuel expended from the fuel system.

(ii) Each liquefied petroleum gas-powered truck must have the fuel tank removed and all the fuel expended from the fuel system.

(2) Trucks not meeting the conditions set forth in paragraph (k)(1) of this section must be stowed on the open deck except for intervals such as lunch hours, between work shifts, and interdock and intraport movements. If a truck is stowed in a fixed metal enclosure located on or above the weather deck, this enclosure must have access from the weather deck only and must have adequate ventilation arranged to remove vapors from both the upper and lower portions of the space.

(l) *Packaging and stowage of fuel aboard a vessel.* (1) Packaging. Flammable liquids and gases to be used as fuels for trucks must be packaged in DOT specification containers, A.S.M.E. containers, or portable safety containers approved by a recognized testing laboratory and authorized for the contents.

(2) *Marking and Labeling.* Each container of flammable liquid or flammable gas must bear the appropriate DOT label.

(3) *Stowage.* Each container must be stowed on or above the weather deck as designated by the master except as follows:

(i) DOT specification container, A.S.M.E. containers, or portable safety containers approved by a recognized testing laboratory may be stowed below decks in a paint locker when the container does not exceed a five-gallon capacity.

(ii) Diesel fuel may be stowed in any location designated by the master.

§ 176.79 Spaces exposed to carbon monoxide or other hazardous vapors.

Each space exposed to carbon monoxide or other hazardous vapors from exhausts or power-operated industrial trucks must have adequate ventilation. The senior deck officer shall ensure that a test of the carbon monoxide content of the atmosphere is made as frequently as conditions require to detect the presence of any dangerous concentration of vapors. This test must be made by a person acquainted with the test equipment and procedure in the area in which persons are working. The carbon monoxide concentration in any hold or intermediate deck where any person is working must not exceed 50 parts per million (0.005 percent) as a time-weighted average. Persons must be removed from the hold or intermediate deck if the concentration exceeds 75 parts per million (0.0075 percent). Portable blowers of adequate size and location may be used to prevent accumulation of vapors.

Subpart D—General Segregation Requirements

§ 176.80 Application.

The segregation requirements in this section apply in addition to any prescribed elsewhere in this subchapter.

§ 176.83 Segregation requirements for cargo vessels and passenger vessels.

(a) The following table (Table 176.83 (a)) shows the category of explosives which may not be loaded or stowed together within the same hold or cargo space. The letter X at an intersection of a horizontal and vertical column indicates that these categories may not be stowed together in the same hold or cargo space.

TABLE 176.83(a).—SEGREGATION CHART OF EXPLOSIVES

The symbol X at an intersection of horizontal and vertical columns shows that these articles must not be loaded or stowed together	1 Low explosives or black powder	2 High explosives or propellant explosives, Class A	3 Initiating or priming explosives, wet: diazodinitrophenol, fulminate of mercury, guanyl nitrosamino guanylidene hydrazine, lead azide, lead styphnate, nitro mannite, hydrazine, lead azide, lead styphnate, nitro mannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinate	4 Blasting caps, with or without safety fuse (including electric blasting caps) detonating primers[2]	5 Ammunition for cannon with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles or shells, ammunition for small arms with incendiary projectiles; ammunition for small arms with explosive projectiles; rocket ammunition with explosive projectiles; gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles[1]; boosters (explosive); bursters (explosive); and supplementary charges (explosive) without detonators[2]	6 Explosive projectiles; bombs; torpedoes; mines; rifle or hand grenades (explosive); jet thrust units (jato), Class A; igniters, jet thrust, Class A; rocket motors, Class A; igniters, rocket motor, Class A[1]	7 Detonating fuzes, Class A explosives, with or without radioactive components	8 Ammunition for cannon with empty, inert-loaded or solid projectiles, or without projectiles; rocket ammunition with empty, inert-loaded or solid projectiles	9 Propellant explosives, class B, jet thrust units (jato), class B; igniters, jet thrust, class B; rocket motors, class B; rocket engines (liquid), class B; igniters, rocket motor, class B; starter cartridges, jet engine, class B	10 Fireworks, special, or railway torpedoes	11 Small arms ammunition, or cartridges, practice ammunition	12 Primers for cannon or small arms, empty cartridge bags—black powder igniters, empty cartridge cases, primed, empty grenades, primed, combination primers or percussion caps, toy caps, explosive cable cutters, explosive rivets	13 Percussion fuzes, tracer fuzes or tracers	14 Time, combination, or detonating fuzes Class C explosives	15 Cordeau detonant fuse, safety squibs, fuse lighters, fuse igniters, delay electric igniters, electric squibs, instantaneous fuse or igniter cord	16 Fireworks, common
CLASS A EXPLOSIVES																
1 Low explosives or black powder			X								X					X
2 High explosives or propellant explosives, Class A			X	X			X					X				X
3 Initiating or priming explosives, wet; diazodinitrophenol, fulminate of mercury, guanyl nitrosamino guanylidene hydrazine, lead azide, lead styphnate, nitro mannite, hydrazine, lead azide, lead styphnate, nitro mannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinate	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
4 Blasting caps, with or without safety fuse (including electric blasting caps) detonating primers[2]		X	X		X	X					X					X
5 Ammunition for cannon with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles or shells, ammunition for small arms with incendiary projectiles; ammunition for small arms with explosive projectiles; rocket ammunition with explosive projectiles, gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles[1]; boosters (explosive); bursters (explosive); and supplementary charges (explosive) without detonators[2]			X	X			X				X					X
6 Explosive projectiles; bombs; torpedoes; mines; rifle or hand grenades (explosive); jet thrust units (jato), Class A; igniters, jet thrust, Class A; rocket motors Class A; igniters, rocket motor, Class A[1]			X	X			X				X					X
7 Detonating fuzes, class A explosives, with or without radioactive components		X	X		X	X					X					X
CLASS B EXPLOSIVES																
8 Ammunition for cannon with empty, inert-loaded or solid projectiles, or without projectiles; rocket ammunition with empty, inert-loaded or solid projectiles			X													
9 Propellant explosives, class B, jet thrust units (jato), class B; igniters, jet thrust, class B; rocket motors, class B; rocket engines (liquid), class B; igniters, rocket motor, class B; starter cartridges jet engine, class B			X													
10 Fireworks, special	X	X	X	X	X	X	X									
CLASS C EXPLOSIVES																
11 Small arms ammunition			X													
12 Primers for cannon or small arms, empty cartridge bags, black powder igniters, empty cartridge cases, primed, combination primers or percussion caps, toy caps, explosive cablecutters, explosive rivets			X													
13 Percussion fuzes, tracer fuzes or tracers			X													
14 Time combination or detonating fuzes, class C explosives			X													
15 Cordeau detonant fuse, safety squibs, fuse lighters, fuse igniters, delay electric igniters, electric squibs, instantaneous fuse or igniter cord			X													
16 Fireworks, common, highway fusees or railway fusees	X	X	X	X	X	X	X									

[1] Explosives, class A, and explosives, class B, must not be loaded or stowed with chemical ammunition containing incendiary charges or white phosphorus either with or without bursting charges. Chemical ammunition of the same classification containing incendiary or white phosphorus may be loaded and stowed together.

[2] Bursters (explosive), boosters (explosive), or supplementary charges (explosive) without detonators when shipped by to or for the Departments of the Army, Navy and Air Force of the United States Government may be stowed with any of the articles named, except those in columns 3, 4, 10, 16, 17, 18, 19, 20, 21, 22, 23, and 24.

[3] A minimum distance of 25 feet and a permanent steel bulkhead or deck must intervene between blasting caps (more than 1000) and any other incompatible explosive.

(b) Except for ferry vessels, the segregation table (Table 176.83(b)) contains the minimum separation requirements that apply when transporting different classes of hazardous materials on board vessels. The symbols used in the table below mean the following:

(1) "1"—Away from.
(2) "2"—Separated from.
(3) "3"—Separated by a complete cargo space or hold from.
(4) "4"—Separated longitudinally by an intervening complete cargo space or hold from.
(5) "X"—No general segregation specified.
(6) "*"—Consult Table 176.83(a) of this section for segregation requirements between different explosives.

TABLE 176.83(b)

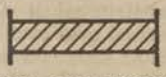
This table shows general requirements for segregation between different hazardous materials classes; but since the properties of specific materials within each class may vary greatly, column (7) of the List of Hazardous Materials (§ 172.101) of this subchapter, for the specific material should always be consulted for additional requirements.

		1	2(a)	2(b)	3	4(a)	4(b)	5(a)	5(b)	6	7	8	9
Explosives	1	(*)	4	2	4	4	4	4	4	2	2	4	X
Flammable compressed gases	2(a)	4		X	2	1	1	2	4	X	2	1	X
Nonflammable compressed gases	2(b)	2	X		2	X	X	X	2	X	1	X	X
Flammable or Combustible liquids	3	4	2	2		1	2	1	3	X	2	1	X
Flammable solids	4(a)	4	1	X	1		1	1	2	X	2	1	X
Flammable solids labeled dangerous when wet	4(b)	4	1	X	2	1		2	2	X	2	1	X
Oxidizing materials	5(a)	4	2	X	1	1	2		2	X	1	2	X
Organic peroxides	5(b)	4	4	2	3	2	2	2		X	2	2	X
Extremely or Highly toxic materials or Irritating materials	6	2	X	X	X	X	X	X	X		X	X	X
Radioactive materials	7	2	2	1	2	2	2	1	2	X		2	X
Corrosive materials	8	4	1	X	1	1	1	2	2	X	2		X
Other regulated (ORM) materials	9	2	X	X	X	X	X	X	X	X	X	X	

(c) *Definition of terms.* (1) *Legend.*
(i) Reference package . . .

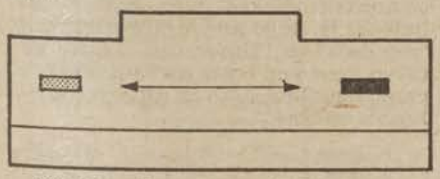
(ii) Incompatible package . . .

(iii) Deck resistant to liquid and fire . . .



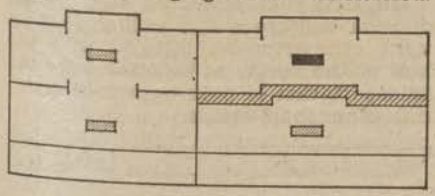
NOTE: Vertical lines represent transverse watertight bulkheads between holds.

(2) *Away from.*
(i) "Away From" means effectively segregated so that materials may not interact dangerously in the event of an accident. These materials may be stowed in the same cargo space, hold, or deck area.



(ii) When the incompatible hazardous materials requiring "away from" separation are in separate inter-modal containers, portable tanks, railroad or highway vehicles, adjacent stowage of such inter-modal containers, portable tanks or vehicles is authorized.

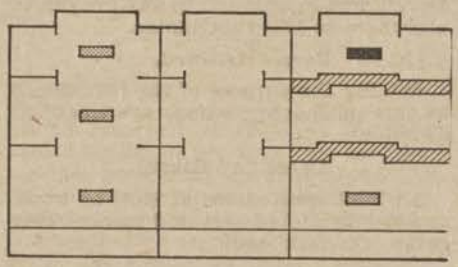
(3) *Separate from.* (i) "Separate From" means in separate holds when stowed "Under Deck." If the intervening deck is resistant to fire and liquid, a vertical separation, i.e. in different cargo spaces, is considered equivalent to this requirement. For "on deck" stowage, "away from" segregation is authorized.



(ii) For railroad or highway vehicles on board trailerships or trainships, separation by an intervening bulkhead or deck is required provided the bulkhead or deck is resistant to fire and liquid. For "on deck" stowage, separate vehicles and a distance of 40 feet are required.

(iii) On barge-carrying vessels, separate barges are required if the barges are constructed of steel. Otherwise separate holds are required.

(4) *Separate by a complete cargo space or hold from.* (i) "Separate by a complete cargo space or hold from" means either a vertical or horizontal separation. If the decks are not resistant to fire and liquid, a longitudinal separation by an intervening complete cargo space is required. For "on deck" stowage this segregation means a separation by a corresponding longitudinal distance.



(ii) For inter-modal containers or portable tanks stored below decks on a containership, "separated from" may be substituted for this segregation.

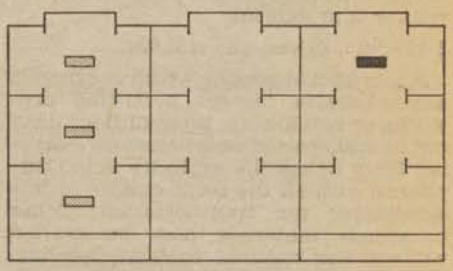
(iii) For barges aboard barge-carrying vessels, the following requirements apply:

(A) For barges loaded on ships having vertical holds, separate barge holds are required.

(B) For barges loaded on ships having horizontal barge levels, separate barge levels are required.

(iv) For highway vehicles or railroad vehicles on trailerships or trainships, a horizontal separation by two intervening bulkheads or vertical separation by two intervening decks is required, provided the decks are resistant to fire and liquid. For "on deck" stowage, separate vehicles and a distance of 65 feet are required.

(5) *Sparate longitudinally by an intervening complete cargo space or hold or engine room from.* (i) "Separate longitudinally by an intervening complete cargo space or hold or engine room from" means a horizontal separation by a complete intervening hold (two intervening bulkheads) or engine room. Vertical separation alone does not meet this requirement. For "on deck" stowage, this segregation means a separation by the vessel's bridge or superstructure:



(ii) For highway vehicles or railroad vehicles on trailerships or trainships, separation by two intervening bulkheads is required.

(iii) For barges aboard barge-carrying vessels the following requirements apply:

(A) For barges loaded on ships having vertical holds, separation by an intervening barge hold or engine room is required.

(B) For barges loaded on ships having horizontal barge levels, separate barge levels and a longitudinal separation by at least two intervening barges are required.

(d) A ferry vessel (when operating either as passenger or cargo vessel) which cannot provide for the type of separation required in this part may carry incompatible hazardous materials in separate highway or railroad vehicles if they are stowed to give the maximum possible separation.

Subpart E—Special Requirements for Railroad or Highway Vehicles Loaded With Hazardous Materials and Transported on Board Ferry Vessels

§ 176.88 Application.

The requirements in this subpart are in addition to those contained elsewhere in this subchapter and are applicable when transporting any railroad or highway vehicle aboard a ferry vessel.

§ 176.89 Control of highway vehicle.

(a) The operator or person in charge of a highway vehicle containing a hazardous material, when entering upon or while being transported on any vessel, shall observe the following rules:

(1) Deliver to the vessel's representative a copy of the shipping papers and certificate required by § 176.24 and § 176.27;

(2) Drive the vehicle to the location indicated by the vessel's representative;

(3) Securely set the brakes of the vehicle to prevent movement;

(4) Shut off the motor and do not restart it until the vessel has completed its voyage and docked;

(5) Cut off all vehicle lights and do not relight them until the vessel has completed its voyage and docked;

(6) Remain with the vehicle;

(7) Make no repairs or adjustments to the vehicle while on the vessel; and

(8) Observe any instructions given by the vessel's representative during the voyage, and during "drive on" or "drive off" operations.

(b) Smoking by any person in the vehicle is prohibited.

§ 176.90 Private automobiles.

A private automobile which is carrying any explosive (except permitted fireworks or small-arms ammunition) may not be transported on a passenger-carrying ferry unless the explosive is in compliance with all the requirements of this subchapter for transportation. Other hazardous materials may be carried without the required packing, labeling, marking, or certification if they are in tight containers.

§ 176.91 Motorboats.

In a motorboat, gasoline may be transported in the tank and two other containers not exceeding six-gallon capacity each if they are closed and in good condition.

§ 176.92 Cylinders laden in highway vehicles.

Any cylinder of compressed gas which is required to have a valve protection cap fitted in place may be transported on board a ferry vessel without having the valve protection cap in place when it is laden in a highway vehicle and is not removed from the vehicle while on the vessel.

§ 176.93 Vehicles having refrigerating or heating equipment.

(a) Any vehicle fitted with refrigerating or heating equipment using a flammable liquid or gas, or diesel oil as fuel, may be transported on a ferry vessel. This refrigerating or heating equipment may be operated while the vehicle is on the vessel, if the installation is in compliance with the following requirements:

(1) The installation is rigidly mounted and free of any movement other than normal vibration in operation;

(2) An easily accessible shut-off control is fitted to the fuel and electrical supply of the refrigerating or heating equipment; and

(3) The fuel storage tank, the fuel lines, the carburetor or any other fuel device are tight and show no signs of leakage.

(b) If the vehicle operator desires to operate the refrigerating or heating equipment while on the vessel and this equipment is not fitted with automatic starting and stopping devices, it must be started before the vehicle is taken on board. It may continue in operation while the vehicle is on the vessel, but if the motor stops it may not be restarted.

(c) Vessels on voyages exceeding thirty minutes duration shall provide a stowage for vehicles having refrigerating or heating equipment operated by internal combustion engines as well permit ready diffusion of exhaust gases to the open air. Passenger vehicles shall not be stowed in a position adjacent to vehicles operating internal combustion motors as would expose the occupants thereof to excessive concentrations of exhaust fumes from such motors.

(d) Each railroad or highway vehicle containing solid carbon dioxide as a refrigerant, must be stowed in a well ventilated location.

Subpart F—Special Requirements for Barges

§ 176.95 Application.

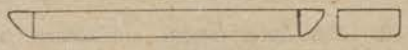
The requirements in this subpart must be followed in addition to any prescribed elsewhere in this subchapter.

§ 176.96 Barges classified.

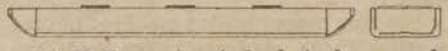
(a) For the purpose of the regulations in this subchapter, barges are classified as follows:

CLASS "A" BARGES

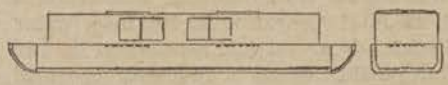
AA Hull constructed of steel or wood, completely decked over and transporting cargo "On deck" only.



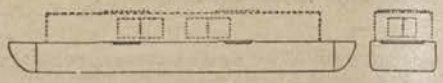
AB Hull constructed of steel or wood, completely decked over, fitted with cargo hatches, ceiled holds, and capable of transporting cargo "Under deck" or "On deck."



AC Hull constructed of steel or wood, completely decked over with superstructure house covering the deck and fitted with cargo hatches or cargo doors, and capable of transporting cargo "On deck," "Under deck" in ceiled holds, or "On deck within the house."



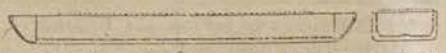
AD Hull constructed of steel or wood, completely decked over, fitted with cargo hatches, with or without superstructure house covering the deck, and capable of transporting cargo "On Deck" or "On deck within the house," or "Under deck," having holds that are not ceiled.



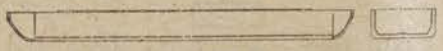
CLASS "B" BARGES

BA Hull constructed of steel or wood with partial decks at the ends or sides, fitted with hatches with or without coamings, having ceiled holds and transporting cargo "Under deck" only.

BB Hull constructed of steel or wood with partial decks at the ends or sides, with open ceiled hold or holds.



BC Hull constructed of steel or wood with partial decks at the ends or sides, with or without hatches, and having hold or holds without ceiling.



CLASS "C" BARGES

CA Hull constructed of steel or wood, completely decked over and transporting cargo "On deck" only, fitted with cargo mast and boom, and machinery for cargo handling, with or without house or houses on deck.

CB Hull constructed of steel or wood, completely decked over, having cargo hatches in deck, and transporting cargo "On deck" or "Under deck," fitted with cargo mast and boom and machinery for cargo handling, with or without house or houses on deck.

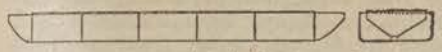
CLASS "D" BARGES

DA Hull constructed of steel having division bulkheads forming tight compartments (tanks) integral with the hull of the barge, to be utilized for the transportation of bulk liquid hazardous materials other than flammable or combustible liquids.

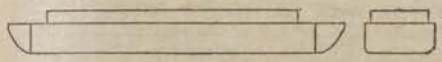
DB Hull constructed of wood having division bulkheads and ceiling, forming tight compartments integral with the hull of the barge, to be utilized for the transportation of bulk hazardous materials other than liquids.

CLASS "E" BARGES

EA Hull constructed of steel or wood, having cargo carrying compartments of hopper type and fitted with bottom dump or side dump (known as dump scows, mud scows, garbage scows, etc.).



EB Barge constructed of wood completely decked and having boxlike structure on deck, not roofed over.



(b) The term "ceiled" applied to a barge constructed of wood means the hold space is fitted with a tight plank floor and that tight planking or wooden cargo battens are carried up the sides of the hold to provide a smooth floor and reasonably smooth sides without any unnecessary projections. Floors or siding fitted "tight" must have removable sections for cleaning and access for inspection of hull. When cargo battens are fitted at the sides, the floor must be carried out to the skin of the barge and fitted reasonably tight around the frames.

(c) When applied to a barge constructed of steel, the term "ceiled" means the construction must provide a reasonably flush floor or tank top and rise free from any unnecessary projections within the cargo space. Tight wooden flooring and ceiling or battens may be fitted in the cargo spaces of a steel barge in place of steel platings.

§ 176.98 Stowage of explosives.

Explosives required by the regulations in this subchapter to be stowed in magazines must, when on board barges as cargo, be stowed either in a house or "under deck" when permitted for the particular type of barge by table 176.99.

§ 176.99 Barges permitted to carry hazardous materials.

(a) Table 176.99 outlines what class of barges described in § 176.96 may carry hazardous materials.

	Class A barge				Class B barge			Class C barge		Class D barge		Class E barge	
	AA	AB	AC	AD	BA	BB	BC	CA	CB	DA	DB	EA	EB
Explosives	Yes	Yes	Yes	On deck only.	Yes	Yes	No	No	No	No	No	No	No.
Flammable liquids	Yes [1]	Yes [2]	Yes	On deck only.[3]	Yes	Yes [1]	No	Yes [1]	Yes [3]	No [4]	No	No	No.
Flammable solids, oxidizing materials and organic peroxides.	Yes [1,4]	Yes [2,5]	Yes	No	Yes	No	No	Yes [1]	Yes [5]	Yes	Yes	No	No.
Corrosives	Yes, also bulk in tanks.[9]	Yes, also bulk in tanks.[9]	Yes, also bulk in tanks.[9]	No, except bulk in tanks.[9]	Yes, also bulk in tanks.[9]	Yes, also bulk in tanks.[9]	No, except bulk in tanks.[9]	Yes [1]	Yes [3]	Yes	No	No	No.
Flammable compressed gases.	Yes	On deck only.	Yes [7]	On deck only.	No	No	No	Yes	On deck only.	No	No	No	No.
Nonflammable compressed gases.	Yes	Yes	Yes	On deck only.	Yes	Yes	No	Yes	Yes	No	No	No	No.
Extremely toxic, highly toxic and irritating substance.	Yes [1]	Yes [2]	Yes	On deck only.[1]	Yes	Yes [1]	No	Yes [1,4]	Yes [3,6]	No	No	No	No.
Radioactive materials.	Yes [1]	Yes [2]	Yes	On deck only.[1]	Yes	Yes [1]	No	Yes [1,4]	Yes [3,6]	No	No	No	No.
Other regulated materials.	Yes [1,4]	Yes [2]	Yes	On deck only.[1,4]	Yes	Yes [1,4]	No, except bulk in tanks.[9]	Yes [1,4]	Yes [3,6]	Yes	Yes, except liquids.	No	Yes.

[1] Outside containers vulnerable to damage by water may not be given this stowage.
[2] Outside containers vulnerable to damage by water must be stowed under deck only.
[3] Outside containers vulnerable to damage by water must be stowed under cover only.
[4] Substances affected by water may not be given this stowage.
[5] Substances affected by water must be stowed under deck only.
[6] Substances affected by water must be stowed under cover only.
[7] Stowage must be "on deck in house" only.
[8] Transportation of flammable or combustible liquids, in bulk, is governed by rules and regulations for tank vessels.
[9] Transportation of certain hazardous materials in bulk is governed by the rules and regulations contained in Subchapter O of Chapter I of Title 46 Code of Federal Regulations.

NOTE.—Any container of hazardous materials vulnerable to damage by water or hazardous materials affected by water, when loaded in a weatherproof railroad vehicle in accordance with requirements of this subchapter, is exempt from the stowage restrictions shown in this Table and numbered (1) to (7), inclusive.

Subpart G—Detailed Requirements for Explosives

§ 176.100 Permit for Class A explosives.

(a) Each carrier must obtain a permit from the District Commander or his authorized representative before any shipment of Class A explosives (see 33 CFR 126.17) is discharged from, loaded on, handled, or restowed aboard any vessel at any place in the United States, its territories, or its possessions (except Panama Canal Zone). Exceptions to this permit requirement may be given only by the District Commander or his authorized representative.

(b) The request for the permit must include a stowage plan of all explosives and other hazardous materials comprising the cargo including a copy of the certificate required by § 176.27.

§ 176.105 Loading and unloading explosives.

(a) Unless a vessel is loading at an intermediate port or at the port of destination, Class A or Class B explosives (except special fireworks), may not be loaded until all other cargo has been loaded on board the vessel. At an intermediate port or at the port of destination, no explosives may be loaded or unloaded at the same time that other cargo is being loaded or unloaded.

(b) All explosives must be handled carefully. Packages of explosives may not not be thrown, dropped, rolled, dragged, or slid over each other or over a deck.

(c) Packaged Class A explosives must be loaded and discharged from a vessel by using a chute as provided for in § 176.163 or by a mechanical pallet, skipboard, tray or pieplate, fitted with a cargo net or sideboards. A stuffed mattress at least 4 feet wide by 6 feet long and not less than 4 inches thick, or a heavy jute or hemp mat of these dimensions, must be used for depositing explosives lifted by mechanical means or slid on a chute. The maximum load handled in a pallet, skipboard, tray, or pieplate may not exceed 2,400 pounds plus 10 percent. A rope net sling with a pallet, skipboard, pieplate or similar base must be loaded so that a minimum displacement of items occurs when it is lifted; the cargo net must completely encompass the bottom and sides of the load. Not more than one third of the vertical dimension of any package may extend above the sideboard of a tray. A landing mattress and cargo net is not needed for palletized Class A explosives.

(d) Blasting caps, detonating fuzes, fulminate of mercury, and other initiating or priming explosives defined in this subchapter constitute a distinct type of explosive. They must be handled with extreme care. A chute and mattress may not be used when loading or discharging this type of explosive.

(e) A "can" hook may not be used for raising or lowering a barrel, drum, or other container of explosives.

(f) A fire hose of sufficient length to cover the area of the loading operation and connected with an adequate water supply must be ready for use.

§ 176.110 Condition of package.

A package of an explosive which is damp, moldy, stained or in any condition that indicates leakage may not be accepted for transportation. The shipper

must substantiate any claim that a stain is due to accidental contact with grease, oil, or a similar substance. In case of doubt, the package may not be transported.

§ 176.115 On deck stowage of explosives.

(a) The following requirements apply to the stowage of any explosive on deck:

(1) An explosive may not be stowed on or under a bridge deck; and

(2) An explosive may not be stowed nearer than 25 feet in a horizontal plane to the access to any crew's quarters.

(b) Each vessel engaged in transporting explosives on deck between receiving points and delivery points within the harbors, bays, sounds, lakes and rivers including explosive anchorage must cover the explosive with a fire-resistant or flame proof tarpaulin securely lashed in place.

§ 176.120 Preparation of decks, gangways, hatches, and cargo ports.

(a) All decks, gangways, and hatches over or through which explosives must be passed or handled in loading or unloading must be freed of all loose material and must be swept broom clean before and after loading or unloading.

(b) All hatches and cargo ports opening into a compartment in which any explosives are stowed must be kept closed, except during loading or unloading of the compartment. After loading, hatches must be securely closed against the weather. If tarpaulins are used, they must be securely battened.

§ 176.125 Handling over deck loads.

A deck load over which explosives must be passed may not exceed the height of the hatch coaming, bulwark, or three feet, whichever is greater.

§ 176.130 Securing and dunnaging of packages of explosives.

(a) All packages of explosives must be secured and dunnaged to prevent movement in any direction.

(b) Each keg of black powder must be stored in an upright position with the bungs up and each tier must be completely dunnaged.

(c) The top tier of explosives must be secured so that upward or lateral displacement of any package may not occur.

(d) All packages of explosives must be braced and dunnaged so that they are not likely to be pierced by the dunnaging or crushed by any superimposed weight.

§ 176.135 Location of magazines.

(a) Each magazine must be located in a hold, preferably a 'tween deck hold, that is dry and well ventilated. It must not be located in horizontal proximity to crew or passenger accommodations nor below their living spaces. A magazine may not be built on or under the principal bridge structure or any navigation spaces. Except for inspection purposes, the hold or compartment in which a magazine is constructed must be closed off to all traffic after the explosives are stowed.

(b) A magazine may not be constructed contacting a collision bulkhead or a bulkhead forming a boiler room, engine room, coal bunker or galley boundary unless there is no practicable alternative. If it is necessary to construct a magazine contacting one of these bulkheads, a cofferdam space of at least one foot must be provided between the permanent bulkhead and the magazine bulkhead. This cofferdam space must remain open to the free circulation of air and may not be used for stowage or storage purposes.

(c) When a magazine is constructed over a 'tween deck hatch, the hatch girders or strongbacks and the hatch covers forming the 'tween deck hatch must be of a design and size to carry the imposed load with safety. Covers of the 'tween deck and over-deck hatch must completely close the hatch opening and fit securely in place. 'Tween deck hatch covers of wood forming the base of a magazine must be completely covered with asbestos board at least ¼ inch thick, fitted tight at the sides of the magazine. The joints of the asbestos board must be staggered midway between the joints formed by the wooden hatch covers; this magazine must be constructed in accordance with the applicable provisions of § 176.138, except that the asbestos board must be completely covered with wood dunnage. No metal structural parts may protrude within any magazine. If the stowage of explosives extends into the over-deck hatch coaming, this coaming must be sheathed with wood. A magazine located in a hatchway may be constructed to occupy only a part of the hatchway. A portable magazine may be stowed in the square of a hatchway; it must be lashed or tommed to prevent movement.

(d) Any construction and location of a magazine for the stowage of explosives other than as provided in this part may be authorized only by the Department.

§ 176.138 Construction of magazines.

(a) All magazine construction, or other conditioning of holds, deck, or hatches, must be completed before the actual loading of explosives is initiated.

(b) The following requirements must be observed in the construction of a magazine for stowage of explosives requiring magazine stowage:

(1) Each magazine must be constructed of steel or wood;

(2) Each magazine constructed of steel must have the interior completely protected by wood sheathing not less than ¾ inch thick to form a smooth surface, free of any projections. All metal stanchions within the magazine must be boxed with wood not less than ¾ inch thick. When the floor of a magazine would be on a steel deck or tank top, a floor of wood not less than 1¼ inch commercial lumber, constructed on bearers, must be installed. This floor may be portable, but must be tight to prevent movement;

(3) Each magazine constructed of wood must have the bulkheads forming the sides and ends constructed of 1-inch lumber, of ¾-inch tongue and groove sheathing, or of ¾-inch plywood, secured to uprights of at least 3 by 4-inch size, spaced not more than 18 inches apart and secured at top, bottom and center with horizontal bracing. When ¾-inch plywood is used, the upright may be spaced on 24-inch centers. Uprights may not be stepped directly to a metal deck. A 2 by 4-inch bearer to carry the uprights must be laid upon the metal deck. A 2 by 4-inch header must be fitted against the underside of the overhead deck to receive the top of the uprights. Top of uprights fitted against channel beams may be wedged directly to the beam with 2 by 4-inch spacers fitted between. Upright framing must be secured so that nails do not penetrate the interior of the magazine. When a magazine is constructed as a permanent compartment in a vessel, increased size and finish of lumber and other methods of fastening may be used, provided all fastenings are recessed below the surface of the boarding to avoid any projections within the interior of the magazine. All boarding must be fitted and finished to form a smooth surface within the interior of the magazine. The construction must separate all containers of explosives from contact with metal surfaces of the structures of the vessel. When a metal stanchion, post, or other obstruction is located in the interior area of the magazine, this obstruction must be completely covered with wood at least ¾-inch thick secured with nails or screws. All screws or nails used in the interior of the magazine for fastening must be countersunk below the surface of the wood. Flooring of each magazine must be not less than 1¼-inch commercial lumber, constructed on bearers. This floor may be portable but must be tight to prevent movement. Each door of a magazine must be of substantial construction, fitted reasonably tight in its jamb, and provided with a locking method of a tamper-proof type. The door must be easily accessible;

(4) Plywood 5/16-inch thick may be used if the bulkheads forming the sides of a magazine are to be constructed directly against the ship's side and battens are fitted, and if the plywood is securely fastened to vertical furring strips of not less than 1 by 3-inch material, spaced not more than 18 inches apart;

(5) A magazine constructed in accordance with the provisions of paragraph (b) (2) and (3) of this section, in which it is proposed to stow containers of explosives within 12 inches of the overdeck beams or hatch coaming must have such deck beams and coaming sheathed with wood as prescribed by the provisions of paragraph (b) (2) of this section for stanchions; and

(6) When a Class A explosive magazine exceeds 40 feet in any direction, a partition bulkhead must be fitted in the magazine as near half length as practicable, extending from the deck to at least the top of the stowage. This partition bulkhead must be constructed to the same scantlings as the sides of the magazine, except the boardings may be spaced not more than 6 inches apart alternately on both sides of the uprights. Nail points may not protrude beyond the surface of any boarding. The bulkhead must be

constructed before loading commences. This bulkhead is not required when the explosives are palletized.

§ 176.141 Entire hold forming magazine.

When a complete compartment or hold is used for the stowage of explosives requiring magazine stowage, the entire compartment may be considered a magazine. Any frames or bulkhead stiffeners protruding into the compartment must be effectively sheathed to provide a smooth surface. Overdeck beams need not be sheathed when the explosives are stowed more than twelve inches from these beams. If explosives are stowed up to the overdeck beams and in the square of the hatch formed by the coaming, these overdeck beams, including the hatch coaming, must be effectively sheathed. The installation of sheathing must be in accordance with the specifications for the construction of a magazine; however, when cargo battens are fitted to the vessel's shell or a bulkhead forming part of the hold, this sheathing may be secured vertically to the battens.

§ 176.144 Ventilation of magazines.

Each magazine must be efficiently ventilated. Each cowl ventilator "on deck" opening must be covered with a minimum 30x30 mesh wire screen, if it leads into a magazine or to an area in the same hold immediately adjacent to a magazine. A magazine which occupies only a portion of a hold, and is not fitted with a ventilator entering into the magazine, must be constructed to leave an open space of not more than one inch below the overdeck frame.

§ 176.147 Metal lockers for stowage of fireworks.

(a) A metal locker for the stowage of special fireworks which are permitted to be accepted and transported on board passenger vessels must meet the following specifications:

(1) *Size.* The cubic capacity of a locker may not exceed 150 cubic feet.

(2) *Division.* Any locker exceeding 5 feet in height must be fitted with a division shelf at about ½ height constructed to carry the imposed load without deflection.

(3) *Gage.* The thickness of steel used in the construction of any locker may not be less than 16 gage steel.

(4) *Type of construction.* Each locker must have a completely smooth interior surface. No stiffener element may project beyond any interior surface. Each locker must be fitted with a top and bottom closure unless it is "built in" to the structure of the vessel with the overdeck and underdeck forming the top and botton of the locker. "Built in" construction when the overdeck or underdeck is of wood is not authorized.

(5) *Closures.* Closures may be the removable plate or hinged door type if the locker is flame tight when closed. A locker having a portable plate closure must have an accessible side opening to permit insertion of a fire hose nozzle for flooding. This opening must be at least 3 inches in diameter, not more than 12 inches below the top of the locker, and fitted with a metal flap cover to preserve the flame tight requirement.

(6) *Location.* Each locker must be readily accessible from a companionway or cargo hatch. In vessels constructed of wood, each locker must be easily observable by a watchman on his rounds. Each locker must be secured to prevent shifting in a seaway.

§ 176.150 Portable magazines for stowage of explosives.

(a) A portable magazine used for the stowage of explosives must meet the following requirements:

(1) It must be constructed watertight of wood or of metal lined with wood at least ¾-inch thick. No more than 100 cubic feet plus 10 percent of explosives (gross) may be stowed therein.

(2) All inner surfaces must be smooth and free of any protruding nails, screws, or other projections.

(3) When constructed of wood, the scantlings and arrangement must be not less than those required by § 176.138. Each magazine must be provided with a strong, close-fitting, hinged cover or door with hasps and padlock.

(4) When constructed of metal, the metal must not be less than ⅛-inch thick.

(5) Runners, bearers, or skids must be provided to elevate the magazine at least 4 inches from the deck. Pad eyes, ring bolts, or other suitable means must be provided for securing. Each magazine must be lashed, chocked, or braced to prevent movement in any direction.

(6) Each magazine must be stowed in the square of a 'tween deck hatch unless another stowage is authorized by § 176.155.

(7) A portable magazine may be used for the stowage of explosives exceeding 100 cubic feet plus 10 percent (gross) under such conditions of construction, handling, and stowage that meet the approval of the Department.

(8) Each portable magazine must be marked on the top and four sides, in letters at least 3 inches high, as follows: "EXPLOSIVES—HANDLE CAREFULLY—KEEP LIGHTS AND FIRE AWAY."

§ 176.155 Stowage of small quantities of explosives.

(a) The District Commander may approve the stowage of small quantities of explosives in a location other than "under deck," such as in an isolated compartment, mast or deck house, or in a magazine (which may be portable) secured "on deck" if:

(1) No other stowage is available;

(2) The compartment or stowage area is sheathed with wood;

(3) The boundary of the compartment or magazine is at least 8 feet from the vessel's side; and

(4) The boundary of the explosives stowage area is separated from other incompatible explosives and other hazardous materials by at least one permanent steel deck or bulkhead and a distance of 25 feet or by at least two steel decks or bulkheads and a distance of 10 feet. An intervening steel deck or bulkhead is not required on deck if the separation distance between these materials is not less than 40 feet in any direction.

§ 176.156 Stowage of explosives with combustible liquids.

Class A or B explosives may not be stowed in the same hold or compartment with combustible liquids.

§ 176.157 Stowage of explosives in holds containing coal.

An explosive may not be stowed in a hold containing coal, nor may any explosive be stowed in a hold above or adjacent to a hold containing coal.

§ 176.158 Stowage of explosives with fireworks.

Fireworks may not be stowed in the same hold in which magazines containing explosives are loaded.

§ 176.159 Stowage of explosives and nondangerous cargo.

Each magazine in which explosives are stowed must be protected from damage which may be caused by any heavy cargo stowed in the same hold. When any shafting, steel bar, pipe, heavy machinery, or similar type of cargo is stowed in the same hold with explosives, it must be isolated, dunnaged, or secured to prevent damage to the magazine under any conditions likely to be encountered during the voyage.

§ 176.163 Requirements of equipment for handling explosives.

(a) A chute for loading and unloading explosives must be constructed of smooth planed boards not less than one-inch thick with side guards of the same material at least 4 inches high. Only brass screws may be used to assemble the sides and bottom. D-shaped wooden strips or runners not more than six inches apart and running lengthwise of the chute must be fastened to the upper surface of the slide by glue and wooden dowels extended through the bottom of the chute. No metal may protrude beyond the inner face of the chute. Four lashing rings must be provided, one at each outside corner of the chute, for purposes of securing during use.

(b) A roller conveyor constructed of aluminum or other non-sparking material may be used for loading or unloading explosives. The conveyor must be grounded when in use.

(c) A powered conveyor may be used only after the design, construction, and specifications have been approved by the Department.

(d) Before any explosives are loaded or unloaded from a vessel, the master or other person in charge of the vessel must examine the condition and working order of all slings, crates, baskets, boxes, chutes, mattresses, tackle and other equipment to be used in the transfer operation.

(e) Any equipment which in the judgment of the master or other person in charge of the vessel is not in a safe working condition must be rejected. He shall prohibit its use and take the precautions necessary to ensure this rejected equip-

ment is not used to load or unload explosives. The master or other person in charge of the vessel shall ensure that all equipment used in the handling of explosives is in good working order. If any part of the equipment shows any defect or is damaged in use, work must be stopped immediately and the damaged or defective equipment repaired or replaced before permitting the loading or unloading to continue.

(f) This inspection of cargo working equipment applies to the vessel's equipment and to stevedore's or other contractor's equipment.

§ 176.165 Installation of loading chute and roller conveyor.

The incline of the chute or roller conveyor to be used in loading explosives must not permit the velocity of any sliding package to violently strike other packages on or at the bottom of the chute or conveyor unless men are stationed alongside to retard and control the velocity of the packages to prevent any violent shock. Each chute must be wiped down with machine oil before any package of explosives is transferred.

§ 176.167 Lights, tools, and equipment.

(a) No artificial light except electric lights or electric lamps or floodlights may be used during the loading or unloading of explosives.

(b) The vessel owner or operator shall provide flashlights of a non-sparking type for persons required to enter holds in which explosives are stowed.

(c) No person permitted on board a vessel may carry firearms, matches, bale hooks, or metallic tools on board.

(d) No person engaged in loading Class A or Class B explosives may wear boots or shoes shod or strengthened with iron nails or other metal, unless such boots or shoes are covered with rubber, leather, felt, or other non-sparking material.

§ 176.169 Fires.

(a) No fire is permitted on docks, lighters, or vessels during the loading or unloading of explosives unless the fire is necessary.

(b) If a fire is necessary it must be properly safeguarded and under the direct observation of a competent person assigned for that purpose by the master of the vessel for the entire period of cargo transfer.

§ 176.171 Smoking.

(a) Smoking is prohibited on or near any vessel loading or unloading explosives at a waterfront facility. The Coast Guard officer having jurisdiction may designate smoking areas if these areas are located at a safe distance from the vessel. "No Smoking" signs must be posted during operations of handling, loading, or unloading this cargo. At least one "No smoking" sign must be located on the pier at a reasonable distance from the vessel when handling, loading or unloading explosives.

(b) Smoking is prohibited on or near any vessel handling, loading or unloading explosives at an explosives anchorage, except the Coast Guard officer having jurisdiction may, with concurrence of the master or person in charge of the vessel, designate a compartment as a smoking area. "No Smoking" signs must be posted conspicuously outside the entrance to this compartment and in other parts of the vessel during the loading or unloading operations.

§ 176.173 Liquor or drugs.

A person, whom the master or other person in charge of the vessel finds, in his judgment, to be under the influence of liquor or drugs, may not be permitted on board during the loading, unloading or transporting of explosives.

§ 176.177 Magazine vessels.

(a) The requirements of this part apply unless otherwise specified in this section.

(b) Class A and Class B explosives in excess of 5,000 pounds stored in any magazine vessel must be stowed below deck. No explosive may be stowed on deck unless the vessel is fitted with a deck house having a stowage area which meets the requirements in this part for the stowage of explosives. Blasting caps, and electric blasting caps in excess of 1,000, may not be stored on the same magazine vessel with Class A or Class B explosives.

(c) Any compartment on a magazine vessel used for the stowage of explosives must be completely ceiled with wood to provide a smooth interior surface; all metal stanchions in the compartments must be boxed in the same manner. An overhead ceiling is not required when the overdeck is weathertight. All nail and bolt heads must be countersunk and any exposed metal must be covered with wood.

(d) No initiating or priming explosive may be stowed in the same compartment with any other explosive when any high explosive is stowed on the same magazine vessel. All blasting caps must be stowed at least 25 feet from any bulkhead forming a boundary of a compartment containing any other explosives.

(e) Any magazine vessel having a dry storage space capable of being used for any purpose whatsoever must have a cofferdam at least 24 inches wide fitted between the dry storage space and any adjacent compartment containing explosives. This cofferdam must be constructed of wood or steel, formed by two tight athwartship bulkheads extending from the vessel to the overdeck. If the compartment in which a cofferdam is located extends to the weather deck, a watertight hatch must be fitted in this deck to provide access to the cofferdam.

(f) *Lighting.* Non-sparking, battery powered, self-contained electric lanterns or non-sparking hand flashlights are the only means of artificial light permitted.

(g) *Living quarters on magazine vessels.* Living quarters on magazine vessels must be fitted on the inside with asbestos board or other equivalent fire resistant material. Bracketed ship's lamps are the only authorized lighting fixtures in the living quarters. Stoves for heating or cooking must be securely fastened and may not be mounted closer than 6 inches to the deck or sides of the house. Any smoke pipe for these stoves which passes through the roof of the house must be kept at least 3 inches away from any woodwork. Each smoke pipe must be protected by a layer of asbestos, an air space of at least 1 inch, and a metal collar of at least 16 gage sheet secured only on the weather side of the roof. No opening from any living quarters into any stowage compartment of a magazine vessel is permitted.

(h) *Storage of other hazardous materials.* Magazine vessels having explosives on board may not be used for the stowage of any other hazardous material.

(i) *Magazine vessels' stores.* Articles for use as stores on board any magazine vessel must be in compliance with the requirements of 46 CFR Part 147.

(j) *Matches.* Safety matches requiring a prepared surface for ignition are the only type of matches permitted on board a magazine vessel. They must be kept in a metal box or can with a metal cover and stored in the custodian's living quarters.

(k) *Firearms.* No firearms or ammunition (except as cargo) are permitted on any magazine vessel.

l) *Fire extinguishing equipment.* No explosive may be received, stored, or dispensed from any magazine vessel, unless four 2½-gallon extinguishers of the soda-acid type and four two-gallon pails filled with dry sand are placed about the vessel. Any liquid extinguisher continuously exposed to a temperatre lower than 40°F may contain only material that has been modified or protected against freezing.

(m) *Supervision of magazine vessels.* Magazine vessels containing explosives must be continuously attended by a custodian employed for that purpose by the vessel's owner.

(n) *Unauthorized persons on magazine vessels.* A custodian of a magazine vessel shall not permit unauthorized persons to come on board unless it concerns a hazard to human life or reduction of a substantial hazard to property.

(o) *Repacking of explosives on board magazine vessels.* No explosive may be repacked on a magazine vessel. Any broken or damaged package must be placed in an open box and carried to a safe location for repacking or other disposition.

(p) *Work boat.* Each magazine vessel must be equipped with a work boat.

(q) *Life preservers.* One approved life preserver must be available for each person employed on a magazine vessel.

(r) *Fenders.* Each magazine vessel must be fitted with fenders in sufficient number and size to prevent any vessel tying up alongside from coming in contact with the hull.

Subpart H—Detailed Requirements for Compressed Gases

§ 176.200 General stowage requirements.

(a) All packages must be kept from direct contact with the vessel's deck, side or bulwark by dunnage, shoring, or other effective means.

(b) When cylinders are stowed horizontal, each tier must be stowed in the cantlines of the lower tier. Cylinders may not be stowed bilge to bilge or directly on top of one another. Each tier may be stepped back and the ends alternated in order to clear the flange. Lashing must be provided to prevent any movement.

(c) When cylinders are stowed in a vertical position they must be stowed in a block, cribbed, or boxed-in with suitable sound lumber. This box or crib must be dunnaged at least 4 inches off any metal deck. The cylinders in the box or crib must be braced to prevent any movement. This box or crib must be securely chocked and lashed to prevent any movement.

(d) Any compressed gas packaging, bearing a poison label, must be stowed away from all foodstuffs.

(e) No compressed gas may be stowed "on deck" over a hold or compartment containing coal.

§ 176.205 Under deck stowage requirements.

(a) All compressed gases must be stowed in a ventilated hold or compartment with no source of artificial heat and clear of crew and passenger living spaces. No bulkhead or deck of this hold or compartment may be common with the boundary of a boiler room, engine room, coal bunker, galley, or boiler room uptake.

(b) Each flammable compressed gas must be stowed in a hold or compartment also complying with all the following requirements:

(1) Each hold or compartment must be equipped with an overhead water sprinkler system or fixed fire smothering system;

(2) Each electrical power line must be protected by a strong metal covering to prevent crushing by cargo being stowed against it;

(3) Except when fitted with electrical fixtures of the explosion-proof type, each electrical circuit must be disconnected from all sources of power. No circuit may be energized until the flammable compressed gas cargo and any vapors have been removed from the compartment or hold. Portable lighting of the explosion-proof type may be used if the source of power is from electrical outlets outside the hold and above the weather deck;

(4) Any opening in a common bulkhead of an adjacent hold must be securely closed off and made gas tight, unless the adjacent hold is also used for the stowage of a flammable compressed gas;

(5) Full and efficient hatch covers must be used. Tarpaulins, if fitted, must be protected by dunnaging before overstowing with any cargo. Each tarpaulin must be in one piece and free of any rents, tears, and holes;

(6) A fire screen must be fitted at the weather end of each vent duct. This fire screen must completely cover the open area. It must consist of two layers of fine brass wire screen at least 20 x 20 mesh, spaced not less than ½ inch or more than 1½ inches apart. This screen may be removable if means for securing it in place when in service are provided;

(7) Flammable compressed gases may not be transported in any hold or compartment that is fitted with a gooseneck type of vent trunk head; and

(8) All electrical apparatus must have a positive means for disconnecting from power outside the hold or compartment containing any flammable compressed gas.

§ 176.210 On deck stowage requirements.

Cylinders must be protected from the direct rays of the sun by structural erections or awnings. A tarpaulin covering the cylinders is not acceptable if it comes in contact with them.

§ 176.220 Smoking or open flame and posting of warning signs.

(a) Smoking or the use of open flame is prohibited in any hold containing a flammable compressed gas, near any flammable compressed gas stowed on deck, or near any ventilator leading to a hold containing this material.

(b) Signs carrying the legend:

FLAMMABLE VAPORS
KEEP LIGHTS AND FIRE AWAY
NO SMOKING

must be posted at each approach to an "on deck" flammable compressed gas stowage area or near any cargo hold ventilator leading to a hold containing this material. This sign must be painted on a white background using red letters. These letters must not be less than 3 inches high.

§ 176.225 Stowage of chlorine.

Chlorine may not be stowed in the same cargo space or hold with metallic sodium or potassium, phosphorus, copper or brass leaf sheets, powdered antimony, turpentine, ammonia, finely divided organic material, coal gas, hydrogen, or acetylene.

Subpart I—Detailed Requirements for Flammable Liquids and Combustible Liquids

§ 176.300 Flammable and combustible liquids transported on vessels.

(a) Regulations regarding flammable and combustible liquids in this subchapter do not apply to any liquid that has a flash point above 80° F. on board any cargo vessel or barge.

(b) Regulations regarding flammable liquids in this subchapter do not apply to any liquid that has a flash point above 80° F. on board any passenger vessel; instead, regulations regarding combustible liquids apply to such liquids and they may be stowed "on deck" or "under deck."

(c) For the purposes of this section, flash points must be determined by Tagliabue's open-cup tester, ASTM test D. 1310.

NOTE.—If a liquid has a flash point above 80° F. and its packaging is identified as flammable for the purposes of transportation by air or land, the package should be marked with contents' flash point or other clarifying information, if it is desired to avoid its being treated as a flammable liquid on vessels. Liquids that have flash points above 150° F. should be marked with their flash points and the words "Not combustible for transportation on vessels."

§ 176.305 General stowage requirements.

(a) Any package containing a flammable liquid equipped with a vent or safety relief device must be stowed "on deck" only.

(b) The following requirements apply to each hold or compartment containing a flammable or combustible liquid:

(1) It must be ventilated;

(2) Stowage of these liquids within 20 feet of a bulkhead which forms a boundary or deck of a boiler room, engine room, coal bunker, galley, or boiler room uptake is not permitted. If the amount of the liquid to be stowed in a hold will not permit compliance with the requirement for a 20-foot separation, less separation distance is authorized if at least one of the following conditions exists:

(i) The bulkhead or deck is covered with at least three inches of insulation on the entire area subject to heat; or

(ii) A temporary wooden bulkhead at least two inches thick is constructed in the hold at least three inches off an engine room or six inches off a boiler room bulkhead, covering the entire area of the bulkhead that is subject to heat. The space between the permanent bulkhead and the temporary wooden bulkhead must be filled with bulk asbestos or mineral wool, or

(iii) A temporary wooden bulkhead is constructed of at least one-inch thick tongue and groove sheathing, located three feet of the boiler room or engine room bulkhead, and filled with sand to a height of six feet above the tank top. If the cargo compartment is located 'tween decks, only three feet of sand is required.

(3) Combustible liquids may be stowed in a hold within 20 feet of a common bulkhead with the engine room if the means of vessel propulsion is by internal combustion motors.

(4) Any cargo opening in a bulkhead of an adjacent hold must be securely closed off and made gas tight, unless the adjacent hold is also used for the stowage of a flammable or combustible liquid.

(5) All of the following apply only to flammable liquids:

(i) Full and efficient hatch covers must be used. Tarpaulins, if fitted, must be protected by dunnaging before overstowing with any cargo. Each tarpaulin must be in one piece and free of any rents, tears, and holes;

(ii) If a flammable liquid in excess of one ton is stowed under deck, a fire screen must be fitted at the weather end of each vent duct. This fire screen must completely cover the open area. It must consist of two layers of fine brass wire screen at least 20 x 20 mesh, spaced not less than ½ inch or more than 1½ inches apart. This screen may be removable if

means for securing it in place when in service are provided;

(iii) Each electrical power line must be protected by a strong metal covering to prevent crushing by cargo being stowed against it;

(iv) Except when fitted with electrical fixtures of the explosion-proof type, each electrical circuit must be disconnected from all sources of power from a point outside the hold or compartment containing the flammable liquid. No circuit may be energized until the flammable liquids and any vapors have been removed from the compartment or hold. Portable lighting of the explosion-proof type may be used if the source of power is from electrical outlets outside the hold and above the weather deck;

(v) Flammable liquid in excess of one ton may not be transported in any hold or compartment that is fitted with a gooseneck type of vent trunk head.

(c) On a passenger vessel, each hold must be equipped with an overhead water sprinkler system or fixed fire smothering system.

(d) On a passenger vessel, each hold or compartment containing any flammable liquid under a passenger space must have an overdeck of an A–60 type construction (see Title 46 CFR 72.05–10(c)(1)) or equivalent or have its underside covered with at least three inches of non-combustible insulation.

(e) No flammable liquid in a drum or wooden case, having inside packagings over one quart capacity, may be stowed as a beam filler. A wooden barrel, wooden box or a fiberboard box, with any flammable liquid in inside packagings having less than one quart capacity, may not be stowed as a beam filler unless it is possible to stow and observe any "This Side Up" marking.

§ 176.315 On deck stowage.

(a) Each 21,000 or less U.S. gallons of any flammable or combustible liquid in a portable tank, tank car, or a tank truck must be protected by one or more B-V semi-portable foam (40 gallon capacity) (see Title 46 CFR 95.50), dry chemical (100 lbs. minimum capacity) or equivalent fire extinguishers, or a fire hose fitted with an approved portable mechanical foam nozzle with pick-up tube and two five-gallon cans of foam liquid concentrate. Each foam system must be suitable for use with each flammable or combustible liquid it covers. Each fire extinguisher must be accessible to the tank it covers.

(b) The fire hose at each fire hydrant in the vicinity of any flammable or combustible liquid stowage must be fitted with an approved combination spray nozzle.

(c) The pressure must be maintained in the fire mains during any loading and unloading operation.

(d) Two 15-pound capacity hand portable dry chemical or two portable 2½-gallon foam-type extinguishers must be accessible to any packaged flammable or combustible liquid and suitable for use with the lading.

§ 176.320 Use of hand flashlights.

Each hand flashlight used in a hold or compartment containing any flammable liquid, or on deck near any flammable liquid, must be of the non-sparking type.

§ 176.325 Smoking or open flame and posting of warning signs.

(a) Smoking or the use of open flame is prohibited in any hold containing a flammable or combustible liquid, near any flammable or combustible liquid stowed on deck, or near any ventilator leading to a hold containing such material.

(b) Signs carrying the legend:

FLAMMABLE VAPORS
KEEP LIGHTS AND FIRE AWAY
NO SMOKING

must be posted at each approach to a flammable or combustible liquid stowed "on deck" or near any cargo-hold ventilator leading to a hold containing this material. This sign must be painted on a white background using red letters. These letters must not be less than three inches high.

§ 176.329 Potable spirits.

Potable spirits packed in strong tight drums, casks, wooden or fiberboard boxes, when stowed in a compartment not subject to artificial heat may be transported on board any vessel without compliance with this Part.

§ 176.331 Transportation of flammable liquids with foodstuffs.

Any package containing a flammable liquid which bears a poison label must be stowed separate from foodstuffs.

Subpart J—Detailed Requirements for Flammable Solids, Oxidizing Materials and Organic Peroxides

§ 176.400 Stowage of oxidizing materials and organic peroxides.

(a) No oxidizing material or organic peroxide may be stowed in the same hold or compartment with any readily combustible material such as a combustible liquid, a textile product, or with a finely divided substance such as an organic powder.

(b) No oxidizing material or organic peroxide may be stowed in a hold or compartment containing sulfur in bulk, or in any hold or compartment above, below, or adjacent to one containing sulfur in bulk.

§ 176.405 Stowage of charcoal.

(a) Before stowing any charcoal, the compartment or hold in which it is to be stowed must be swept broom clean. Any residue of a former cargo, including a petroleum product, a vegetable or animal oil, nitrate, or sulfur, must be removed.

(b) Charcoal packed in bags and offered for transportation aboard a vessel in a quantity over one ton must be loaded so that the bags are laid horizontally and stacked with space for efficient air circulation. If the bags are not compactly filled and closed to avoid free space within, vertical and horizontal dunnage strips must be laid between the bags. Space for ventilating must be maintained near bulkheads, the shell of the vessel, the underdeck, and the overdeck. No more than 40 tons of charcoal may be stowed in a compartment or hold when other stowage space is available. If the unavailability of hold space requires the stowage of a larger amount, the arrangement for ventilation must be adjusted to ensure a sufficient venting effect.

(c) Any loose material from bags broken during loading must be removed. Broken bags may be repacked or have the closures repaired and the repaired bags restowed.

(d) Charcoal "screenings" packed in bags must be stowed to provide spaces for air circulation between tiers regardless of the quantity stowed.

§ 176.410 Stowage of nitro carbo nitrate, ammonium nitrate, and ammonium nitrate mixtures.

(a) Ammonium nitrate, ammonium nitrate mixtures, and nitro carbo nitrate must be stowed in compliance with the following requirements:

(1) Stow well away from any steam pipe, electric circuit, or other source of heat;

(2) Do not permit smoking except in designated areas. Post "No-Smoking" signs;

(3) Connect and lay out hose lines and test them before loading or unloading commences; and

(4) Provide a fire watch in the hold where the material is being loaded or unloaded.

(b) When in non-rigid packages the stowage must be as follows:

(1) The temperature of the bagged material may not exceed 130°F;

(2) Minimum dunnage and sweatboards must be used to prevent any friction or abrasion of bags, and to allow for the circulation of air and access of water in the event of fire;

(3) Bags must be stowed from side to side, out to the sweatboards;

(4) A space of 18 inches must be provided between any transverse bulkhead and the bagged cargo;

(5) An 18-inch athwartship trench must be provided along the centerline of the compartment, continuous from bottom to top;

(6) An 18-inch amidship trench must be provided running fore and aft from bulkhead to bulkhead;

(7) Bags may not be stowed closer than 18 inches from any overhead deck beam;

(8) Bags must be stowed to provide vent flues 14 inches square at each corner of the hatch continuous from top to bottom;

(9) Trenching must be accomplished by alternating the direction of the bags in each tier (bulkheading); and

(10) The bags must be blocked and braced as necessary to prevent shifting of the bagged cargo adjacent to any trench area.

(c) Ammonium nitrate or nitro carbo nitrate may be stowed with dynamite, commercial boosters, or other non-priming non-initiating types of explosives which are compatible with dynamite as follows:

(1) Stowage of ammonium nitrate or nitro carbo nitrate in the same hold or compartment with these explosives or in a hold or compartment adjacent to these explosives is permitted if the ammonium nitrate or nitro carbo nitrate is packaged in strong metal cans, metal or fiber drums, barrels, kegs, or wooden or fiberboard boxes with non-combustible inside packagings;

(2) Ammonium nitrate or nitro carbo nitrate in non-rigid combustible packagings may be stowed in proximity to these explosives if the two are separated by a steel deck or bulkhead, or a fire retardant wooden bulkhead built to the specifications of § 176.138(b)(3). This bulkhead must be sheathed on the oxidizing materials stowage side with one-inch asbestos board.

§ 176.415 Permit requirements for ammonium nitrate and nitro carbo nitrate.

(a) Except as provided in paragraphs (c) and (d) of this section, each carrier must obtain a permit from the District Commander, or his authorized representative, before any of the following material is placed on or discharged from any vessel at any place in the United States, its territories, or its possessions (except Panama Canal Zone):

(1) Ammonium nitrate (organic coated) in any package;

(2) Ammonium nitrate mixtures containing more than 60 percent ammonium nitrate or nitro carbo nitrate, packaged in a paper bag, burlap bag, or other non-rigid combustible packaging, or any rigid container with combustible inside packagings.

(b) Before a permit may be issued the following requirements must be met in addition to any others the District Commander may require:

(1) Ammonium nitrate (organic coated) and nitro carbo nitrate in non-rigid combustible packaging in a rigid container with combustible inside packaging mut be handled at a facility remote from populous areas or high value or high hazard industrial facilities so that in the event of fire or explosion loss of lives and property may be minimized;

(2) Ammonium nitrate (organic coated) in rigid metal drums with non-combustible inside packagings, nitro carbo nitrate in rigid containers with non-combustible inside packagings, or ammonium nitrate mixtures containing more than 60 percent ammonium nitrate in rigid containers with combustible inside packagings, must be handled at a facility removed from congested areas or high value or high hazard industrial facilities;

(3) Each facility must conform with the requirements of the port security and local regulations and must have an abundance of water readily available for fire fighting; and

(4) Each facility must be located so that there is unrestricted passage to open water. Each vessel must be moored bow to seaward, and must be maintained in a mobile status by the presence of tugs or the readiness of engines. Each vessel must have two wire towing hawsers, each having an eye splice, lowered to the water's edge, one at the bow and the other at the stern.

(c) An ammonium nitrate mixture containing more than 60 percent ammonium nitrate in a rigid container with noncombustible inside packagings may be handled at any waterfront facility without a permit.

§ 176.419 Flammable solids or oxidizing materials transported with foodstuffs.

Any package containing a flammable solid or oxidizing material which bears a poison label must be stowed separate from foodstuffs.

Subpart K—[Reserved]

Subpart L—Detailed Requirements for Poisons (Extremely Toxic, Highly Toxic, and Irritating Materials)

§ 176.600 General stowage requirements.

(a) All packages of poisons must be stowed well away from living quarters and any ventilation ducts serving living quarters.

(b) All packages of extremely or highly toxic materials must be stowed "separate from" foodstuffs.

§ 176.605 Care following leakage or sifting of extremely toxic or highly toxic materials.

(a) Any compartment or hold containing packages of extremely or highly toxic materials which have leaked or sifted must be thoroughly cleaned and decontaminated after the cargo is unloaded and before the hold is used for the stowage of any other cargo.

Subpart M—Detailed Requirements for Radioactive Materials

§ 176.700 General stowage requirements.

(a) Any package or container required to bear a Radioactive White or Radioactive Yellow label must be stowed separately from any living accommodations and from any space continuously occupied by any person. Separate stowage is not required from a space occupied by a courier specially authorized to accompany a shipment.

(b) Mail bags must not be stowed in the same hold.

(c) The Transport Index is a number which appears on all packages containing a Radioactive Yellow Label. The following are conditions that must be met regarding the Transport Index:

(1) The sum of the transport indexes of any group of packages must not exceed 50. A group of packages comprising a total transport index of 50 must be separated by at least 20 feet from any other packages bearing a Radioactive Yellow label. The limitation does not apply to low specific activity or a full load where the consignor has the exclusive use of the whole vessel, providing that the transport indexes of Fissile Class II packages do not exceed 50.

(2) Packages bearing Radioactive Yellow labels must be stowed in accordance with Table 176.700.

(3) The sum of the transport indexes on all packages aboard a ship must not exceed 200.

(d) Any package of radioactive materials which is a significant heat source may not be overstowed with any other cargo. If the package is stowed under deck, the hold or compartment must be ventilated.

(e) Each Fissile Class III shipment must be stowed in a separate hold and be stowed and handled at least 20 feet from other packages bearing a Radioactive Yellow label.

(f) A person may not remain unnecessarily in a hold or compartment or in the immediate vicinity of any package on deck containing radioactive materials. A person may not be exposed to a total of more than 100 millirem in any 7-day period or more than 500 millirem per year whole body dose.

(g) The radiation level in any space or area continuously occupied by passengers, crew, or shipments of animals may not exceed 0.5 millirem per hour.

(h) For shipment requiring supplemental operational procedures, the Master shall be furnished a copy of the necessary operational instructions.

TABLE 176.709.—*Safe Distance for Persons and Undeveloped Films*

Sum of transport indexes of the packages	Minimum distance in feet from living accommodation or regularly occupied working space				Minimum distance[1] in feet from undeveloped films or plates									
					Less than 24-hr. voyage	24 up to 48-hr. voyage	Over 2 up to 4-day voyage				Over 4 up to 9-day voyage			
	A	B	C	D	A	A	A	B	C	D	A	B	C	D
0 through 0.5	10	10	10	10	3	5	10	10	10	10	15	10	10	10
Over 0.5 through 1.0	10	10	10	10	5	7	15	10	10	10	20	10	10	10
Over 1.0 trough 2.0	10	10	10	10	7	12	20	10	10	10	25	15	10	10
Over 2.0 through 5.0	10	10	10	10	12	16	35	10	10	10	40	15	10	10
Over 5.0 through 10.0	15	10	10	10	16	25	40	15	10	10	55	20	10	10
Over 10.0 through 25.0	25	10	10	10	25	35	65	20	10	10	100	30	10	10
Over 25.0 through 50.0	40	15	10	10	35	50	90	30	10	10	145	45	10	10
Over 50.0 through 100	60	20	10	10	50	70	140	45	10	10	210	65	10	10
Over 100 through 200	80	25	10	10	70	100	190	55	10	10	285	85	15	10
Over 200 through 300[2]	110	30	10	10	90	125	230	70	10	10	320	105	15	10
Over 300 through 400[2]	130	35	10	10	100	145	260	80	15	10	360	120	20	10

Minimum distance[1] in feet from undeveloped films or plates—Continued

Sum of transport indexes of the packages	Over 9 up to 16-day voyage				Over 16 up to 25-day voyage				Over 25 up to 36-day voyage				Over 36 up to 49-day voyage			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
0 through 0.5	20	10	10	10	20	10	10	10	25	15	10	10	30	15	10	10
Over 0.5 through 1.0	25	15	10	10	30	15	10	10	35	20	10	10	45	20	10	10
Over 1.0 through 2.0	35	15	10	10	45	20	10	10	55	25	10	10	65	30	10	10
Over 2.0 through 5.0	60	20	10	10	70	25	10	10	90	30	10	10	100	35	10	10
Over 5.0 through 10.0	85	30	10	10	110	35	10	10	135	40	10	10	155	45	10	10
Over 10.0 through 25.0	140	45	10	10	170	50	10	10	200	60	10	10	230	70	10	10
Over 25.0 through 50.0	195	60	10	10	240	70	10	10	275	85	15	10	315	105	15	10
Over 50.0 through 100	270	85	15	10	320	95	15	10	360	115	20	10	400	145	20	10
Over 100 through 200	325	110	20	10	400	145	20	10	450	180	25	10	520	170	30	10
Over 200 through 300[2]	400	145	25	10	460	175	25	10	560	220	30	10	(3)	240	35	10
Over 300 through 400[2]	450	165	30	10	500	200	30	10	(3)	235	35	10	(3)	270	40	10

[1] Col. A applies when no intervening cargo or bulkheads screen the radioactive material from the living accommodation or undeveloped photographic film or plate. Col. B applies when the radioactive material is to be surrounded by at least 2 ft of cargo of unit density and at least 1 steel bulkhead between the radioactive material and the living accommodation or undeveloped photographic film or plate. Col. C applies when the radioactive material is to be surrounded by at least 6 ft of cargo of unit density and at least 2 steel bulkheads between the radioactive material and the living accommodation or undeveloped photographic film or plate. Col. D applies when the radioactive material is to be surrounded by at least 14 feet of cargo of unit density and at least 2 steel bulkheads between the radioactive material and the living accommodation or undeveloped photographic film or plate.

"Cargo of unit density" means cargo stowed at a density of 1 ton per 36 ft³ (1 ton metric per cubic meter). Where the density of the cargo is less than this, the depth of the cargo specified in this note for cols. B, C, and D (i.e., 2, 6, and 14 ft) must be increased in proportion.

"Minimum distance" means the least distance in any direction, whether vertical or horizontal.

[2] The total consignment on board at any time must not exceed transport indexes totaling 200 without prior authorization by the Department.

[3] Not to be carried unless screening by other cargo and bulkheads can be arranged in accordance with cols. B, C or D.

§ 176.710 Care following leakage or sifting of radioactive materials.

(a) In case of fire, collision, or breakage involving any shipment of radioactive materials, other than materials of low specific activity, the package or material must be segregated from unnecessary contact with personnel. In case of obivous leakage, or if the inside container appears to be damaged, the stowage area (hold, deck area, or compartment) containing this cargo must be isolated as much as possible to prevent radioactive material from entering any person's body through contact, inhalation, or ingestion. No person may handle the material or remain in the vicinity unless supervised by a qualified person.

(b) A hold or compartment in which leakage of radioactive materials has occurred may not be used for other cargo until it is decontaminated in compliance with the requirements of § 176.715.

§ 176.715 Contamination control.

Each hold, compartment, or deck area used for the transportation of low specific activity radioactive material as a full load must be surveyed with appropriate radiation detection instruments after each use. It may not be used again until the radiation dose rate at any accessible surface is less than 0.5 millirem per hour, and there is no significant removable radioactive surface contamination.

Subpart N—Detailed Requirements for Corrosive Materials

§ 176.800 General stowage requirements.

(a) Packages must be stowed well away from living quarters, foodstuffs, or any cargo of an organic nature.

(b) Packages must be stowed to be readily observable.

(c) Packages may not be stowed over any combustible substance even though such substance is not dangerous by the regulations in this subchapter.

(d) Glass carboys containing any corrosive material may not be stowed more than two tiers high unless each carboy is completely boxed. The transportation of corrosive materials in glass carboys on board barges is not subject to this requirement. "Completely boxed carboy" means a boxed or crated carboy with neck protection extending to the sides of the carboy box. This protective construction must be strong enough to permit stacking one on top of the other.

(e) A corrosive material may not be stowed over a hold or compartment containing cotton unless the deck is of steel and the hatch is fitted with a tight coaming. Also, the deck must be tight against leakage and the corrosive material may not be stowed over the square of the hatch.

§ 176.805 "On Deck" stowage.

(a) The stowage "On Deck" must provide for leakage from any package to drain away from other cargo and to readily reach an overboard scupper or freeing port. This drainage must not enter an enclosed drainage system other than a direct overboard scupper. If this stowage is not practical, sufficient clean dry sand must be placed under and around the lower tier of packages to absorb any leakage.

(b) Dunnage must be provided on the deck and arranged so that any leakage will be apparent.

(c) Any leakage must be washed down, using liberal quantities of water.

Subpart O—Detailed Requirements for Other Regulated Materials (ORM)

§ 176.900 Stowage of cotton and fibers.

(a) All cotton or fibers must be securely baled and bound. Each cotton or fiber bale must be covered with bagging on at least three-fourths of its surface, including both ends. Cut cotton linters may be accepted when baled and covered with bagging on the soft sides only if the bale is compressed to a density of at least 32 pounds per cubic foot and it is bound with at least six bands per bale. Any poorly compressed bale or any bale having damaged bindings may not be transported.

(b) Each wet bale must be stowed separately from any dry bales, preferably in a 'tween deck space and not overstowed. Any bale which is saturated with water may not be transported.

(c) Bales showing contact with oil or grease may not be accepted.

(d) Cotton or fibers must be stowed in a hold or a compartment in compliance with the following requirements:

(1) All traces of oil or residue must be removed;

(2) A recently painted hold may not be used unless it is thoroughly dry;

(3) Each ventilation cowl must be fitted with a spark screen;

(4) When a bulkhead is common with a boiler room, engine room, coal bunker, or galley, a wooden bulkhead must be erected between the bulkhead and any cotton or fibers. This wooden bulkhead must be at least 6 inches from a boiler room bulkhead, and at least 2 inches from an engine room, coal bunker, or galley bulkhead;

(5) Each 'tween deck hatch must be closed with hatch covers, tarpaulins, and dunnage; however, metal hatch covers which are sealed by other means to provide equivalent protection may be used;

(6) Each hold must be equipped with a carbon dioxide, steam smothering, or overhead water sprinkler system. Before loading, the extinguishing system must be examined to ensure that it is in good working condition; and

(7) Each hold must be clear of all debris and swept broom clean before loading.

(e) Naked lights or any fire likely to produce sparks are not permitted on the vessel, dock area, or any lighters alongside.

(f) Upon completion of stowage, each hatch opening must be compeltely closed. Tarpaulins must be fitted and secured in place to provide a tight hold. During a period of temporary stoppage of loading or unloading, a hatch may be left

open; however, a fire watch, designated by the master, must be stationed in the hold in which the cotton or fibers are stowed.

(g) At least one fire hose must be connected. Each fire pump must be operated before any loading or unloading. Pressure must be maintained on each fire main during loading and be ready for immediate use. Portable fire extinguishers must be placed to be readily available. The fire hose, fire pumps and fire extinguishers may be the vessel's equipment or shore equipment.

(h) Smoking is not permitted on a vessel loading or unloading cotton or fibers except at those times and in those places designated by the master or officer in charge. "No Smoking" signs must be posted in appropriate places and the officer in charge of the loading must see that they are observed.

(i) All cotton or fibers must be segregated in compliance with the requirements applicable to flammable solids (see § 176.83(b)).

(j) Cotton or fibers may be stowed in the same hold over bulk sulfur if the sulfur has been trimmed and leveled and the hold is thoroughly cleaned of sulfur dust. A tight floor of two 1-inch crossed clean dunnage boards must be laid on the sulfur before cotton or fibers are stowed. These substances may be stowed alongside each other in the same hold if they are separated by a tight dustproof wood bulkhead.

(k) Cotton or fibers may not be stowed in a 'tween deck hold over bulk sulfur in a lower hold unless the 'tween deck hold has been throughly cleaned of all sulfur dust and the 'tween deck hatch covers are in place and covered with tarpaulins and dunnage.

(l) *Cotton fibers with rosin or pitch.* When practicable, these materials must be stowed in separate holds. When this stowage is not practicable, cotton or fibers may be stowed in the same hold with these materials if they are separated by clean dunnage or a cargo of a noncombustible nature. When this stowage within the same hold involves large amounts of these materials, the rosin or pitch must be floored off with at least two layers of 1-inch dunnaging and the cotton or fibers stowed above.

(m) *Cotton and fibers with a vegetable oil, animal oil, or rosin oil.* (1) Fish oil, whale oil, vegetable oil, animal oil, or rosin oil must be stowed in a separate compartment. If necessary to stow in the same hold, the cotton and fibers must be stowed so that there is no contact with these materials. If cotton or other fibers are transported over fish oil, whale oil, vegetable oil, animal oil, or rosin oil, a tight 2-inch floor of dunnage boards must be laid over these oils before the cotton or other fibers are placed on top.

(2) Cotton or fibers must not be stowed in the hold below one in which these materials are stowed unless the 'tween deck hatch is fitted with a tight coaming and the deck is of steel and made tight against leakage.

(n) *Cotton or fibers with coal.* Cotton or fibers may not be stowed in the same hold with coal. Cotton or fibers may be stowed in a hold adjacent to one in which coal is stowed if the holds are separated by a tight steel bulkhead and the cotton or fibers are dunnaged 2 inches off this division bulkhead. Cotton or fibers may be stowed in the compartment above or below one in which coal is stowed if the deck is of steel and hatches are closed off with hatch covers and tarpaulins.

(o) *Cotton or fibers wtih synthetic nitrate of soda.* These materials may be transported when stowed in an adjacent hold, or in a hold above or below each other if the holds are separated by a tight steel bulkhead or deck and the hatch covers are in place and covered with tarpaulins.

(p) Cotton or fibers may not be stowed in the same hold with any combustible liquid having a closed cup flash point at or below 141° F.; cotton or fibers may be stowed in a hold adajcent to, any hold above, or any hold below one containing these materials if the holds are separated by a tight steel bulkhead or deck.

§ 176.905 Motor vehicles or mechanical equipment powered by internal combustion engines.

(a) A motor vehicle or any mechanized equipment powered by an internal combustion engine is subject to the requirements of this subchapter when carried as cargo if the engine or fuel tank contain any fuel or if either battery cable is connected. The requirements of this subchapter do not apply if the fuel tank is empty, the engine has been run until it has stalled from lack of fuel, both battery cables are disconnected, and no hazardous material is stowed in the vehicle.

(b) Before loading, each vehicle must be inspected for leaks. A vehicle showing any sign of leakage may not be transported.

(c) Each vehicle stowed in a hold or compartment must have battery cables disconnected and secured away from the battery terminals. This requirement does not apply if the vehicles are to be stowed in a hold designated by the administration of the country in which the vessel is registered to be specially suited for vehicles see Title 46 CFR 95.15–5 (e) and (f) for U.S. vessels).

(d) The fuel tank may not be more than one-fourth full.

(e) All equipment used for handling vehicles must be designed so that the fuel tank and fuel system are protected from stress that might cause rupture or other damage incident to handling.

(f) Each vehicle must be stowed to allow for its inspection during transit.

(g) Two hand-held, portable, dry-chemical fire extinguishers of at least 10 pounds capacity each must be separately located in an accessible location in each hold or compartment in which any motor vehicle is stowed.

(h) "No Smoking" signs must be conspicuously posted at each access opening to the hold or compartment.

(i) The following additional requirements apply to the stowage of any vehicles containing a flammable compressed gas or flammable liquid:

(1) Each portable electrical light and hand flashlight used in the stowage area must be an approved, explosion-proof type. All electrical connections for any portable light must be made to outlets outside the space in which any vehicle is stowed;

(2) No hazardous material other than a motor vehicle or mechanized equipment may be stowed in the same hold or compartment with any vehicle having a flammable liquid or flammable compressed gas in its fuel tank;

(3) Each hold or compartment must be ventilated and fitted with an overhead water sprinkler system or fixed fire extinguishing system;

(4) Each hold or space must be equipped with a smoke or fire-detection system; and

(5) All electrical equipment in the hold or compartment other than fixed explosion-proof lighting must be disconnected from its power source at a location outside the hold or compartment during the handling and transportation of any vehicle. Where the disconnecting means is a switch or circuit breaker, it must be locked in the open position until all vehicles have been discharged.

(j) *Refueling.* Motor vehicles may be refueled when necessary in the hold of a vessel provided it is done in accordance with § 176.78.

(k) Motor vehicles with fuel in their tanks may not be stowed in closed (nonventilated) containers.

§ 177.816 [Deleted]

§§ 177.815 and 177.823 [Amended]

A. In Part 177 Table of Contents, § 177.816 would be deleted; §§ 177.815 and 177.823 would be amended to read as follows:

Sec.
177.815 Lost or destroyed labels.
177.823 Marking and placarding motor vehicles.

§§ 177.800–177.810 [Amended]

B. Sections 177.800 through 177.810 would remain the same as now written except the word "chapter" would be amended to read subchapter each time it appears in the sections.

C. Section 177.811 would be amended to read as follows:

§ 177.811 Astray shipments.

(a) Each carrier in possession of an astray shipment of hazardous materials (other than explosives) shall forward it promptly to its destination, if known, after inspection has shown the package to be in proper condition for transportation.

(b) If the package is not labeled and the exact classification of the contents is not determinable, the carrier shall apply a FLAMMABLE LIQUID label, with an "X" in its hazard information number block.

D. Sections 177.812 and 177.813 would remain the same as now written except the word "chapter" would be amended to read subchapter in § 177.812(a).

E. Section 177.815 would be amended to read as follows:

§ 177.815 Lost or destroyed labels.

Each carrier shall keep on hand an adequate supply of the labels specified in subpart D of Part 172 of this subchapter to replace those that become lost or destroyed. The carrier shall replace each lost or destroyed label based on the information on the shipping papers. The hazard information number may be added by any suitable means, without regard to the size or shape of numerals, if entered legibly.

§ 177.816 [Deleted]

F. Section 177.816 would be deleted.

G. Section 177.817 would be amended to read as follows:

§ 177.817 Shipping papers.

(a) A carrier may not accept for transportation, or transport, any hazardous material to which this subchapter applies unless he has received (or in the case of a private carrier, has prepared) a shipping paper prepared in the manner specified in subpart C of Part 172 of this subchapter. The shipping paper must include the shipper's certificate required by § 172.204 of this subchapter, unless it is not required by that section.

(1) This paragraph does not apply to materials classed as ORM–A, B, or C unless they are accepted for subsequent transportation by air or water. However, this requirement only applies to shipments to be transported by air or water, or both, according to the applicability of the regulations in this subchapter, and according to the listing for the material in § 172.101 of this subchapter. These materials are always preceded by the symbol Ⓐ, Ⓦ, or both, in that section. (See § 172.100 of this subchapter for explanation of these symbols.)

(2) This paragraph does not apply to materials classed as ORM–D unless they are accepted for subsequent transportation by air.

(b) The driver of each motor vehicle transporting hazardous materials must have in his possession a copy of a shipping paper arranged in the same manner and containing the information required by paragraph (a) of this section. However, the driver is not required to have a shipper's certificate on the shipping paper in his possession if the original shipping paper containing the certificates is in the originating carrier's possession.

(1) This paragraph does not apply to materials classed as ORM–A, B, C, or D.

(c) To be considered to be in the driver's possession for the purposes of this section, the shipping paper must be either on his person or within his immediate reach, or it may be placed in a pouch or other device that is mounted on the inside of the door to the left of the driver's position.

(d) Whenever any shipping papers required by this section are carried with other shipping papers, the shipping papers required by this section must be arranged so they will appear first upon any examination made during transportation.

(e) When a transportation incident occurs, the driver of a motor vehicle transporting hazardous materials should offer the shipping papers required by this section for examination by emergency personnel.

§§ 177.819, 177.821, and 177.822 [Amended]

H. Sections 177.819, 177.821, and 177.822 would remain the same as now written except the word "chapter" would be amended to read subchapter each time it appears in the sections.

I. Section 177.823 would be amended to read as follows:

§ 177.823 Marking and placarding motor vehicles.

(a) A carrier may not move a transport vehicle containing a hazardous material unless the vehicle is marked and placarded in accordance with Part 172 of this subchapter, or unless, in an emergency—

(1) The vehicle is escorted by a representative of a state or local government; or

(2) The carrier has permission from the Department.

§§ 177.824 and 177.834–177.840 [Amended]

J. Sections 177.824 and 177.834 through 177.840 would remain the same as now written except the word "chapter" would be amended to read subchapter each time it appears in the sections.

K. In § 177.841, paragraph (d) would be added to read as follows:

§ 177.841 Poisons.

* * * * *

(d) A carrier may not transport a package bearing a poison label in the same transport vehicle with material that is marked as or known to be foodstuff, feed, or any other edible material intended for consumption by humans or animals.

* * * * *

§§ 177.842, 177.843, 177.848, 177.853–177.861, and 177.870 [Amended]

L. Sections 177.842, 177.843, 177.848, 177.853 through 177.861, and 177.870 would remain the same as now written except the word "chapter" would be amended to read subchapter each time it appears in the sections.

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14 CFR PART 103 [DELETED]

Part 103 of Title 14 would be deleted.

Interested persons are invited to give their views on this proposal. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, Washington, D.C. 20590. Communications received before May 28, 1974 will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board, room 6215 Buzzards Point Building, Second and V Streets, SW., Washington, D.C., both before and after closing date for comments.

Commenters are requested to make their comments in a manner that will clearly identify the particular matters on which they are commenting. Unless comments are general in nature pertaining to the entire Notice, it is requested that each paragraph of comments be identified in the following manner:

"*Part 176*—We think _____" or "Section 175.503—We believe _____" Also, those commenters submitting more than two pages of comments are requested to submit six copies in order to facilitate their handling by the Board.

(Transportation of Explosives Act (18 U.S.C. 831–835); sec. 6, Department of Transportation Act (49 U.S.C. 1655); Title VI and sec. 902(h), Federal Aviation Act of 1958 (49 U.S.C. 1421–1430, 1472(h), and 1655(c)); Dangerous Cargo Act, as amended (46 U.S.C. 170); Tank Vessel Act of 1936 (46 U.S.C. 391a, 46 U.S.C. 375, 46 U.S.C. 416, 49 U.S.C. 1655 (b)(1)); 49 CFR 1.46(b).)

Issued in Washington, D.C. on December 21, 1973.

JAMES F. RUDOLPH,
Board Member, for the Federal Aviation Administration.
ROBERT A. KAYE,
Board Member, for the Federal Highway Administration.
MAC E. ROGERS,
Board Member, for the Federal Railroad Administration.
W. F. REA III,
Board Member, for the United States Coast Guard.

[FR Doc.74–1914 Filed 1–23–74;8:45 am]

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PART III

DEPARTMENT OF TRANSPORTATION

Hazardous Materials Regulations Board

■

HAZARD INFORMATION SYSTEM AND MISCELLANEOUS PROPOSALS

Notice of Proposed Rulemaking

DEPARTMENT OF TRANSPORTATION

Hazardous Materials Regulations Board

[49 CFR Part 172]

[Docket No. HM-103; Notice No. 73-10]

TRANSPORTATION OF HAZARDOUS MATERIALS

Hazard Information System and Miscellaneous Proposals; Notice of Proposed Rule Making

The Hazardous Materials Regulations Board is considering the adoption of amendments to the Department's Hazardous Materials Regulations (1) to adopt a hazard information system; (2) to consolidate the Hazardous Materials communications regulations; and (3) to make miscellaneous changes to the documentation, marking, labeling, and placarding requirements.

On June 27, 1972, the Board published an advance notice of proposed rule making under Docket No. HM-103 (37 FR 12660) proposing a hazard information system and miscellaneous changes to the communications regulations. Interested persons were invited to comment on the proposals made by submission of written comments. A large number of comments were received by the Board for its review and consideration.

Many of the comments contained constructive suggestions and criticism while others contained only expressions of support or non-support for the advance proposals. All comments received have been reviewed and considered. No attempt is being made in this preamble to address all of the comments and suggestions submitted; therefore, commenters should study the proposals made in this Notice as compared to the proposals made in the Advance Notice and resubmit their comments in the manner specified at the end of this Notice if they believe their earlier comments were possibly ignored, misinterpreted or overlooked.

The Board is aware of the significance and far reaching ramifications of the proposals made in this Notice. In the preamble of the Advance Notice, the Board stated the following:

"The need for improved hazard communications has been the subject of considerable controversy and debate during recent years. It has been pointed out that the communications requirements of the regulations (1) generally are not addressed to more than one hazard; (2) do not in all instances require disclosure of the presence of hazardous materials in transport vehicles; (3) are not addressed to the different hazard characteristics of a mixed load of hazardous materials; (4) do not provide sufficient information whereby fire fighting and other emergency response personnel can acquire adequate immediate information to handle emergency situations; and (5) are inconsistent in their application to the different modes of transport. The Board believes there are deficiencies in this area and that certain changes are necessary to provide for the adequate communication of hazards for materials in transportation. However, the Board also believes that it must consider the complexity of any regulations it adopts in this area and what is to be imposed on the personnel who will be required to follow them."

In accordance with the last sentence above, the Board has made adjustments in this proposal, based on its own investigation and the comments received, to simplify the requirements pertaining to the placarding of transport vehicles while not defeating its original purpose to any significant degree.

A number of commenters stated that the Hazard Information System is too complex. However, they did not address themselves to the basic derivation procedure for hazard information numbers as being an area of difficulty. The complexity of the system, as pointed out by some commenters, would be in the area of its application during transportation operations. These views were expressed primarily by persons who transport hazardous materials by motor vehicle and were pointed primarily to the proposed placarding requirements which will be discussed later in this preamble.

Several commenters took exception to the use of numerical identifiers (hazard information numbers) as a mechanism for conveying the hazards and multiple hazards of different materials. Two commenters suggested use of words and symbols as the primary means of conveying information. The Board does not agree with this approach and believes, contrary to the views of these commenters, that such a method would be more confusing and, possibly, misapplied. There would be no continuity in the system if such an approach were followed. There would be words on shipping papers (presumably for each kind of hazard) and symbols and words on placards and labels. It was not shown how this proposed approach would provide communication of hazards such as thermal instability, toxicity by skin absorption, and others—factors the Board believes should be considered. On the other hand, with great simplicity the use of the hazard information numbers would serve to tie together and authenticate communications of the hazards of materials on shipping papers, labels, placards, the hazard information cards, and verbal communications to assisting personnel who may or may not go to the site of an incident.

Many comments were received from individuals and organizations recommending that the Board adopt regulations that would incorporate "A Recommended System for the Identification of the Fire Hazard of Materials" commonly referred to as NFPA 704M. The Board wishes to point out that it respects the efforts and objectives of the many individuals who participated in the development of the 704M System. Their efforts are to be commended even though the 704M System is not applicable for transportation purposes as has been clearly expressed in the following statement which appears in the foreword to NFPA No. 704M.

"As originally conceived, the purpose of the guide is to safeguard the lives of those individuals who may be concerned with fires occurring in an industrial plant or storage location where the fire hazards of materials may not be readily apparent. It does not envision possible application to other situations, such as chemical laboratories, rail or truck transportation, lumber and coal storage yards and tobacco warehouses."

The Board agrees with the above statement and wishes to emphasize that it is not denying the possible value of the 704M System for purposes other than transportation.

In its comments, the International Association of Fire Chiefs (IAFC) "* * * strongly advocates that any new system of hazardous materials information must positively identify the NATURE of the hazard and the potential degree of severity." They further state that they must be given adequate instant information to allow emergency personnel "* * * to undertake actions designed to protect victims and bystanders from possible injury or death. Denying the emergency forces total instant information may be regarded as little short of criminal * * *"

In its comments, the IAFC indicated that the 704M System satisfies these requirements. The Board does not agree. On the other hand the Board is of the opinion that the proposed Hazard Information System meets the essential requirements pointed out by the IAFC.

Upon examining the 704M hazard number assignments pertaining to health, the Board found that many dissimilar materials were assigned the same numerical degree of severity. For example, chlorine, oxygen (liquid), sodium hydroxide (lye), hydrogen sulfide, and tetraethyl-lead carry the health hazard classification of 3. The required response to an accidental spill for any of these materials is quite different. The Hazard Information System recognizes these differences by assignment of the appropriate numbers to these compounds. The hazard information cards will give specific, simple, and concise information to emergency personnel. The 704M health hazard number 3 does not convey any response information aside from indicating that these materials are extremely hazardous to health. Several commenters and the IAFC were critical of the Board's intent to place reliance on a "secondary source" of information to assist emergency response personnel. After careful consideration of this aspect, the Board is convinced that no simplistic symbol, placarding or number system like 704M can possibly convey the necessary response information for the different hazard characteristics of the thousands of commodities shipped without the addition of at least a minimum of short, concise, descriptive information. The reading of this information, as presented on a hazard information card, can be readily accomplished in less than one minute.

In its comments, the IAFC also stated "The fire department and rescue squads of America, which we represent, have an inherent responsibility to function wisely and judiciously in the public welfare in emergency conditions." The fundamental purpose of the Board's proposal

herein is to provide them and other emergency personnel information whereby they can make better informed judgments on how to handle incidents involving hazardous materials during the course of transportation. It is not intended to supplant the exercise of good judgment nor to provide information that could be misconstrued or misleading. Considerable effort has been expended to make the proposed placards recognizable and distinguished from a distance by their format and color. For example, the difference between the "Explosives" placard and the "Radioactive" placard can be determined at a considerable distance from a vehicle to quickly inform persons who need this information of the kind of potential hazard they are approaching. However, the instructions contained in the proposed manual are intended to assist in handling a situation, not merely to inform that a situation exists.

Finally, the IAFC states that the descriptive legend on the hazard information card may not adequately cover the hazard of a specific material. It is recognized that in some instances more definite information might be desirable for a specific product. However, this shortcoming lies in the nature of any generic approach. The only alternative would be individual cards for each product which, obviously, would be impractical and certainly would not meet the requirements postulated by IAFC. The Board believes that the generic hazard information cards will be adequate for the vast majority of the hazardous materials shipped, and will provide the required instant information. However, it also plans to distribute spill manuals for selected materials which will complement the Hazard Information System proposed for implementation through the Hazardous Materials Regulations.

The Board has studied the users need for the hazard information manual and believes that it should aim for the vehicles used by emergency response personnel in making an initial distribution. It has been estimated that there are 392,000 police and fire vehicles used in the United States. Most responses to hazardous materials emergencies would involve the use of these types of vehicles. Also, ambulance operators, police and fire dispatchers, and others involved in emergency response activities should receive copies. Therefore, the Board plans to have 500,000 copies available for distribution, if it decides to adopt the proposals it is making in this Notice.

Proposed New Part 172

Subpart A contains a section pertaining to the applicability of the regulations in Part 172 and a section containing proposed definitions including one for a transport container.

Subpart B—List of Hazardous Materials

Subpart B will contain the list of hazardous materials and appears in this issue of the Federal Register under Docket No. HM–112.

Subpart C—Shipping Papers

Subpart C will contain virtually all of the Department's regulations pertaining to the preparation of shipping papers for hazardous materials. Note that it does not apply to an "Other Regulated Material" (ORM) unless it is intended for transportation by air or water and then only when the Hazardous Materials Regulations apply to the material in one or both of these modes. Section 172.201 contains the requirements pertaining to the placement of the required description on a shipping paper. A number of commenters expressed concern over the Board's proposal to require hazardous materials to be described first when other materials are described on the same shipping paper. The principal concern expressed was the proposal's effect on stocks of computerized shipping papers. No explanation was provided by these commenters as to the technical feasibility of adjusting computerized programs to comply with the proposed requirements. The Board believes that sufficient and adequate information, for purposes of safety, must be conveyed on shipping papers in a uniform and readable manner. Therefore, the Board is again proposing the requirement that hazardous materials be described first for two principal reasons; (1) that the information pertaining to hazardous materials be available quickly when needed in an emergency, and (2) that the information on hazardous materials be stated first in order that carriers may more readily comply with the placarding requirements and compatibility restrictions.

In consideration of the fact that the Board is proposing to place greater emphasis on the value of shipping documents by expanding use of the DANGEROUS 01 placard, the Board believes that the hazardous material description should be shown before other descriptive information for a material on a shipping paper. This position has been strengthened by examination of some of the documents that were submitted by commenters to illustrate their difficulties if the proposal in the Advance Notice were adopted. Again, it is the Board's position that the description of hazardous materials on shipping papers be presented in a manner that will quickly give a potential user the information he must know. Therefore, the Board is proposing to require that the hazardous material description be placed before other information that is not required by the Department's safety regulations.

Recognizing that it will be necessary to allow sufficient time for shippers to adjust their documentation procedures, the Board is proposing to allow sufficient time for procedures to be adjusted.

The Board agrees with the commenter who suggested that placing the hazard information number after the classification would cause confusion with other numerical information even though paragraph (d) of § 172.201 in the Advance Notice stated that the number must be clearly separated from any other numbers. Accordingly, the Board has revised the proposal to require that the hazard information number be printed between the shipping name and classification prescribed for a material.

Several changes are proposed pertaining to the shipping paper certification requirements. The Board is proposing to authorize use of the certificates that has been used for a number of years by those persons subject to the IATA (International Air Transport Association) "Restricted Articles Regulations." Use of this certification would be limited to those materials offered or intended for transportation by air and, in such instances, could serve in place of the certificate required for surface movements. The Board understands the desirability of having a single form of certification that will be considered acceptable for all modes of transportation, both domestically and internationally. However, it does not contemplate resolution of the differences within the time frame of this rulemaking action.

A number of commenters pointed out that they have procedures whereby a computer prepares and executes an entire shipping document including the certification. The Board is proposing to permit certificates to be signed by mechanical means.

Subpart D—Marking

Proposed subpart D, pertaining to marking, was not proposed in the Advance Notice of Proposed Rule Making. It contains the basic marking requirements for packages, portable tanks, cargo tanks and tank cars. However, it does not contain all the marking requirements for packages and it will still be necessary for shippers to determine particular marking requirements that are required by Part 173.

It is proposed in § 172.305 to require all portable tanks to be marked in 2 inch letters on two sides with the shipping name of the material it contains. While marking on two sides is proposed, it should be noted that the size of lettering has been standardized and would no longer be relative to the tank diameter as is the present requirement in § 173.401 (a). The requirements for marking of cargo tanks are essentially the same as the requirements contained at present in § 177.823. The main difference is the proposal to require that each side and the rear of a cargo tank be so marked. Also included in the proposed new subpart is the proposal made in Docket HM–101 (37 FR 7104) to add a new § 173.31(a)(6) pertaining to the marking of tank cars.

Subpart E—Labeling

Proposed subpart E would contain practically all the Department's regulations pertaining to the labeling of hazardous materials.

Section 172.400 contains the labeling exemptions while section 172.401 contains the labeling prohibitions. To clarify the intent of the labeling prohibition in present § 173.404(b), the Board is proposing a provision to authorize the label-

ing of a package containing a material (except explosives) that has been tentatively classified pending the outcome of the tests or the development of data to permit appropriate classification.

No date is provided in § 172.400(a)(2)(iii) to indicate the Board's further adoption of CGA Pamphlet C–7, Appendix A. This regulation authorizes use of special markings on compressed gas cylinders in place of labels for highway transportation only. The Board will await the proposals it anticipates will be submitted by the CGA, or others, before it decides on whether to continue recognition of the standard.

Section 172.402 sets forth the proposed regulations for labeling. They are essentially the same as those proposed in the Advance Notice of Proposed Rule Making with the exception of a requirement for multiple labeling of poisons. Several commenters suggested that a poison label be required for materials that are highly toxic when they are in another classification. The Board agrees and has proposed such a requirement in § 172.402.

Section 172.403 contains detailed requirements for labeling radioactive materials. In order to resolve the conflict created by the existence of a transport index block on the lower half of RADIOACTIVE-YELLOW labels with the proposed hazard information number block, the Board is proposing herein to modify the labels so as to require the application of the transport index on a "third line" as is presently required on the label of the regulations of the International Atomic Energy Agency. This allows for the use of the block for the application of the hazard information number. Another noteworthy change to the label format involves the removal of all of the text adjacent to the word "RADIOACTIVE" and the slight shifting of the vertical red bars so as to eliminate interference with the legibility of the label entries. None of these changes are expected to create any significant incompatibility of the United States label format with that of the International Atomic Energy Agency.

Section 172.405 clarifies the requirements for one or more labels on a package depending on its size.

Section 172.406 contains detailed requirements pertaining to the hazard information number on labels. In response to suggestions that the proposed requirements for a material requiring two labels on a package be clarified, the Board is proposing that the hazard information number for such a material be entered on each label.

§ 172.407 contains the detailed specifications for labels. These labels are substantially the same as those adopted under Docket No. HM–8 (38 FR 5292) with the addition of the hazard information number block. It is proposed that some of the names on the labels would be printed in white to improve visibility. Increasing the visibility of the hazardous materials labels is considered by the Board to be a significant improvement in hazard communication; however, in order to maintain a harmonious international labeling system, the Board will withdraw this portion of the proposal before final rule making if the United Nations Recommendations are not changed to accommodate the visibility improvements. Similar consideration is being given to the color of symbols. The Board recognizes that, if it adopts the label modifications it is proposing, sufficient time should be allowed to permit conversion.

It has been suggested that specific labels be provided for certain materials such as Oxygen and Chlorine. While the Board has been attempting to limit the number of different labels it would require, further comments concerning the need for additional labels are solicited.

SUBPART F—PLACARDING

This proposed subpart will contain the Department's placarding requirements pertaining to transportation of hazardous materials by water, rail, highway, and air.

Section 172.502 contains specific requirements for placarding highway and rail transport vehicles and, to simplify the procedure for determining the appropriate placard, the requirements are presented in three tables.

While disclosure of the presence of hazardous materials in any quantity is considered desirable, it appears that to require disclosure in any quantity in the highway area is totally impractical. For example, while not pointed out specifically in the comments received, it must be recognized that the DANGEROUS placard would have been required on thousands of vehicles operated by utility companies, construction companies, and others who carry small quantities of flammable liquids and compressed gases to perform their functions, particularly in the private carriage area. Also, considerable difficulty would be involved in placarding the thousands of vehicles used to transport small parcel shipments. The Board believes the benefit of such a requirement would be outweighed by the diminishing effect it would have on other placards that would convey information on the potential hazards of materials in significant quantities. Therefore, the 1,000 pound rule presently used in the placarding regulations for highway vehicles is being continued, except for Class A and B explosives, highly or extremely toxic gases, thermally unstable or self reactive materials, water reactive materials, certain organic peroxides, extremely toxic poisons, and certain radioactive materials.

Another part of the complexity problem relates to the specific identity of materials. It was proposed in the Advance Notice to identify the specific hazards of certain materials when 1,000 pounds or more were loaded at any one loading point. Again, this would cause difficulty in LTL operations due to the nature of placarding requirements proposed. Recognizing the kinds of materials that have been included in Table I of Subpart F, and the information content on hazard information card 01 which would be conveyed through the DANGEROUS placard, the specific placarding criteria has been raised to 5,000 pounds for the materials covered by Table I.

At the end of Table (3) in § 172.502, there is a footnote authorizing use of a flammable placard in place of combustible placard on tank motor vehicles. A similar provision was adopted in Docket HM–102. Further comments on the merits of continuing this provision are solicited for the Board's consideration.

A provision has been added to § 172.502(b) to authorize use of Oxygen 22 placards on vehicles transporting liquefied oxygen that, as carried, does not meet the definition of § 173.300.

Section 172.503, pertaining to the giving and affixing of placards, has been modified to specify more clearly who is required to perform each function. As a matter of practicality, the Board visualizes that motor carriers who handle LTL shipments will find it necessary to have DANGEROUS 01 placards mounted on a permanent basis for require display when they load different shipments of hazardous materials covered by Table (1) totalling more than 1000 pounds gross weight.

Section 172.508 establishes requirements for placement of placards on highway and rail transport vehicles. Not included are the requirements previously proposed pertaining to the number of tacks and staples which must be used to attach placards. The Board is proposing in Paragraph (c) that the front placard must be attached to the front of a truck tractor in certain cases.

Section 172.511 contains proposed minimum strength and durability requirements for placards. Nothing in these proposed requirements prohibits the use of more durable placards or permanent placards made from metal, plastic, etc.

In Section 172.512 it is proposed that, if more than one placard is required for the same material, such as for hazard information numbers 26, 27, 28, and 29, the hazard information number for the material will be required on both placards.

Several comments were received on the merits of having all the placards of a standard shape and size. One commenter submitted a redesign of the placards for uniformity and increased visibility which the Board has made a part of this proposal. Section 172.513 contains the proposed EXPLOSIVES placards. One is of a diamond shape so that all highway transport vehicle placards will be of the same size and shape to permit uniformity in placard holders.

Section 172.520 and Appendices B and C to Subpart F contain the specifications for the diamond shaped placards. Additional specifications are provided for each placard when it differs from the general specifications.

SUBPART G—HAZARD INFORMATION NUMBERS

This proposed subpart contains detailed procedures for determining the source of the hazard information number for a material before it is offered for transportation. In most cases, the deri-

vation procedure is dependent upon quantitative definition criteria. Only partial definitions for flammable solids, oxidizing materials, and self reactive or thermally unstable materials are presently available. Quantitative criteria for these hazards are presently under development, and will be proposed in future rule making actions.

HAZARD INFORMATION NUMBERS FOR RADIOACTIVE MATERIALS

In the derivation of hazard information numbers for radioactive materials, as proposed herein, a number of different conceptual approaches were identified and are considered relevant to any approach. For example:

(1) Radioactive materials labels are now unique in that a transport index "block" is already present on the lower half of two of the three labels, obviously creating a conflict with the use of such block for a hazard information number.

(2) Placarding of transport vehicles carrying radioactive packages is presently based on the presence of only the RADIOACTIVE-YELLOW III category label, i.e., vehicles carrying RADIOACTIVE-WHITE I or YELLOW II labels are not required to be placarded; and

(3) In the proposed Hazard Information System, the purpose and intent of the vehicle placard takes on greatly expanded importance with respect to providing meaningful information in the event of a transport incident.

After careful consideration, the Board has concluded that placarding of a transport vehicle carrying all categories of labeled radioactive packages is not justified on a safety basis. Therefore, in the derivation of hazard information number assignments in § 172.101 for the "generic" proper shipping name entries of radioactive materials, a distinction between the hazard information numbers 70 and 71 is being proposed relative to placarding. No placard will be required for a transport vehicle carrying packages bearing hazard information number 70, and placards will be required if any quantity of packages are present bearing a hazard information number of 71. In determining which hazard information number to assign to a package, basically, the shipper would make this distinction on the basis of the quantity of radioactivity contained in the package, i.e., if a Type A quantity is present, hazard information number 70 will be assigned, and if more than a Type A quantity is present, hazard information number 71 will be assigned. One important exception to this rule-of-thumb would prevail, however, and a package bearing a RADIOACTIVE-YELLOW III label will require a hazard information number 71 regardless of the quantity of radioactivity thereby continuing the placarding requirements in the same manner as the present regulations for these packages.

Therefore, the content of the hazard information instructions have been developed on the basis that hazard information number 70 (no placards required) represents a hazard of relatively lower order than hazard information number 71.

It is pointed out that in deriving the hazard information numbers, the numbers 70 and 71 represent only those materials in which radioactivity is the only hazard, whereas, numbers 72, 73, 74, 78 and 79 are for those specific "non-n.o.s." materials which are listed by name in § 172.101 which possess other hazards such as corrosivity, pyrophoricity, flammability, etc., in addition to radioactivity.

It should be noted that those certain small quantities of radioactive materials and small radioactive devices which are exempt from specification packaging, marking, and labeling would not be required to have hazard information numbers assigned.

THE HAZARD INFORMATION CARDS

The proposed hazard information cards or pages, which will constitute the major portion of the Hazard Information Manual presently under development, are included with this Notice for review and comments. It should be noted that the text of each card has been shortened as was recommended by several commenters and several experts contacted by the Board's staff. Any person who desires to participate in final preparation of the entire manual should notify the Secretary, Hazardous Materials Regulations Board.

ENVIRONMENTAL CONSIDERATIONS

In response to comments from the Association of American Railroads (AAR) requesting the Board to issue an environmental impact statement, the Board issued a Request for Information on April 24, 1973 (38 FR 10117), asking the public to comment on the need for such a statement. A similar request was made for Docket HM-102 and a Request for Information was also issued. The Board determined that it would not issue an environmental impact statement for HM-102 because there would not be a significant impact on the environment, and the Board has determined that it will not issue an environmental impact statement with respect to this Notice because there will not be a significant impact upon the environment.

The AAR submitted comments to the two Requests for Information in a single document, and the Board has already discussed some of the points raised in its adoption of regulations under Docket HM-102. With respect to HM-103, the AAR said the greatest single impact upon the environment will be the "blossoming of placards" and that such an increase in the number of placards will cause a "dilution" in the effect of the hazardous materials warning system. The AAR argues that studies have shown that the "titillation factor" for each of a series of pornographic photographs decreases in direct proportion to the number of such photos shown, and, by analogy, that too many hazardous materials placards will mean less safety observance and not more.

The Board believes that the AAR has not shown that the adoption of the hazard information system will cause any significant impact on the environment. The argument that the adoption of the hazard information system will dilute the effect of the existing system is without basis and evidence. In addition, the Board is well aware, as must be the AAR, of the inadequate warning system that presently exists. The public docket for this amendment is replete with comments about the need to implement a new hazard warning system, and the inadequacy of the present system. To talk of "diluting" it appears premature at best.

In order to assist interested persons in their efforts to understand fully the proposals made in this Notice, the Board has scheduled a meeting which will be open to the public. The meeting will be for the purpose of answering questions and providing explanations of the proposals contained in this Notice. Statements relative to the merits of the proposals in this Notice may not be made at the meeting, but must be submitted in writing.

The meeting will be held on February 14, 1974, in the Departmental Auditorium located on Constitution Avenue between 12th and 14th Streets, NW, Washington, D.C. beginning at 10 a.m.

Interested persons are invited to give their views on these proposals. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, Washington, D.C. 20590. Communications received on or before May 28, 1974, will be considered before final action is taken on these proposals. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board, room 6215 Buzzards Point Building, Second and V Streets, SW, Washington, D.C., both before and after the closing date for comments.

Commenters are requested to make their comments in a manner that will clearly identify the particular matters on which they are commenting. Unless comments are general in nature pertaining to the entire Notice, it is requested that each paragraph of comments be identified in the following manner:

"*Subpart C—Shipping Papers*—We think * * *" or

"*Section 172.503*—We believe * * *"

Also, those commenters submitting more than two pages of comments are requested to submit six copies in order to facilitate their handling by the Board.

In consideration of the foregoing, the Hazardous Materials Regulations Board proposes to amend 49 CFR Part 172 as follows:

(A) Part 172 Table of Contents would be canceled; a new Part 172 Table of Contents would be added to read as follows:

PART 172—LIST OF HAZARDOUS MATERIALS AND HAZARDOUS MATERIALS COMMUNICATIONS REGULATIONS

Subpart A—General

Sec.
172.1 Applicability of this Part.
172.6 Meaning of words and terms.
(Subpart B—See Docket No. HM-112; Notice No. 73-9 in this issue.)

Subpart C—Shipping Papers

172.200 Applicability.
172.201 General.
172.202 Description of hazardous materials on shipping papers.
172.203 Additional description requirements.
172.204 Shipper's certification.

Subpart D—Marking

172.300 General requirements.
172.302 Packages.
172.305 Portable tanks.
172.308 Cargo tanks.
172.310 Tank cars.

Subpart E—Labeling

172.400 General requirements.
172.401 Prohibited labeling.
172.402 Required labeling.
172.403 Radioactive materials.
172.404 Labels for mixed packaging.
172.405 Placement of labels on a package.
172.406 Hazard information number required on labels.
172.407 Label specifications.
172.411 EXPLOSIVE A, EXPLOSIVE B, and EXPLOSIVE C labels.
172.416 NON-FLAMMABLE GAS label.
172.417 FLAMMABLE GAS label.
172.419 FLAMMABLE LIQUID label.
172.420 FLAMMABLE SOLID label.
172.422 SPONTANEOUSLY COMBUSTIBLE label.
172.423 DANGEROUS WHEN WET label.
172.426 OXIDIZER label.
172.427 ORGANIC PEROXIDE label.
172.430 POISON label.
172.431 IRRITANT label.
172.437 RADIOACTIVE WHITE—I label.
172.438 RADIOACTIVE YELLOW—II label.
172.439 RADIOACTIVE YELLOW—III label.
172.442 CORROSIVE label.
172.457 MAGNETIZED MATERIAL label.
172.459 BUNG label.
172.460 ETIOLOGIC AGENT label.
172.462 CARGO AIRCRAFT ONLY label.

Subpart F—Placarding

172.500 General requirements.
172.501 Prohibited placarding.
172.502 Placarding tables.
172.503 Giving and affixing placards—transport vehicles.
172.504 Transport containers.
172.505 Cargo tanks and portable tanks.
172.506 Empty tank cars.
172.508 Placing, attaching, and maintenance of placards.
172.509 Permitted placard modifications.
172.511 Placard specifications.
172.512 Hazard information number.
172.513 Standard requirements for EXPLOSIVES placards.
172.520 General specifications for diamond placards.
172.522 DANGEROUS placard.
172.527 Standard requirements for diamond EMPTY placards.
172.528 NON-FLAMMABLE GAS placard.
172.530 OXYGEN placard.
172.531 FLAMMABLE GAS placard.
172.533 FLAMMABLE and FLAMMABLE w placards.
172.535 COMBUSTIBLE placard.
172.538 OXIDIZER placard.
172.540 ORGANIC PEROXIDE placard.
172.544 POISON placard.
172.547 RADIOACTIVE placard.
172.550 CORROSIVE placard.

Appendices to Subpart F

Appendix A—Dimensional Specifications for Recommended Placard Holder.
Appendix B—Dimensional Specifications for Placards.
Appendix C—Dimensional Specifications for the Diamond Placard.

Subpart G—Hazard Information Numbers

172.600 Hazard information number required.
172.602 Derivation of the hazard information number.

Appendices to Subpart G

Index to Appendices to Subpart G.
Appendix A—Definitions.
Appendix B—Definitions.

Appendix to Part 172

Appendix A—Specifications for Colors.

(B) Part 172 would be canceled; a new Part 172 (with the exception of Subpart B) would be added to read as follows:

PART 172—LIST OF HAZARDOUS MATERIALS AND HAZARDOUS MATERIALS COMMUNICATIONS REGULATIONS

Subpart A—General

§ 172.1 Applicability of this Part.

(a) This Part applies to—

(1) Each shipper of hazardous materials, and

(2) Each carrier by air, highway, rail, and water when it transports hazardous materials.

§ 172.6 Meaning of words and terms.

(a) For the purposes of this Part—

(1) "Person who offers for transportation" includes a person who transports material as a private carrier.

(2) "Portable tank" also includes a multi-unit tank car tank.

(3) "Transport container" means a reusable container having a volume of 64 cubic feet or more intended primarily for containment of packages in unit form during transportation.

Subpart C—Shipping Papers

§ 172.200 Applicability.

(a) Each person who offers a hazardous material for transportation shall describe the material on a shipping paper in the manner prescribed in this subpart.

(b) This subpart does not apply to any Other Regulated Material described as—

(1) ORM–A, B, or C, unless it is offered or intended for transportation by air when it is subject to the regulations pertaining to transportation by air as specified in § 172.101; or

(2) ORM–A, B, or C, unless it is offered or intended for transportation by water when it is subject to the regulations pertaining to transportation by water as specified in § 172.101; or

(3) ORM–D unless it is offered or intended for transportation by air.

§ 172.201 General.

(a) When a hazardous material and a material not classed as a hazardous material are described on the same shipping paper, the hazardous material must be described first.

(NOTE: This requirement is not mandatory until one year after the mandatory effective date of the amendment.)

(b) A shipping paper may contain additional shipping information if it is placed after the required description for a hazardous material. However, the additional information may not be inconsistent with the required description.

(c) The required shipping description must be legible and printed in English.

(d) Unless it is specifically authorized or required in this subpart, the required shipping description may not contain any code or abbreviation.

§ 172.202 Description of hazardous materials on shipping papers.

(a) Each description of a hazardous material on the shipping paper must include—

(1) The shipping name prescribed for the material, as specified in column (1) of § 172.101;

(2) The hazard information number prescribed for the material, as specified in column (2) of § 172.101, or designated, or derived in accordance with § 172.602;

(3) The classification prescribed for the material as specified in column (2) of § 172.101, except when the words of the shipping name are identical (excluding the entity "n.o.s.") with the words of the classification.

(i) The letter size in the classification may be no smaller than that used in the shipping name.

(4) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.

(b) The description specified in paragraphs (a)(1), (2), and (3) of this section must be shown in sequence. For example: "Gasoline, 30 Flammable liquid," or "Flammable Solid, 40 n.o.s."

(c) The total quantity of material covered by one description must appear immediately before or after, or both before and after, the description required by paragraph (a) of this section. Abbreviations may be used to specify the type of container and weight or volume. For example: 40 Cyl. Nitrogen, 20 Nonflammable Gas—800 lbs.

§ 172.203 Additional description requirements.

(a) *Special permits.* A shipping paper issued in connection with a special permit must have on it the words "DOT Special Permit No. —" and the number assigned. The words must appear after the entries required by § 172.202.

(b) *ORM–D materials.* For shipments by air, the original classification of an ORM–D material must be shown with the shipping name except when the words are identical with the words of the shipping name (excluding the entry "n.o.s."). For example: "Calcium hypochlorite mixtures—Oxidizing Material, ORM–D," or "Flammable Liquid, n.o.s.—ORM–D."

(c) *Shipment by cargo aircraft.* Each person who offers for transportation by air a package containing a hazardous material shall mark the shipping paper "CARGO AIRCRAFT ONLY" if this subchapter prohibits its transportation by passenger-carrying aircraft.

(d) *Shipment by rail.* Each person who offers a rail car containing a hazardous material, including an empty tank car, which must be placarded in accordance with § 172.506 shall state on the shipping paper the name of the placard required for the car followed by the words "Placard applied".

(e) *Export shipment by water.* Each person who offers for export shipment by water a hazardous material that is described as a "n.o.s." entry in the List of Hazardous Materials in § 172.101 shall add in parenthesis on the shipping paper the technical name of the material immediately following the classification, e.g., corrosive liquid, n.o.s. (caprylyl chloride).

(f) *Etiologic agent.* The following words must be placed on the shipping paper for each shipment containing any etiologic agent subject to Parts 170–189 of this subchapter: "If damaged, immediately call: (404) 633–5313, Communicable Disease Center, Atlanta, Georgia."

(g) *Blasting caps.* For a shipment containing blasting caps, either immediately before or after the description required by § 172.202, the shipping paper must show the number of caps in the shipment.

(h) *Anhydrous ammonia.* Each person offering anhydrous ammonia for transportation in a specification MC 330 or MC 331 cargo tank made of quenched and tempered steel, shall state "(0.2 percent water)" or "(99.995 percent pure)," as appropriate, on the shipping paper to indicate the suitability of the material for shipment in a tank authorized by § 173.315(a)(1) Table, Note 14 of this subchapter.

(i) *Liquefied petroleum gas.* Each person offering "noncorrosive" liquefied petroleum gas for transportation in a specification MC 330 or MC 331 cargo tank made of quenched and tempered steel shall state "Noncorrosive" or "Non-cor" on the shipping paper for each shipment to indicate the suitability of the material for shipment in a tank authorized by § 173.315(a)(1) Table, Note 15 of this subchapter.

(j) *Empty packaging.* The shipping paper for an empty packaging that contains the residue of a hazardous material may contain the word "Empty," immediately following the description required by this subpart.

(k) *Radioactive materials.* Each person offering a radioactive material for transportation shall include the following information in addition to the description required by § 172.201:

(1) The name of each radionuclide in the radioactive material, typically, that is listed in § 173.390 of this subchapter. Abbreviations, e.g., Mo–99, are authorized.

(2) A description of the physical and chemncal form of the material, if the material is not in special form.

(3) The activity contained in each package of the shipment in terms of curies, millicuries, or microcuries. Abbreviations are authorized.

(4) The category of label applied to each package in the shipment, i.e., "RADIOACTIVE WHITE—I," or the words "No Label Required," if applicable.

(5) The transport index assigned to each package in the shipment, i.e., RADIOACTIVE YELLOW—II or RADIOACTIVE YELLOW—III packages only.

(6) For a shipment of fissile radioactive material:

(i) The words "Fissile Exempt," if the package is exempt pursuant to § 173.396 (a) of this subchapter; or

(ii) If not exempt, the fissile class of each package in the shipment, pursuant to § 173.389(a) of this subchapter; and

(iii) For a Fissile Class III shipment, the additional notation: "Warning—Fissile Class III Shipment. Do not Load More Than * * * Packages per Vehicle." (Asterisks to be replaced by appropriate number.) "In Loading and Storage Areas, Keep at Least 20 Feet (6 Meters) From Other Packages Bearing Radioactive Labels."

(iv) If a Fissile Class III shipment is to be transported by water, the supplementary notation must also include the following statement: "For shipment by water, only one Fissile Class III shipment is permitted in a hold."

(7) For a package approved by the U.S. Atomic Energy Commission (USAEC), a notation of the package identification marking as prescribed in the applicable USAEC approval. (See § 173.393a of this subchapter.)

(8) For an export shipment or a shipment in a foreign-made package, a notation of the package identification marking as prescribed in the applicable International Atomic Energy Agency (IAEA) Certificate of Competent Authority which has been issued for the package. (See § 173.393b(a)(3) of this subchapter.)

§ 172.204 Shipper's certification.

(a) Each shipper who offers a hazardous material for transportation shall certify in writing on the shipping paper containing the required shipping description that the material has been presented for transportation in accordance with this subchapter. For transportation by highway only, the certification is not required for a shipment—

(1) In a cargo tank supplied by the carrier, or

(2) Transported only by a private carrier.

(b) The certification required by paragraph (a) of this section is as follows:

"This is to certify that the above-named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation."

(NOTE: Preprinted certificates containing the word "articles" in place of "materials" may be used until one year after the mandatory effective date of the amendment.)

In addition:

(1) Each person who offers a permitted hazardous material for transportation aboard a passenger-carrying aircraft also shall make the following certification:

"This shipment is within the limitations prescribed for passenger-carrying aircraft."

(2) The words "* * * and to the IATA Restricted Articles Regulations" may be added to the certification when appropriate.

(c) As an alternative, the following certification may be used in place of the certificate required by paragraph (b) of this section when hazardous materials are offered or intended for transportation by air:

"This is to certify that the contents of this consignment are properly described by name and are packed, marked and labeled and are in proper condition for carriage by air according to the IATA Restricted Articles Regulations and all applicable carrier and governmental regulations. This consignment is within the limitations prescribed for passenger aircraft/cargo aircraft only (cross out nonapplicable)."

(d) The shipper who offers the hazardous material for transportation shall sign the certificate required by this section. The certificate—

(1) Shall be signed by a principal, officer, partner, or employee of the shipper or his agent; and

(2) May be signed manually, by typewriter, or by other mechanical means.

Subpart D—Marking

§ 172.300 General requirements.

A person who offers a package, portable tank, cargo tank, or tank car containing hazardous materials for transportation shall mark it as prescribed in this subchapter unless he has determined it has been previously marked as required.

§ 172.302 Packages.

(a) Except as provided in paragraph (b) of this section and in § 170.10 of this subchapter, each outside packaging containing a hazardous material must be plainly and durably marked as follows:

(1) With the proper shipping name as prescribed in § 172.101 except that an "Other Regulated Material, Group A, n.o.s." and "Other Regulated Material, Group B, n.o.s." may be identified "ORM–A, n.o.s." or "ORM–B, n.o.s." as appropriate.

(2) With the classification "ORM–A," "ORM–B," or "ORM–C" as appropriate; except that "ORM–A" or "ORM–B" need not be repeated if it is part of the marked shipping name, and

(3) "Corrosive when wet" if the package contains a solid material classed as "ORM–B."

(b) A package containing material classed as ORM–D must be marked with:

(1) The shipping name of the material specified in § 172.101;

(2) The original classification of the material, if different from the entry in § 172.101 (excluding the entry n.o.s.), and

(3) ORM–D. (For example: Calcium hypochlorite mixtures; Oxidizing Material, ORM–D.)

(c) Except as follows, abbreviations may not be used:

(1) For marking descriptions on ammunition, such as ammunition for cannon without projectiles, etc., the words "with" or "without" may be abbreviated as "W" or "W/O" for example: "Am-

munition for cannon W/O projectiles."

(2) The letters "ORM" may be used in place of the words "Other Regulated Materials."

(d) The marking must be in English and printed or affixed to the surface of the package, must be displayed on a background of sharply contrasting color, and must not be near any marking (such as advertising) that could substantially reduce its effectiveness.

(e) Each package containing a hazardous material must be marked with the name and address of the consignee except when a part of a carload lot, truckload lot, or when it is transported by highway and it will not be transferred from one motor carrier to another.

(f) Except for materials classed as ORM-D, each package containing a hazardous material offered for export by water and described by a "n.o.s." entry in § 172.101 must have the technical name of the material added in parentheses immediately following the shipping name.

(g) Each outside packaging containing a combustible liquid, when offered for shipment by aircraft and passenger vessel, must be plainly and durably marked—

(1) With the proper shipping name as prescribed in § 172.101 and

(2) With the classification "Combustible liquid" unless combustible liquid, n.o.s. is the shipping name of the material.

(h) A package having an inside packaging containing liquid hazardous materials must be—

(1) Packed with openings upward, and

(2) Legibly marked "THIS SIDE UP" or "THIS END UP" as appropriate, to indicate the position of the inside packaging.

§ 172.305 Portable tanks.

(a) Each portable tank containing a hazardous material must be marked on two sides with the name specified for the material in § 172.101 in letters no less than 2 inches high.

(b) The markings must be clearly displayed on a background of sharply contrasting color.

(c) Each portable tank used to transport a hazardous material must be marked with the name of its owner or lessee when appropriate.

(d) Other markings on a portable tank containing a hazardous material may not be of such a size, color, or arrangement that will make the markings required by this section inconspicuous.

(e) For export shipments by water, a portable tank containing a hazardous material described by a "n.o.s." entry in the List of Hazardous Materials in § 172.101 must be marked also with the technical name of the material.

(f) A portable tank marked with the name of a specific hazardous material may not be used to transport any other material unless the marking is removed or changed to identify the material it contains.

§ 172.308 Cargo tanks.

(a) *Gases.* Unless otherwise specified in this subchapter, each cargo tank used to transport a flammable or non-flammable gas subject to the requirements of this subchapter must be marked with the name specified for the material in § 172.101 or an appropriate common name for the material such as "Refrigerant Gas."

(b) The letters of the marking must be at least 2 inches high.

(c) The markings must be applied to each side and the rear of the cargo tank, must be displayed on a background of sharply contrasting color, and must be readily visible when viewed from each side and the rear of the cargo tank.

(d) A cargo tank marked with the name of a specific hazardous material may not be used to transport any other material unless the marking is removed or changed to identify the material it contains.

(e) When used to transport a material other than a compressed gas, and Part 173 of this subchapter requires a cargo tank transporting that material to be marked with the name of the material as specified in § 172.101, the cargo tank must be marked in the same manner as prescribed for gases in this section.

(f) Each specification MC 330 and MC 331 cargo tank must be appropriately marked "QT" or "NQT" to indicate it is constructed of quenched and tempered steel (QT) or of other than quenched and tempered steel (NQT). These markings must be at least 2 inches high and must be placed near the specification identification plate.

§ 172.310 Tank cars.

(a) When required by Part 173 of this subchapter, each tank car used to transport a hazardous material must be marked with the name of the material.

(b) The letters in required markings must be at least 6 inches high with at least a ¾-inch stroke. The separation between each letter must be at least 1 inch.

(c) The markings must be—

(1) Applied to each side of the tank car;

(2) Displayed on a background of sharply contrasting color; and

(3) Readily visible when viewed from each side of the tank car.

(d) A tank car marked with the name of a specific hazardous material may not be used to transport any other material unless the marking is removed or is changed to identify the material it contains.

Subpart E—Labeling

§ 172.400 General requirements.

(a) Each person who offers for transportation a package containing a hazardous material shall conspicuously label it in compliance with this Part. However, a label is not required on any—

(1) Package exempt from labeling under the conditions set forth in Part 173 of this subchapter;

(2) Cylinder containing a nonpoisonous compressed gas classed as flammable or nonflammable that is—

(i) Carried by a private or contract motor carrier—

(ii) Is not overpacked; and

(iii) Is durably and legibly marked in accordance with CGA Pamphlet C–7, Appendix A, dated (date to be provided later following publication of a supplemental Notice of Proposed Rule Making), entitled "A Guide for the Preparation of Precautionary Markings for Compressed Gas Containers.";

(3) Military ammunition shipped by, for, or to the U.S. Department of Defense when in carload or truckload shipments, if loaded and unloaded by the shipper, or that Department.

(4) Package containing a material other than ammunition that is—

(i) Loaded and unloaded under the supervision of Department of Defense personnel, and

(ii) Escorted by Department of Defense personnel in a separate vehicle.

(5) Compressed gas cylinder permanently mounted in or on a transport vehicle;

(6) Portable tank having a capacity of 1,000 gallons or more;

(7) Transport container having a capacity of 640 cubic feet or more;

(8) Package containing a material classed as ORM–A, B, C, or D if it contains no other material classed as a hazardous material;

(9) Package containing combustible liquids; or

(10) Package of low specific activity radioactive material, when being transported in a transport vehicle assigned for the sole use of the consignor pursuant to § 173.392(b) of this subchapter.

§ 172.401 Prohibited labeling.

(a) A person may not offer for transportation; and a carrier may not transport any package bearing a label specified in this subpart when the material in the package is not subject to the regulations in Parts 170–189 of this subchapter.

(b) A person may not ship or offer for transportation, and a carrier may not transport, a package bearing any marking or labeling that, by its color, design, shape, or information content, could be readily confused or conflict with a label prescribed in this Part.

(c) Paragraph (a) of this section does not apply to any label applied to a package—

(1) In conformance with any United Nations Recommendation (including the entry of the class number below the hazard information number block) in the document entitled, "Transport of Dangerous Goods (1970)";

(2) In conformance with the Inter-Governmental Maritime Consultative Organization (IMCO) requirements (including the entry of the class number below the hazard information number block) in document entitled "International Maritime Dangerous Goods Code"; or

(3) Except for explosives, by a person who has tentatively assigned the classification the label represents pending the outcome of tests or development of data to accomplish the appropriate classification of a material.

(d) Paragraph (b) of this section does not apply to any label applied to a package in conformance with—

(1) Any United Nations Recommendation (including the entry of the class number below the hazard information number block) in the document entitled "Transport of Dangerous Goods (1970)"; or

(2) The Inter-Governmental Maritime Consultative Organization (IMCO) requirements (including the entry of the class number below the hazard information number block) in document entitled "International Maritime Dangerous Goods Code."

§ 172.402 Required labeling.

(a) Each package containing a material having more than one hazard as defined in this Part, one of which is a Class A Explosive, must be labeled for each hazard.

(b) Unless exempted or otherwise specified in this subchapter, a package containing a hazardous material must bear the label that is—

(1) Specified in column 3 for the material listed in column 1 of the List of Hazardous Materials in § 172.101; or

(2) Specified in the following table for each hazard information number that is assigned in accordance with § 172.602.

LABELING TABLE

Hazard Information No.	Label(s) Required
05	IRRITANT
15	EXPLOSIVE C
17	EXPLOSIVE B
19	EXPLOSIVE A
20	NONFLAMMABLE GAS
21	NONFLAMMABLE GAS
22	OXIDIZER
23	FLAMMABLE GAS
24	FLAMMABLE GAS
26	POISON and NONFLAMMABLE GAS
27	POISON and OXIDIZER
28	POISON and FLAMMABLE GAS
29	(1)
30	FLAMMABLE LIQUID [2]
31	FLAMMABLE LIQUID
32	FLAMMABLE LIQUID and POISON
34	FLAMMABLE LIQUID
35	FLAMMABLE LIQUID
36	FLAMMABLE LIQUID and POISON
38	FLAMMABLE LIQUID
40	FLAMMABLE SOLID
41	FLAMMABLE SOLID and POISON
42	FLAMMABLE SOLID
43	FLAMMABLE SOLID and POISON
44	FLAMMABLE SOLID, and DANGEROUS WHEN WET
45	FLAMMABLE SOLID, POISON and DANGEROUS WHEN WET
46	FLAMMABLE SOLID, AND DANGEROUS WHEN WET
47	FLAMMABLE SOLID, POISON and DANGEROUS WHEN WET
48	FLAMMABLE SOLID
50	OXIDIZER
51	OXIDIZER
53	OXIDIZER and POISON [3]
54	OXIDIZER
55	OXIDIZER
56	OXIDIZER and POISON
57	ORGANIC PEROXIDE
58	ORGANIC PEROXIDE
59	ORGANIC PEROXIDE
60	POISON
61	POISON
62	POISON
64	POISON
65	POISON and FLAMMABLE [2]
67	POISON and FLAMMABLE [2]
70	RADIOACTIVE [4]
71	RADIOACTIVE [4]
72	RADIOACTIVE [4]
73	RADIOACTIVE [4]
74	RADIOACTIVE [4]
78	RADIOACTIVE [4]
79	RADIOACTIVE [4]
80	CORROSIVE
81	CORROSIVE
82	CORROSIVE
83	CORROSIVE
84	CORROSIVE
85	CORROSIVE

[1] Will be designated by the Department if not specified in § 172.101.

[2] Does not include a liquid defined as combustible.

[3] If material also is corrosive, affix OXIDIZER and CORROSIVE labels.

[4] See § 172.403.

§ 172.403 Radioactive materials.

(a) Unless exempted by § 173.391 or § 173.392 of this subchapter, each package of radioactive materials must be labeled as provided in this section. The label to be used is to be determined by the transport index or other considerations as follows:

(1) *RADIOACTIVE WHITE—I label.* For each package not exceeding 0.5 millirem per hour at each point on the external surface of the package, and which—

(i) Is not a Fissile Class II package; and

(ii) Does not come within the coverage of subparagraph (2) or (3) of this paragraph.

(2) *RADIOACTIVE YELOW—II label.* For each package when the limits in subparagraph (1) of this paragraph are exceeded, but the provisions of subparagraph (3) of this paragraph are not met, and when—

(i) The package does not exceed 50 millirems per hour at each point on the external surface of the package and does not exceed 1.0 millirem per hour at 3 feet from each point on the external surface of the package; or

(ii) The package has a transport index that does not exceed 1.0 at any time during transportation.

(3) *RADIOACTIVE YELLOW—III label.* For—

(i) Each package when either of the limits in subparagraph (2) of this paragraph is exceeded;

(ii) Each Fissile Class III package; and

(iii) Each package containing a large quantity of radioactive materials as defined in § 173.389 of this subchapter.

§ 172.404 Labels for mixed packaging.

Whenever materials having different hazard information numbers are packaged in separate packagings within the same outside package, as authorized under Part 173 of this subchapter, the package must be labeled for each material that it contains.

§ 172.405 Placement of labels on a package.

(a) The label must be printed on or be affixed to the surface of a package near the marked name of contents as required by subpart D of this part. For a compressed gas cylinder or a package that contains other than radioactive materials and has dimensions less than those of the required label, the label may be printed on or be affixed to a tag attached securely to the package or cylinder.

(1) If two or more different labels are required, they must be displayed next to each other.

(b) Except when containing an outer border, consisting of a dotted line, each label on a package must be on a background of contrasting color.

(c) Labels must be displayed on at least two sides or ends (excluding bottoms) of each—

(1) Package having a volume of 64 cubic feet or more;

(2) Portable tank having a capacity of more than 110 but less than 1,000 gallons; and

(3) Transport container having a volume of at least 64 but not more than 640 cubic feet. One of the required labels must be displayed on or near the closure.

(i) Labels are not required on a transport container intended for transportation by air when placarded in accordance with § 172.504(a).

§ 172.406 Hazard information number required on labels.

(a) The hazard information number specified for the material in a package must be entered in the block identified "Hazard Information No." on each label containing such a block. If more than one label is required for the same material, the hazard information number for the material must be entered on each label.

(b) The hazard information number must be—

(1) Black;

(2) Moisture resistant; and

(3) At least one-half of an inch high and of Franklin Gothic style type, unless otherwise specifically provided.

§ 172.407 Label specifications.

(a) Each label must be durable and weather resistant whether affixed to or preprinted on a package.

(b) Each diamond label prescribed in this subpart must as a minimum be 4 inches (101 mm.) on each side with a black solid line border ¼-inch from the edge on each side.

(c) The printing, border, and symbol in each label must be as shown and must be increased in size proportionately if the label is made larger than the minimum 4 inches (101 mm.) specified.

(d) Each diamond label, except a SPONTANEOUSLY COMBUSTIBLE, DANGEROUS WHEN WET, MAGNETIZED MATERIALS or CARGO AIRCRAFT ONLY label, must have, below the label name, a white block measuring approximately 1 3/16 inches (30 mm.) by 11/16-inch (17.5 mm.) high for the hazard information number. The words "Hazard Information No." in no larger than 6-point type must be entered in black inside the hazard information number block along the lower border; however, these words may be omitted if the hazard information number is preprinted on the label.

(e) The specified label color must extend to the edge of the label in the area designated on each label except a CORROSIVE, MAGNETIZED MATERIAL, RADIOACTIVE YELLOW—II, and RADIOACTIVE YELLOW—III label.

(f) A label may contain form identification information, including the name of its maker, if that information is printed outside of the solid line border in no larger than 10-point type.

(g) A label may contain the United Nations and Inter-Governmental Maritime Consultative Organization (IMCO) hazard class number. The number should be black, except it should be white on the corrosive label, must be located in the lower corner below the hazard information number block (if the label contains the block), and must be approximately 0.25-inch (6.3 mm.) high.

(h) The colors for each label must be as specified in this subpart and the specifications for each color must be as prescribed in Appendix A to this Part.

§ 172.411 EXPLOSIVE A, EXPLOSIVE B, and EXPLOSIVE C labels.

(a) Except for size and color, the EXPLOSIVE A, EXPLOSIVE B, and EXPLOSIVE C labels must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the EXPLOSIVE A, EXPLOSIVE B, and EXPLOSIVE C labels must be orange. The printing and symbol must be black.

§ 172.416 NON-FLAMMABLE GAS label.

(a) Except for size and color, the NON-FLAMMABLE GAS label must be as follows:

(b) In addition to the requirements specified in §§ 172.406 and 172.407, the NON-FLAMMABLE GAS label must be green, except for the words NON-FLAMMABLE GAS which must be white, the printing and symbol must be black.

§ 172.417 FLAMMABLE GAS label.

(a) Except for size and color, the FLAMMABLE GAS label, must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the FLAMMABLE GAS label must be red. The printing and symbol must be black, except for the words "FLAMMABLE GAS", which must be white.

§ 172.419 FLAMMABLE LIQUID label.

(a) Except for size and color, the FLAMMABLE LIQUID label, must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the FLAMMABLE LIQUID label must be red. The printing and symbol must be black, except for the words "FLAMMABLE LIQUID", which must be white.

§ 172.420 FLAMMABLE SOLID label.

(a) Except for size and color, the FLAMMABLE SOLID label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the FLAMMABLE SOLID label must be white with vertical red stripes, except for the rectangle for the words "FLAMMABLE SOLID", which must be white. The printing and symbol must be black with the symbol overprinted. The words "FLAMMABLE SOLID" must not contact any red stripe. The white stripes must be enough wider than the red stripes to make them appear visually equal.

§ 172.422 SPONTANEOUSLY COMBUSTIBLE label.

(a) Except for size and color, the SPONTANEOUSLY COMBUSTIBLE label, must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the SPONTANEOUSLY COMBUSTIBLE label must be red in the lower half and white in the upper half. The symbol must be black. The words "SPONTANEOUSLY COMBUSTIBLE" must be white.

(c) If use of the SPONTANEOUSLY COMBUSTIBLE label is required by the regulations of another country, it may be used in addition to the label required by § 172.402.

§ 172.423 DANGEROUS WHEN WET label.

(a) Except for size and color, the DANGEROUS WHEN WET label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the DANGEROUS WHEN WET label must be predominantly blue with white printing. The symbol must be black. The w in the lower half must be white.

(c) If use of the DANGEROUS WHEN WET label is required by the regulations of another country, it may be used in addition to the label required by § 172.402.

§ 172.426 OXIDIZER label.

(a) Except for size and color, the OXIDIZER label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the OXIDIZER label must be yellow. The printing and symbol must be black.

§ 172.427 ORGANIC PEROXIDE label.

(a) Except for size and color, the ORGANIC PEROXIDE label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the ORGANIC

PEROXIDE label must be yellow. The printing and symbol must be black.

§ 172.430 POISON label.

(a) Except for size and color, the POISON label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the POISON label must be white. The printing must be black, except for the word "POISON" which must be red. The symbol must be black and white.

§ 172.431 IRRITANT label.

(a) Except for size and color, the IRRITANT label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the IRRITANT label must be white. The printing and symbol must be black. The word "IRRITANT" must be red.

(c) For import or export shipments, if use of the following label is required by the regulations of another country, it may be used in addition to the label required by § 172.402 for irritants. In addition to complying with §§ 172.406 and 172.407, this additional label for irritants, except for size and color, must be as follows:

(d) The word "POISON" must be red, and the printing and symbol black. The hazard information number "05" must be entered in the hazard information number block.

§ 172.437 RADIOACTIVE WHITE—I label.

(a) Except for size and color, the RADIOACTIVE WHITE—I label, must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the RADIOACTIVE WHITE—I label must be white. The printing and symbol must be black except for the "I" which must be red.

§ 172.438 RADIOACTIVE YELLOW—II label.

(a) Except for size and color, the RADIOACTIVE YELLOW—II label, must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the RADIOACTIVE YELLOW—II label must be yellow in the top half and white in the lower half. The printing and symbol must be black, except for the "II" which must be red.

§ 172.439 RADIOACTIVE YELLOW—III label.

(a) Except for size and color, the RADIOACTIVE YELLOW—III label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the RADIOACTIVE YELLOW—III label must be yellow in the top half and white in the lower half. The printing and symbol must be black, except for the "III" which must be red.

§ 172.442 CORROSIVE label.

(a) Except for size and color, the CORROSIVE label must be as follows:

(b) In addition to complying with §§ 172.406 and 172.407, the CORROSIVE label must be white in the top half and black in the lower half. The printing must be white and the symbol must be black and white.

§ 172.457 MAGNETIZED MATERIAL label.

(a) Except for size and color, the MAGNETIZED MATERIAL label including the label name in the lower border must be as follows:

(b) The MAGNETIZED MATERIAL label must be a rectangle measuring 3 9/16 inches (90 mm.) high and 4 5/16 inches (110 mm.) wide. The printing must be blue and the symbol must be white and blue.

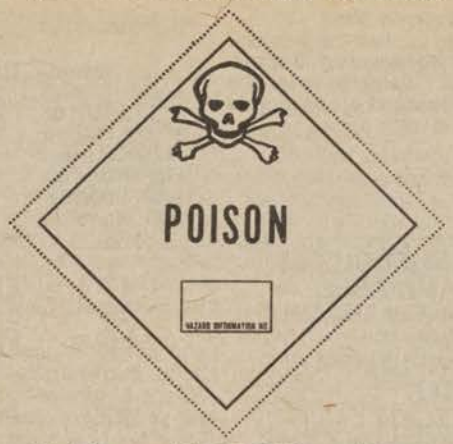
§ 172.459 BUNG label.

Each metal barrel or drum containing a flammable liquid having a vapor pressure exceeding 16 p.s.i.a. at 100° F. must have a BUNG label as specified in § 173.119(h)(1)(i) of this subchapter.

§ 172.460 ETIOLOGIC AGENT label.

(a) Each package containing an etiologic agent subject to Parts 170–189 must be labeled as specified in § 173.388 of this subchapter.

(b) For import or export shipments, if use of the following label is required by the regulations or another country, it may be used in addition to the label required in paragraph (a) of this section for etiologic agents. In addition to complying with §§ 172.406 and 172.407, this additional label for etiologic agents, except for size and color must be as follows:



(c) The word "POISON" must be red, and the printing and symbol black. An "X" must be entered in the hazard information number block.

§172.462 CARGO AIRCRAFT ONLY label.

(a) Except for size and color, the CARGO AIRCRAFT ONLY (DANGER-PELIGRO) label including the label name in the lower border must be as follows:

(b) The CARGO AIRCRAFT ONLY label must be a rectangle measuring 4 11/32 inches (110 mm.) high by 4¾ inches (120 mm.) wide. The printing must be black and the symbol must be black and orange.

Subpart F—Placarding

§ 172.500 General requirements.

(a) Each person who offers for transportation, and each carrier who transports, any hazardous material subject to this subchapter shall comply with the applicable requirements of this subpart for placarding transport vehicles, portable tanks, and transport containers.

(b) This subpart does not apply to a material classed as Etiologic Agents or ORM–A, B, C, or D.

§ 172.501 Prohibited placarding.

(a) A person may not place or keep a placard on a transport vehicle, portable tank, or transport container if that placard—

(1) Is specified in this subpart and is not authorized or required for the material that the tank or container contains; or

(2) Is not authorized or required by this subpart for the material that the tank or container contains and that by its color, design, shape, or information content, could be readily confused or conflict with any placard prescribed in this subpart.

§ 172.502 Placarding tables.

(a) Except as otherwise provided in this subchapter, each highway or rail transport vehicle containing any quantity of a hazardous material must be placarded in accordance with the following:

TABLE (1)

A	B
If in accordance with § 172.101 or § 172.602, a material is assigned the hazard information number.	The highway or rail transport vehicle must be placarded on each side and each end.
05	DANGEROUS 01
15	FLAMMABLE
20	NONFLAMMABLE GAS
21	NONFLAMMABLE GAS
22	OXYGEN
23	FLAMMABLE GAS
24	FLAMMABLE GAS
30	FLAMMABLE [1]
31	FLAMMABLE
32	FLAMMABLE
38	FLAMMABLE
40	FLAMMABLE
41	FLAMMABLE
42	FLAMMABLE
43	FLAMMABLE
50	OXIDIZER
51	OXIDIZER
53	OXIDIZER
54	OXIDIZER
55	OXIDIZER
56	OXIDIZER
57	ORGANIC PEROXIDE
60	POISON
61	POISON
72	RADIOACTIVE
73	RADIOACTIVE
74	RADIOACTIVE
80	CORROSIVE
81	CORROSIVE
82	CORROSIVE
83	CORROSIVE
84	CORROSIVE
85	CORROSIVE

[1] FLAMMABLE or COMBUSTIBLE, as appropriate.

TABLE (2)

A	B
If in accordance with § 172.101 or § 172.602, a material is assigned the hazard information number.	The highway or rail transport vehicle must be placarded on each side and each end.
17	EXPLOSIVES [1]
19	EXPLOSIVES [1]
26	POISON (and NONFLAMMABLE GAS [2])
27	POISON (and OXIDIZER [2])
28	POISON (and FLAMMABLE GAS [2])
29	POISON (and FLAMMABLE GAS [2])
34	FLAMMABLE
35	FLAMMABLE
36	FLAMMABLE
44	FLAMMABLE W
45	FLAMMABLE W
46	FLAMMABLE W
47	FLAMMABLE W
48	FLAMMABLE W
58	ORGANIC PEROXIDE
59	ORGANIC PEROXIDE
62	POISON
64	POISON
65	POISON
67	POISON
71	RADIOACTIVE
78	RADIOACTIVE
79	RADIOACTIVE

[1] The placards for rail transport vehicles must be as specified in § 172.513.

[2] Required only when material is in a portable tank exceeding 110 gallons capacity, a cargo tank, or tank car.

TABLE (3)

A	B
The required display of a placard bearing the hazard information number	May be canceled by display of a placard (when required) bearing the hazard information number
15	17, 19, 23, 24, 34, 35, 36.
17	19.
19	No exception.
20	21, 22, 23, 24, 26, 27, 28.
21	24, 26, 27, 28.
22	No exception.
23	24.
24	No exception.
26	28.
27	No exception.
28	No exception.
29	No exception.
30[1]	31, 32, 34, 35, 36.
31	32, 35, 36.
32	36.
34[1]	35, 36.
35	36.
36	No exception.
38	No exception.
40	15, 17, 30, 31, 32, 34, 35, 36, 41, 42, 43.
41	32, 35, 36, 43.
42	36, 38, 43.
43	No exception.
44	45, 46, 47.
45	47.
46	47.
47	No exception.
48	No exception.
50	51, 53, 54, 55, 56, 57, 59.
51	53, 55, 56.
53	No exception.
54	55, 56.
55	56.
56	No exception.
57	59.

TABLE (3)

A	B
The required display of a placard bearing the hazard information number	May be canceled by display of a placard (when required) bearing the hazard information number
58	No exception.
59	No exception.
60	61, 62, 64, 65, 67.
61	65, 67.
62	64, 65, 67.
64	67.
65	67.
67	No exception.
71	No exception.
72	No exception.
73	No exception.
74	No exception.
78	No exception.
79	No exception.
80	31, 32, 35, 36, 51, 53, 55, 56, 60, 61, 81, 83, 85.
81	32, 36, 53, 60, 61, 84, 85.
82	84, 85.
83	31, 32, 35, 36, 61, 85.
84	No exception.
85	32, 36.

[1] On tank motor vehicles, a FLAMMABLE placard may be displayed in place of a COMBUSTIBLE placard but a combustible placard may not be displayed in place of a FLAMMABLE placard.

NOTE: Table (3) does not take into account segregation requirements for shipments by water.

(b) Except for cargo tanks, tank cars, and portable tanks—

(1) A DANGEROUS placard may be used in place of any placard specified for a material in Table (1), if the aggregate gross weight of material or materials bearing the same hazard information number loaded in a transport vehicle at one location is not more than 5,000 pounds, and

(2) For transportation by highway only, a motor vehicle does not have to be placarded if it contains less than 1,000 pounds (aggregate gross weight) of a material or materials covered by Table (1).

(c) Table (3) is not mandatory. Its purpose is to list permitted exceptions to the placards specified in Tables (1) and (2).

(d) OXYGEN 22 placards may be used to identify liquefied oxygen contained in a manner so that it does not meet the definition in § 173.300 of this subchapter.

(e) A COMBUSTIBLE placard is not required when each package containing combustible liquids in a transport vehicle has a capacity of 110 gallons or less and the hazard information number assigned each combustible liquid is 30.

§ 172.503 Giving and affixing placards—transport vehicles.

(a) *Highway.* Unless the carrier's vehicle is already placarded in compliance with § 172.502, each person giving a hazardous material for transportation by highway shall give the carrier the four placards specified for the material. If no representative of the carrier is present when the vehicle is loaded, the person giving the hazardous material for transportation must affix the placards specified for the material to the transport vehicle.

(b) *Rail.* Each person giving a hazardous material for transportation by rail shall affix the placards specified for the material to the rail car containing the material, unless the placards already displayed on motor vehicles, transport containers, or portable tanks that are on the rail car comply with § 172.502 as it pertains to placarding the rail car. In addition—

(1) Each tank car containing a flammable liquid having a vapor pressure exceeding 16 p.s.i.a at 100°F. must have the DOME placard affixed as specified in § 173.119(h) of this subchapter; and

(2) Each rail car containing lading that has been fumigated or treated with poisonous liquid, solid, or gas must have the placard specified in § 173.426 of this subchapter affixed on or near each door.

§ 172.504 Transport containers.

Each person who loads a hazardous material into a transport container having a capacity of 640 cubic feet or more shall affix placards to it in the manner specified in § 172.502 for transport vehicles. When intended for transportation by air, a transport container having a capacity of less than 640 cubic feet must have at least one placard, as specified in § 172.502, affixed to it, unless it is labeled in accordance with subpart E of this Part.

§ 172.505 Cargo tanks and portable tanks.

(a) Each cargo tank, or portable tank of 1,000 or more gallons capacity must be placarded in accordance with § 172.502 whether loaded or empty, unless following transportation of a hazardous material it has been—

(1) Reloaded with a material not subject to this subchapter; or

(2) Sufficiently cleaned and purged of vapors to remove any potential hazard.

§ 172.506 Empty tank cars.

(a) Each empty tank car must be placarded with an EMPTY placard that corresponds to the placard that was required for the material the tank car last contained unless the tank car has been—

(1) Reloaded with a material not subject to this subchapter; or

(2) Sufficiently cleaned and purged of vapors to remove any potential hazard.

§ 172.508 Placing, attaching, and maintenance of placards.

(a) Each placard on a highway or rail transport vehicle must—

(1) Be readily visible from the direction it faces, except in the direction of another vehicle to which the vehicle is coupled;

(2) Not be obscured by appurtenances and devices, such as ladders, pipes, doors, and tarpaulins;

(3) Not, so far as practicable, have dirt and water directed to it from the wheels of the vehicle;

(4) Not be near any marking (such as advertising) that could substantially reduce its effectiveness;

(5) Have the words printed on it displayed horizontally, reading from left to right; and

(6) Be maintained in good condition so that its effectiveness will not be substantially reduced due to damage, deterioration, or obscurement that could be caused by dirt.

(b) Each placard must be attached either to the surface of a transport vehicle or to a placard board thereon, or be mounted in a holder thereon. The means used to attach a placard may not obscure any part of its surface other than the black borders. Dimensional specifications for a recommended placard holder for the diamond placard are set forth in Appendix A to this subpart.

(c) Each required placard must be placed on the front of the tractor of a tractor-semitrailer combination, instead of the front end of a semitrailer, if the semitrailer—

(1) Is being used to transport Class A explosives or Class B explosives;

(2) Is a cargo tank;

(3) Is being used to transport a portable tank of more than 1,000 gallons capacity; or

(4) Has compressed gas cylinders permanently attached to it.

§ 172.509 Permitted placard modifications.

(a) The word "GASOLINE" may be used in place of the word "FLAMMABLE" on a placard, specified in § 172.533, that is affixed to a tank car or cargo tank being used to transport gasoline, whether empty or loaded. The word "GASOLINE" must be in letters of the same size as those in the word "FLAMMABLE."

(b) The words "FUEL OIL" may be used in place of the word "COMBUSTIBLE" on the placard specified in § 172.535, that is affixed to a tank car or cargo tank being used to transport a fuel oil that is not classed as flammable, whether empty or loaded. The words "FUEL OIL" must be in letters of the same size as those in the word "COMBUSTIBLE."

§ 172.511 Placard specifications.

(a) A placard may be made of any plastic, metal, or other material that is equal or better in strength and durability than the tagboard specified in paragraph (b) of this section.

(b) A placard made of tagboard must be of material that is—

(1) Not less than that designated commercially as white tagboard, 100 percent sulfate;

(2) Not less than 125 pounds per ream of 24 by 36-inch sheets;

(3) Able to pass at least a 60 p.s.i. Mullen test; and

(4) Able to withstand open weather exposure for at least 30 days without a substantial reduction in effectiveness.

(c) The specifications for colors in Appendix A to this Part must be used for the colors prescribed in §§ 172.513 through 172.550.

§ 172.512 Hazard information number.

The hazard information number assigned to a hazardous material must be entered on each placard required in §172.502. If more than one placard is required for the same material, the hazard information number for the material must be entered on each placard.

§ 172.513 Standard requirements for EXPLOSIVES placards.

(a) Except for size and color the EXPLOSIVE placard for Class A explosives and Class B explosives must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart the EXPLOSIVES placard must have the top and lower triangles orange and the symbol black.

(c) Except that the diamond EXPLOSIVES placard is centered on a 15 inch (381 mm.) white square with a black border, the specifications for the rail transport vehicle EXPLOSIVES placard are as prescribed for the diamond EXPLOSIVES placard.

(1) Except for size and color, the rail transport EXPLOSIVES placard for Class A explosives and Class B explosives must be as follows:

(d) The hazard class and division number prescribed for dangerous goods in the United Nations Recommendation entitled "Transport of Dangerous Goods (1970)" may be entered on each EXPLOSIVES placard in the white center area below the word "Explosives." The numerals should be 0.75 inch (19.0 mm.) in height and black.

§ 172.520 General specifications for diamond placards.

(a) Dimensional specifications for each diamond placard are as set forth in Appendix B to this subpart.

(b) The center area of each placard must be white, except the CORROSIVE placard must have a black center area.

(c) Each placard must have a white block for the hazard information number in the lower triangle.

(d) Each letter and number must be black on a white background except—

(1) The letters in the words "CORROSIVE" and "EMPTY" must be white on black;

(2) The letters in the word "POISON" must be red; and

(3) The W must be white on blue.

(e) The border and horizontal bars on each placard must be black.

§ 172.522 DANGEROUS placard.

(a) Except for size and color, the DANGEROUS placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart, the DANGEROUS placard must have a red triangle at the top and the lower part of the placard must be white.

§ 172.527 Standard requirements for diamond EMPTY placards.

(a) In addition to the specifications in Appendix B to this subpart, the following apply to each diamond EMPTY placard:

(1) The triangle at the top of the placard must be black with the "EMPTY" in white letters.

(2) The midsection and lower triangle on the EMPTY placard must be as specified in § 172.520, Appendix B to this subpart, and §§ 172.528, 172.530, 172.531, 172.533, 172.535, 172.538, 172.540, 172.542, 172.544, 172.547, and 172.550, as appropriate for the residue of the commodity being transported.

(b) The top part of each EMPTY placard must be as illustrated on the FLAMMABLE-EMPTY placard which, except for size and color, must be as follows:

§ 172.528 NON-FLAMMABLE GAS placard.

(a) Except for size and color, the NON-FLAMMABLE GAS placard, must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this sub-

part, the NON-FLAMMABLE GAS placard must have the top and lower triangles green and the symbol white.

§ 172.530 **OXYGEN placard.**

(a) Except for size and color, the OXYGEN placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart, the OXYGEN placard must have the top and lower triangles yellow and the symbol black.

§ 172.531 **FLAMMABLE GAS placard.**

(a) Except for size and color, the FLAMMABLE GAS placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart, the FLAMMABLE GAS placard must have the top and lower triangles red and the symbol white.

§ 172.533 **FLAMMABLE and FLAMMABLE W placards.**

(a) Except for size and color, the FLAMMABLE placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart the FLAMMABLE placard must have the top and lower triangles red and the symbol white.

(c) Except for size and color, the FLAMMABLE W placard must be as follows:

(d) The FLAMMABLE W placard specifications are the same as the specifications for the FLAMMABLE W placard, except for the blue triangle with the white symbol at the top of the placard.

§ 172.535 **COMBUSTIBLE placard.**

(a) Except for size and color, the COMBUSTIBLE placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart, the COMBUSTIBLE placard must have the top and lower triangles red and the symbol white.

§ 172.538 **OXIDIZER placard.**

(a) Except for size and color, the OXIDIZER placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart, the OXIDIZER placard must have the top and lower triangles yellow and the symbol black.

§ 172.540 **ORGANIC PEROXIDE placard.**

(a) Except for size and color, the ORGANIC PEROXIDE placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart the ORGANIC PEROXIDE placard must have the top triangle red with the symbol white. The lower triangle must be yellow.

§ 172.544 **POISON placard.**

(a) Except for size and color, the POISON placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart, the POISON placard must be white with the symbol black and white. The letters in the word "POISON" must be red.

§ 172.547 **RADIOACTIVE placard.**

(a) Except for size and color, the RADIOACTIVE placard must be as follows:

(b) In addition to complying with § 172.520 and Appendix B to this subpart, the RADIOACTIVE placard must have the top triangle yellow with the symbol black. The lower triangle must be purple.

§ 172.550 **CORROSIVE placard.**

(a) Except for the size and color, the CORROSIVE placard must be as follows:

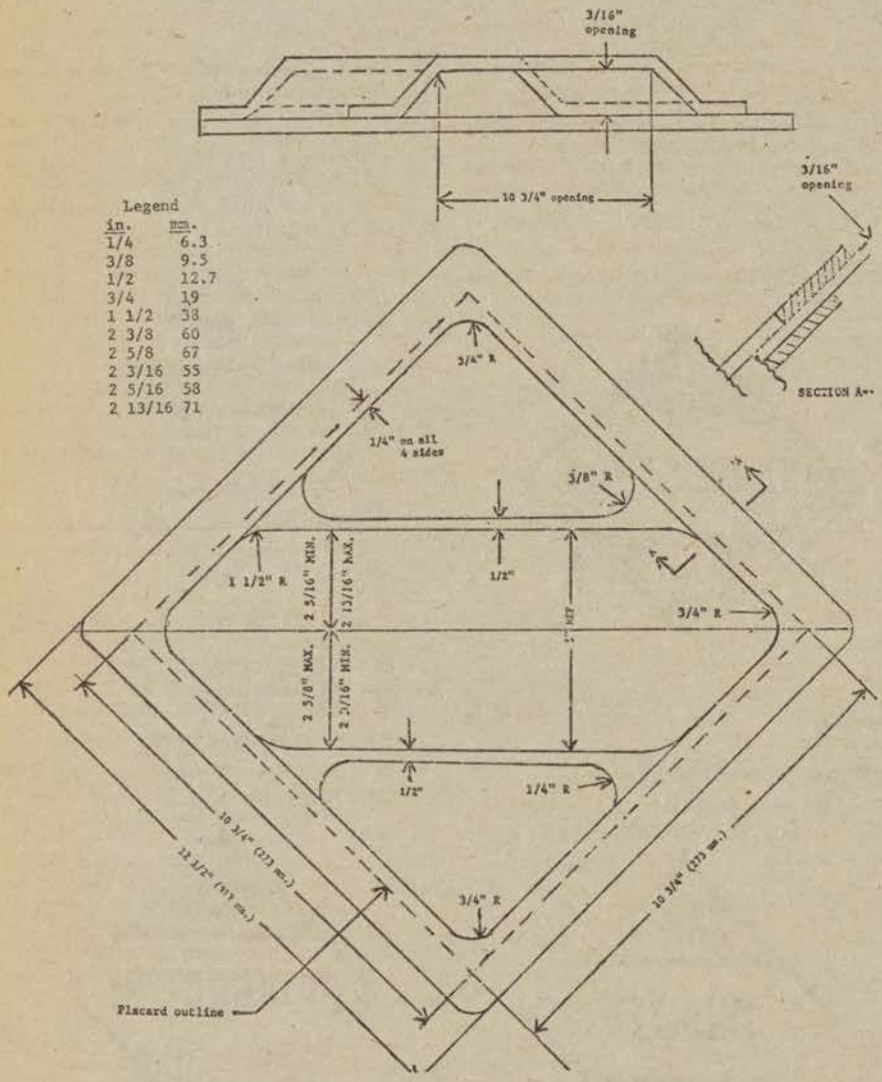
(b) In addition to complying with § 172.520 and Appendix B to this subpart, the CORROSIVE placard specifications are as follows:

(1) The center area of the placard between the upper and lower white triangles must be black, except for the letters in the word "Corrosive" which must be white.

(2) The symbol must be black and white.

APPENDIX TO SUBPART F

APPENDIX A—DIMENSIONAL SPECIFICATIONS FOR RECOMMENDED PLACARD HOLDER FOR THE DIAMOND PLACARD



APPENDIX TO SUBPART F

APPENDIX B—DIMENSIONAL SPECIFICATIONS FOR PLACARDS

1. *General specifications for placards.*

(a) In addition to the dimensional specifications for the diamond placard shown in Appendix C to Subpart F, the hazard information number block of each placard must be 2¾ inches (70 mm.) wide and 2¼ inches (57 mm.) high. The top of the hazard information number block must be 4-5/16 inches (109 mm.) from the lower tip of the placard.

(b) the words "Hazard Information No." must be in letters ⅛-inch (3.2 mm.) high and must be inside the hazard information block. These words may be omitted when the hazard information number is pre-printed on the placard.

(c) The digit size in the hazard information number must be 2 inches (51 mm.) high.

(d) Except the NON-FLAMMABLE GAS and POISON placards, the letter size in the placard name must be 2 inches (51 mm.) high in each placard. The letters in the words "NON-FLAMMABLE GAS" must be 1⅝ inches (45 mm.) high, Franklin Gothic Extra Condensed set type. The letters in the word "POISON" must be 3 inches (76 mm.) high, Franklin Gothic Extra Condensed set type.

(e) Except the NON-FLAMMABLE GAS, FLAMMABLE GAS, and ORGANIC PEROXIDE placards, the placard name must be centered across the horizontal diagonal of each placard.

(f) The lower edge of the words "NON-FLAMMABLE" in the NON-FLAMMABLE GAS placard must be even with the horizontal diagonal.

(g) The lower edge of the word "FLAMMABLE" in the FLAMMABLE GAS placard must be ¼-inch (6.3 mm.) below the horizontal diagonal.

(h) The lower edge of the word "ORGANIC" in the ORGANIC PEROXIDE placard must be ⅛-inch (3.2 mm.) above the horizontal diagonal, and the upper edge of the word "PEROXIDE" must be ⅜-inch (9.5 mm.) below the horizontal diagonal.

(i) The word "GAS" in the NON-FLAMMABLE GAS and FLAMMABLE GAS placards must be centered on the respective placard and be ¼-inch (6.3 mm.) below the base of the words "NON-FLAMMABLE" and "FLAMMABLE," as appropriate.

(j) Visual spacing between the letters in the placard names must be used to achieve maximum readibility.

2. *General specifications for EMPTY placards.*

(a) In addition to the specifications in § 172.527 of subpart F, the following apply to EMPTY placards:

(1) The letter size in the word "EMPTY" must be 15/16-inch (23.8 mm.) high with approximately 3/16-inch (4.8 mm.) stroke.

(2) The lower edge of the letters in the word: "EMPTY" must be 3¾ inches (95 mm.) above the horizontal diagonal.

(3) The center area and upper triangle must be black in the CORROSIVE—EMPTY placard, except that the words "CORROSIVE" and "EMPTY" must be white.

3. *Specific specifications for diamond placards.*

(a) In addition to the general specifications in paragraph 1 of this Appendix, the following apply to each diamond placard as indicated:

(1) EXPLOSIVES placard. In addition to complying with § 172.513 of subpart F, the EXPLOSIVES placard must have a black symbol 3¼ inches (83 mm.) across the longest verticle dimension and 6⅜ inches (162 mm.) across the longest horizontal dimension.

(i) In addition to the specifications for the EXPLOSIVES placard, the rail transport vehicle EXPLOSIVES placard must be centered on a 15-inch (381 mm.) white square that has a ½-inch (12.7 mm.) black border.

(2) NON-FLAMMABLE GAS placard. In addition to complying with § 172.528 of subpart F, the NON-FLAMMABLE GAS placard must have a white symbol ¾-inch (19 mm.) at the widest part by 3 11/16 inches (94 mm.) long, with the lowest extremity of the base 3 9/16 inches (90 mm.) above the horizontal diagonal. The symbol must be inclined to the right approximately 18 degrees above the horizontal.

(3) FLAMMABLE GAS placard. In addition to complying with § 172.531 of subpart F, the FLAMMABLE GAS placard must have—

(i) The lower part of the horizontal bar in the white symbol 9/16-inch (14.3 mm.) above the base of the upper red triangle; and

(ii) The symbol approximately 2 9/16 inches (65 mm.) high from the base of the bar and 1⅞ inches (48 mm.) across the widest part and the bar.

(4) FLAMMABLE placard. In addition to complying with § 172.533 of subpart F, the FLAMMABLE placard must have a symbol with dimensions as specified for the FLAMMABLE GAS placard in paragraph 3(a)(3) of this Appendix.

(5) FLAMMABLE W placard. The FLAMMABLE W placard specifications are the

same as the specifications for the FLAMMABLE placard set forth in subparagraph (4) of this paragraph, except that —

(i) The upper triangle must be blue; and

(ii) The W symbol must be—

(A) White;

(B) Approximately centered in the blue triangle;

(C) Approximately 1¾ inches (44 mm.) across the base, 2¾ inches (70 mm.) across the top, 2¼ inches (57 mm.) high; and

(D) Made with a 5/16-inch (7.9 mm.) stroke in the W and a ¼-inch (6.4 mm.) stroke in the diagonal.

(6) COMBUSTIBLE placard. In addition to complying with § 172.535 of subpart F, the COMBUSTIBLE placard must have a white symbol with dimensions as specified for the FLAMMABLE GAS placard in paragraph 3(a)(3) of this Appendix.

(7) OXYGEN and OXIDIZER placards. In addition to complying with §§ 172.530 and 172.538 respectively of subpart F, the OXYGEN and OXIDIZER placards must have a symbol with dimensions approximately as follows:

(i) The bar, ⅛-inch (3.2 mm.) wide and 2⅜ inches (60 mm.) long.

(ii) The diameter of the inner circle, ¾-inch (19 mm.) and the outer circle 1⅛ inches (29 mm.).

(iii) The flame 2 9/16 inches (65 mm.) high from the base of the bar, and 2⅛ inches (54 mm.) across the widest part.

(8) ORGANIC PEROXIDE placard. In addition to complying with § 172.540 of subpart F, the ORGANIC PEROXIDE placard must have a white symbol as specified for the FLAMMABLE GAS placard in paragraph 3(a)(3) of this Appendix.

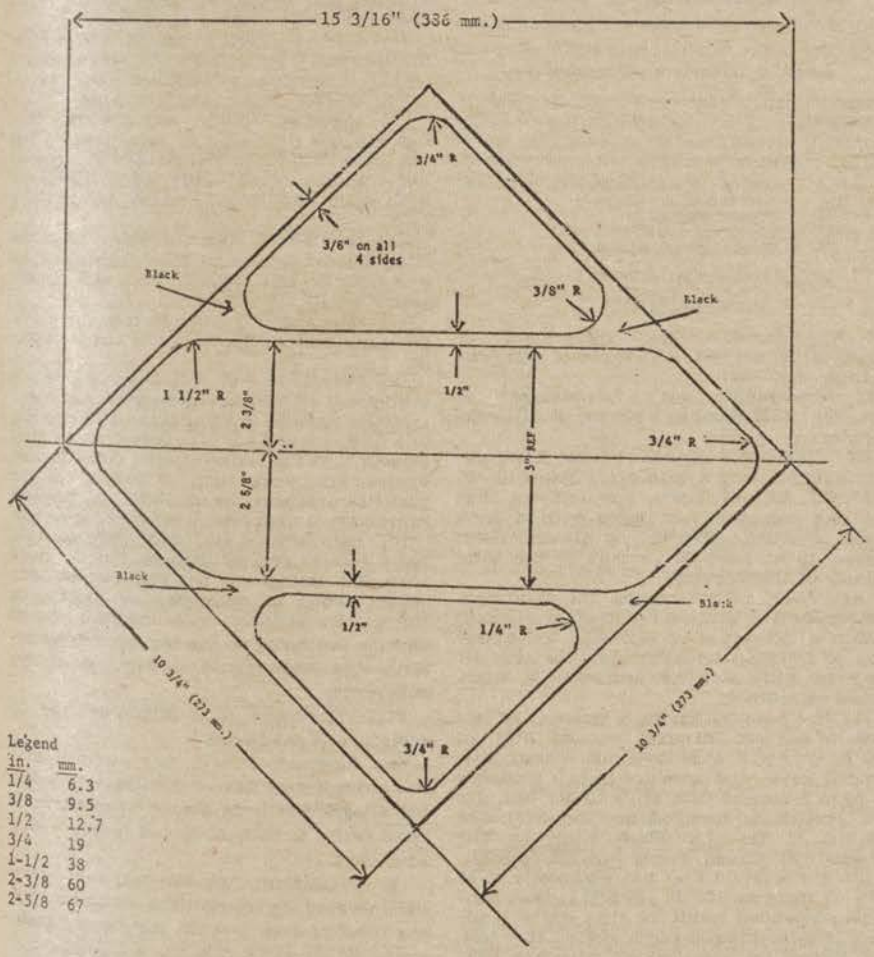
(9) POISON placard. In addition to complying with § 172.544 of Subpart F, the POISON placard must have a black and white symbol with its lower extremity 7/16-inch (11.1 mm.) above the base of the upper triangle. The black line symbol must have a skull measuring 2 3/16 inches (55 mm.) high and crossbones measuring 3½ inches (89 mm.) long.

(10) RADIOACTIVE placard. In addition to complying with § 172.547 of subpart F, the RADIOACTIVE placard must have a black radioactive symbol centered in the upper triangle, and having a radius of approximately 1¼ inches (32 mm.).

(11) CORROSIVE placard. In addition to complying with § 172.550 of subpart F, the CORROSIVE placard must have a black and white symbol measuring 2 inches (51 mm.) high and 4¼ inches (108 mm.) across the widest part with the base of the lower extremity ¾-inch (19 mm.) above the base of the top triangle.

Appendix to Subpart F

Appendix C: Dimensional Specifications for the Diamond Placard



Legend	
in.	mm.
1/4	6.3
3/8	9.5
1/2	12.7
3/4	19
1-1/2	38
2-3/8	60
2-5/8	67

Subpart G—Hazard Information Numbers

§ 172.600 Hazard information number required.

(a) Before offering a hazardous material subject to this subchapter for transportation, each person shall—

(1) Determine that a hazard information number has been designated for the material in § 172.101;

(2) Assign a hazard information number to the material in accordance with this subpart; or

(3) Determine that the material is not required to have a hazard information number according to this subchapter.

(b) This subpart does not apply to a material classed as Etiologic Agents or ORM-A, B, C, or D.

§ 172.602 Derivation of the hazard information number.

(a) When a hazard information number is not designated for a hazardous material listed in § 172.101, the shipper shall assign it a hazard information number in accordance with the following procedure:

(1) Determine from Appendices A and B to this subpart the definitions that apply to the material, but if any definition in Appendix B applies to the material, he may not assign a hazard information number to the material;

(2) If only one definition in Appendix A to this subpart applies to the material, he shall assign a hazard information number to the material in accordance with the following table:

Table I

Hazard information No.	Type of material as defined in Appendix A
05	Irritating material.
20	Nonflammable gas, compressed or liquified.
23	Flammable gas, compressed or liquified.
30	Flammable or combustible liquid.
38	Pyrophoric liquid.
40	Flammable solid.
42	Pyrophoric solid.
50	Oxidizer, liquid or solid.
60	Highly toxic liquid or solid.
62	Extremely toxic liquid or solid.
64	Extremely toxic liquid or solid by skin absorption.
80	Corrosive, liquid or solid.

(3) If more than one definition in Appendix A to this subpart applies to the material, determine the first digit of the hazard information number from the first entry in the following table (reading from the top) that applies to the material:

Table II

First	Type of material as defined in Appendix A
2	Flammable or nonflammable gas.
6	Extremely toxic liquid or solid.
3	Flammable liquid.
5	Oxidizing material, liquid or solid.
4	Flammable solid.
8	Corrosive liquid.
6	Highly toxic liquid or solid.
8	Corrosive solid.
3	Combustible liquid.

NOTE: If an irritating material also meets another definition in Appendix A to this subpart, its hazard information number must be derived according to that definition unless it is a corrosive solid or a combustible liquid, in which case the hazard information number is 05.

For example, if a material is a "Flammable liquid" and a "Corrosive liquid," the first digit of its hazard information number is 3 because 3 (flammable liquid) comes before 8 (corrosive liquid) when reading from the top downward in Table II.

(4) Then determine the complete hazard information number for the material where—

(i) The first digit of the number is the number derived in accordance with paragraph (a)(3) of this section, and

(ii) The complete number is the number in Table III that corresponds to the adjacent "Hazards" entry that applies to the material.

TABLE III

Hazard information No.	Hazards
	GASES, COMPRESSED OR LIQUEFIED
21	Nonflammable and corrosive.
24	Flammable and corrosive.
	LIQUIDS
31	Flammable and corrosive.
32	Flammable and highly toxic (corrosive).[1]
	SOLIDS
41	Flammable and highly toxic (corrosive).[1]
43	Flammable, pyrophoric, and highly toxic (corrosive).[1]
	LIQUIDS OR SOLIDS
51	Oxidizer and corrosive.
53	Oxidizer and highly toxic (corrosive).[1]
	LIQUIDS OR SOLIDS
61	Highly toxic and combustible.
62	Extremely toxic liquid or solid (corrosive).[1]
64	Extremely toxic by skin absorption (corrosive).[1]
65	Extremely toxic by ingestion or inhalation and flammable or combustible (corrosive).[1]
67	Extremely toxic by skin absorption and flammable or combustible (corrosive).[1]
	LIQUIDS OR SOLIDS
81	Corrosive and highly toxic.
82	Corrosive and HOD.[2]
83	Corrosive and combustible.
84	Corrosive, HOD,[2] and highly toxic.
85	Corrosive, combustible, and highly toxic.

[1] Means that material also may be corrosive.
[2] Means heat of dilution as defined in Appendix A to this subpart.

(b) *Low specific activity radioactive materials.* Unless a hazard information number is assigned to a low specific activity radioactive material that is listed by name in § 172.101, the number 71 shall be assigned when the material is offered for transportation under the conditions set forth in § 173.392(b) of this subchapter.

(c) *Explosives.* A person may not assign a hazard information number to a new explosive or a new explosive device until it has been classified in accordance with § 173.86 of this subchapter.

(d) In any case in which the regulations in this Part do not authorize or provide for such an assignment, the Department will provide a written designation of the hazard information number to be assigned to a material.

(e) If a hazard information number has been assigned to a material, and the material has not been mixed with another material or otherwise changed, rederivation of its hazard information number is not required before the material is again offered for transportation.

APPENDIXES TO SUBPART G

INDEX TO APPENDIX A DEFINITIONS

Definition No.	Title
I	Nonflammable gas, compressed or liquefied.
II	Flammable gas, compressed or liquefied.
III	Flammable liquid.
IV	Combustible liquid.
V	Flammable solid.
VI	Oxidizing material.
VII	Highly toxic liquid or solid.
VIII	Extremely toxic liquid or solid by ingestion or inhalation.
IX	Extremely toxic liquid or solid by skin absorption.
X	Corrosive liquid or solid.
XI	Corrosive gas.
XII	HOD (heat of dilution).
XIII	Pyrophoric liquid.
XIV	Pyrophoric solid.
XV	Irritating Material.

INDEX TO APPENDIX B DEFINITIONS

Definition No.	Title
I	Highly or extremely toxic gas—compressed or liquefied.
II	Organic peroxide.
III	Thermally unstable material.
IV	Water reactive material.

APPENDIX TO SUBPART G

DEFINITIONS

I *Nonflammable gas, compressed or liquefied:* As defined in § 173.300 of this subchapter.

II *Flammable gas, compressed or liquefied:* As defined in § 173.300 of this subchapter.

III *Flammable liquid:* (Docket HM–102). Any liquid having a flash point below 100°F. (37.8°C.), but excluding any mixture that has one component or more with a flash point of 100°F. (37.8°C.) or higher, which makes up at least 99 percent of the total volume of the mixture.

(a) "Flash point" means the minimum temperature at which a liquid gives off vapor within a test vessel in sufficient concentration to form an ignitable mixture with air near the surface of the liquid and is determined as follows:

(1) For a liquid having a viscosity of less than 45 Saybolt Universal Seconds (SUS) at 100°F. (37.8°C.), that does not contain suspended solids, and does not have a tendency to form a surface film while under test, use the procedure specified in the Standard Method of Test for Flash Point by Tag (Tagliabue) Closed Tester (ASTM D56–70).

(2) For a liquid that has a viscosity of 45 SUS or more at 100°F. (37.8°C.), that contains suspended solids, or that has a tendency to form a surface film while under test, the procedures specified or alternate tests authorized in the Standard Method of Test for Flash Point by Pensky-Martens Closed Tester (ASTM D93–71) shall be used.

(3) For a liquid that is a mixture of compounds that have different volatility and flash points, its flash point shall be determined as specified in paragraph (a)(1) or (a)(2) of this paragraph on the material in the form in which it is to be shipped. If it is determined by this test that the flash point is higher than 20°F. (−6.67°C.), a sample of the liquid, evaporated to 90 percent of its original volume, shall be tested. The lower value of the two tests shall be the flash point of the material.

IV *Combustible liquid:* (Docket HM–102). Any liquid having a flash point at or above 100°F. (37.8°C.), and below 200°F. (93.4°C.), but excluding any mixture having one component or more with a flash point of at least 200°F. (93.3°C.) that makes up at least 99 percent of the total volume of the mixture. "Flash point" is determined in accordance with paragraph III(a) of this Appendix.

V *Flammable solid:* Any material, other than an explosive, that is liable to cause fire through friction, absorption of moisture, spontaneous chemical change, or retained heat from manufacturing or processing, or that can be ignited readily and that when ignited burns so vigorously and persistently as to create a serious transportation hazard.

VI *Oxidizing material:*

(a) Although not itself necessarily combustible, may initiate and promote combustion in other materials causing fire itself or through the release of oxygen or of other strong oxidizing gases.

(b) When mixed with dry or wet red oak sawdust and heated at below 200°F. in an open container, ignites spontaneously.

(c) When by itself or mixed with a combustible may react violently when heated under confinement or subjected to shock.

VII *Highly toxic liquid or solid:*

(a) Ingestion (oral): Any material that has a single dose LD_{50} of more than 5, but not more than 50, milligrams per kilogram of body weight when orally administered to both male and female, young adult, white rats.

(b) Inhalation: Any material that, when administered by continuous inhalation for one hour or less to both male and female, young adult, white rats has a LC_{50} of:

(1) More than 50, but not more than 200, parts per million by volume of gas or vapor; or

(2) More than 0.50, but not more than 2, milligrams of mist or dust per liter of air.

If the product is administered to the rats as a dust or mist, and if it is reasonably foreseeable that the concentration could be met by humans, more than 90 percent of the particles available for inhalation in the test must have a diameter of 10 microns or less.

(c) Skin absorption: Any material that has a LD_{50} of greater than 20, but not more than 200, milligrams per kilogram of body weight when administered by continuous contact for 24 hours with the bare skin of rabbits, according to the test procedures described in Appendix A to Part 173 of this subchapter.

VIII *Extremely toxic liquid or solid by ingestion or inhalation:*

(a) Ingestion (oral): Any material that has a single dose LD_{50} of 5 milligrams or less per kilogram of body weight when administered orally to both male and female, young adult rats.

(b) Inhalation: Any material that, when administered by continuous inhalation for one hour or less, to both male and female, young adult white rats has a LC_{50} of 50 or less parts per million by volume of gas or vapor, or 0.50 or less milligrams of mist or dust per liter of air. If the material is administered to the rats as a dust or mist, and if it is reasonably foreseeable that those con-

centrations could be met by humans, more than 90 percent of the particles available for inhalation in the test must have a diameter of 10 microns or less.

IX *Extremely toxic liquid or solid by skin absorption:*

Any material that has a LD_{50} of 20 milligrams or less per kilogram of body weight when administered by continuous contact for 24 hours with the bare skin of rabbits, according to test procedures described in Appendix A to Part 173 of this subchapter.

X *Corrosive liquid or solid:* A liquid or solid material that—

(a) Causes irreversible change or destruction to the intact skin of an albino rabbit after an exposure period of four hours or less, when tested in accordance with the technique described in Appendix A to Part 173 of this subchapter.

(b) Has a corrosion rate exceeding 0.250-inch (6.3 mm.) per year (IPY) on steel (SAE 1020) at a test temperature of 130°F. An acceptable test is described in NACE Standard TM-01-69.

XI *Corrosive gas:* A gas as defined in section I or II of this Appendix which, when tested as a saturated aqueous solution, meets the definition in section X of the Appendix.

XII *Heat of dilution (HOD):* A temperature rise of more than 80°F. (26.7°C.) occurring when a material is diluted at a weight ratio of 1:1 with water.

XIII *Pyrophoric liquid:* A liquid that will ignite spontaneously in dry or moist air at a temperature of 130°F. (54.4°C.) or below.

XIV *Pyrophoric solid:* A solid material that will ignite spontaneously in dry or moist air at a temperature of 130°F. (54.4°C.) or below.

XV *Irritating material:* As defined in § 173.326(b) of this subchapter.

APPENDIX B TO SUBPART G

DEFINITIONS

I *Highly or extremely toxic gas—compressed or liquefied:* As defined in § 173.300 of this subchapter and having a LC_{50} value of 200 parts per million or les by volume of gas or vapor when administered to both male and female young adult white rats by continuous inhalation for one hour or less.

II *Organic proxide:* An organic compound containing the bivalent –0–0– structure and which may be considered a derivative of hydrogen peroxide where one or more of the hydrogen atoms have been replaced by organic radicals.

III *Self-reactive or thermally unstable material:* A material that, as shipped in its packaging, which by itself (i.e., without the use of any additional material) is thermodynamically able to undergo a violent and destructive exothermic chemical reaction (e.g., decomposition, polymerization, etc.) for which the reaction rate is accelerated by the thermal energy released.

IV *Water reactive material:* A material that can undergo a chemical reaction with water to produce a gas that is flammable or toxic in a concentration that can be encountered during transportation.

APPENDIX TO PART 172

APPENDIX A—SPECIFICATIONS FOR COLORS

Specifications for colors [1] (in Munsell notations) on labels and placards are as follows:

[1] Black and colors on labels and placards must be able to withstand a 72-hour fadeometer test, and to withstand open weather exposure for at least 30 days without a substantial reduction in effectiveness.

Color	Paint, lacquer, enamel, and plastic							Printing ink [4]
	Centroid	Tolerances						Centroid
		Hue +	Hue −	Value +	Value −	Chroma [2]	Chroma [3] −	
Red	7.5R 4.0/14	8.5R	6.5R	4.5/	3.5/	/16	/12	7.5R 4.3/13.
Orange	5.0YR 6.0/15	6.25YR	3.75YR	6.5/	5.5/	/16	/13	5YR 6.5/14.
Yellow	5.0Y 8.0/12	6.5Y	3.5Y	8.5/	7.5/	/14	/10	5Y 8.2/12.
Green	7.5G 4.0/9	0.5BG	5.0G	4.5/	3.5/	/11	/7 /6	7.5G 4.1/9.
Blue	2.5PB 3.5/10	4.5PB	10.0B	4.0/	3.0/	/12	/8	2.5PB 4.2/10.
Purple	10.0P 4.5/10	2.5RP	7.5P	5.0/	4.0/	/12	/8 /6.5	10P 4.5/12.

[1] The maximum chroma is not limited.

[2] For the colors green and purple, the minimum saturation (chroma) limits for procelain enamel on metal are lower than for most other surface coatings. Therefore, the minimum chroma limits for porcelain enamel on metal for these 2 colors may be as low as that shown in the Chroma double minus column.

[4] Printed colors approximate opaque centroids and tolerances while allowing for expected differences from production methods and materials.

NOTE.—Color chips are available from the Department of Transportation, Office of Hazardous Materials, Washington, D.C. 20590, as a set of the 6 colors and prescribed tolerances for $18 per set.

List of hazard information cards.

No.	HAZARD INFORMATION Card
01	DANGEROUS
02	
03	
04	
05	IRRITANT
06	
07	
08	
09	
10	
11	
12	
13	
14	
15	EXPLOSIVES CLASS "C"
16	
17	EXPLOSIVES CLASS "B"
18	
19	EXPLOSIVES CLASS "A"
20	NONFLAMMABLE GAS
21	NONFLAMMABLE GAS—CORROSIVE
22	OXYGEN
23	FLAMMABLE GAS
24	FLAMMABLE GAS—CORROSIVE
25	
26	NONFLAMMABLE GAS—POISON
27	GAS—OXIDIZER—POISON—CORROSIVE
28	FLAMMABLE GAS—POISON (CORROSIVE) [1]
29	FLAMMABLE GAS—POISON—EXTREMELY HAZARDOUS (CORROSIVE) [1]
30	COMBUSTIBLE or FLAMMABLE LIQUID
31	FLAMMABLE LIQUID—CORROSIVE
32	FLAMMABLE LIQUID—POISON (CORROSIVE) [1]
33	
34	COMBUSTIBLE or FLAMMABLE LIQUID—SELF REACTIVE or THERMALLY UNSTABLE
35	FLAMMABLE LIQUID—CORROSIVE—SELF REACTIVE or THERMALLY UNSTABLE
36	FLAMMABLE LIQUID—POISON—SELF REACTIVE or THERMALLY UNSTABLE (CORROSIVE) [1]
37	
38	PYROPHORIC LIQUID
39	
40	FLAMMABLE SOLID
41	FLAMMABLE SOLID—POISON (CORROSIVE) [1]
42	FLAMMABLE SOLID—PYROPHORIC
43	FLAMMABLE SOLID—PYROPHORIC—POISON (CORROSIVE) [1]
44	FLAMMABLE SOLID—WATER REACTIVE
45	FLAMMABLE SOLID—POISON—WATER REACTIVE (CORROSIVE) [1]
46	FLAMMABLE SOLID—PYROPHORIC—WATER REACTIVE
47	FLAMMABLE SOLID—PYROPHORIC—POISON—WATER REACTIVE (CORROSIVE) [1]
48	FLAMMABLE SOLID—WET—DESENSITIZED EXPLOSIVES
49	
50	OXIDIZER
51	OXIDIZER—CORROSIVE
52	
53	OXIDIZER—POISON (CORROSIVE) [1]
54	OXIDIZER—SELF REACTIVE or THERMALLY UNSTABLE
55	OXIDIZER—CORROSIVE—SELF REACTIVE or THERMALLY UNSTABLE
56	OXIDIZER—POISON—SELF REACTIVE or THERMALLY UNSTABLE (CORROSIVE) [1]
57	ORGANIC PEROXIDE
58	ORGANIC PEROXIDE—REFRIGERATED, HIGHLY SENSITIVE
59	ORGANIC PEROXIDE—EXTREMELY SENSITIVE
60	POISON—HIGHLY TOXIC
61	POISON—HIGHLY TOXIC—COMBUSTIBLE (CORROSIVE) [1]
62	EXTREMELY TOXIC
63	
64	POISON—EXTREMELY TOXIC BY SKIN ABSORPTION (CORROSIVE) [1]
65	POISON—EXTREMELY TOXIC—FLAMMABLE or COMBUSTIBLE (CORROSIVE) [1]
66	
67	POISON—EXTREMELY TOXIC BY SKIN ABSORPTION—FLAMMABLE or COMBUSTIBLE (CORROSIVE) [1]
68	
69	
70	RADIOACTIVE—LOWER HAZARD
71	RADIOACTIVE
72	RADIOACTIVE—OXIDIZER
73	RADIOACTIVE—CORROSIVE
74	RADIOACTIVE—PYROPHORIC
75	
76	
77	
78	RADIOACTIVE—POISON—CORROSIVE—OXIDIZER
79	RADIOACTIVE—EXTREMELY HAZARDOUS
80	CORROSIVE
81	CORROSIVE—POISON
82	CORROSIVE—HOD [2]
83	CORROSIVE—COMBUSTIBLE
84	CORROSIVE—POISON—HOD [2]
85	CORROSIVE—COMBUSTIBLE—POISON
86	
87	
88	
89	

[1] Means that material also may be corrosive.

[2] HOD = Heat of dilution.

DANGEROUS

CONTAINS HAZARDOUS MATERIAL

OBTAIN SHIPPING PAPERS.
They should contain a hazard information number for each listed hazardous material in the vehicle or container.
If shipping papers are not available, use the following as a guide.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet.

FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

IRRITANT

POTENTIAL HAZARDS

PACKAGE LABEL

HEALTH	Vapor extremely irritating. May cause extreme burning of eyes resulting in flow of tears. May cause coughing, difficult breathing, and nausea. If exposure is brief, effects last only a few minutes. Effects may be serious if exposed in an enclosed, unventilated area.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS

FIRST AID	Remove to fresh air. Call physician. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Effects should disappear after individual has been exposed to fresh air for 5–10 minutes.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

EXPLOSIVE CLASS "C"

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May burn rapidly. Single containers may explode, without causing mass explosion.
HEALTH	Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	For massive fire in cargo area, use unmanned hose holder or monitor nozzles. Fight fire from maximum distance. If fire not in cargo area extinguish by conventional methods.
SPILL OR LEAK	No flares, smoking or flames in hazard area.
FIRST AID	Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

EXPLOSIVES CLASS "B"

POTENTIAL HAZARDS

[illegible]	May burn rapidly. May explode if fire reaches cargo area.
HEALTH	Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

[illegible]	If fire in cargo area, withdraw from area, let fire burn. If fire not in cargo area extinguish by conventional methods. Fight fire from maximum distance. Cool containers with water from maximum distance until well after fire is out. If cargo must be moved use extreme care to avoid shocks.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Do not touch spilled material.
[illegible]	Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

EXPLOSIVE CLASS "A"

POTENTIAL HAZARDS

	May explode from heat, flame or shock.
HEALTH	Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
(MINIMUM RADIUS 1/2 MILE)
WEAR FULL PROTECTIVE CLOTHING.

	If fire in cargo area, withdraw from area, let fire burn. If fire not in cargo area extinguish by conventional methods. Fight fire from maximum distance. Cool containers with water from maximum distance until well after fire is out. Do not move cargo if it has been exposed to heat. If cargo must be moved use extreme care to avoid shocks.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Do not touch spilled material.
	Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

NON-FLAMMABLE GAS

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May catch fire. Container may explode in heat of fire.
HEALTH	No health hazard outdoors. Vapor indoors may cause dizziness or suffocation. Contact with liquid may cause burns to skin and eyes.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled liquid.
FIRST AID	Remove to fresh air. Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

NON-FLAMMABLE GAS

CORROSIVE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May catch fire. Container may explode in heat of fire.
HEALTH	Runoff may pollute water supply. Vapor extremely irritating. Contact may cause burns to skin and eyes. If inhaled may be harmful.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled liquid. Isolate area until gas has dispersed.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

OXYGEN

FOR USE ON OXYGEN ONLY

POTENTIAL HAZARDS

FIRE OR EXPLOSION	Container may explode in heat of fire. Mixtures with fuels may explode. Gas explosion hazard indoors, outdoors or in sewers. Materials may ignite in oxygen vapor. Automobile engine may catch fire in oxygen atmosphere.
HEALTH	No health hazard outdoors. Contact with liquid may cause burns to skin and eyes.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. It this is impossible, withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not touch spilled liquid. Keep combustibles (wood, paper, oil, etc.) away from spilled material. Isolate area until gas has dispersed.
FIRST AID	Remove to fresh air. Remove contaminated clothing and shoes. Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

FLAMMABLE GAS

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Flammable vapors may spread away from spill. Containers may explode in heat of fire. Gas explosion hazard indoors,outdoors or in sewers.
HEALTH	Vapor indoors may cause dizziness or suffocation. Contact with liquid may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Let burn unless leak can be stopped immediately. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Apply water from sides of tank. Withdraw immediately in case of rising sound from venting safety device. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. If this is impossible, withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled liquid. Isolate area until gas has dispersed.
FIRST AID	Remove to fresh air. Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

FLAMMABLE GAS

CORROSIVE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Flammable vapors may spread away from spill. Container may explode in heat of fire. Gas explosion hazard indoors, outdoors or in sewers.
HEALTH	Vapor extremely irritating. Contact may cause burns to skin and eyes.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS
AND FULL PROTECTIVE CLOTHING.

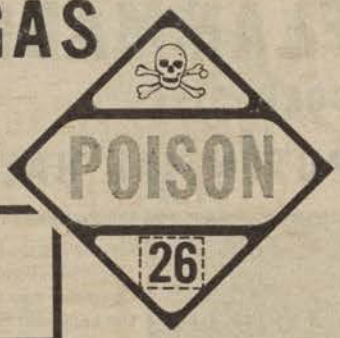
FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Let burn unless leak can be stopped immediately. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Apply water from sides of tank. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. If this is impossible, withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled liquid. Isolate area until gas has dispersed.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

NON-FLAMMABLE GAS

POISON

POTENTIAL HAZARDS



FIRE OR EXPLOSION	May catch fire. Container may explode in heat of fire.
HEALTH	If inhaled may be fatal. Contact may cause burns to skin and eyes. Runoff may pollute water supply.

EMERGENCY ACTION

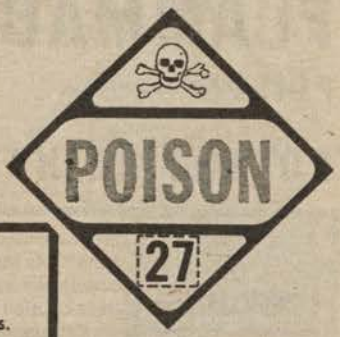
KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Evacuate area endangered by poison gas.
SPILL OR LEAK	Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. Isolate area until gas has dispersed. Evacuate area endangered by poison gas.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

GAS

OXIDIZER, POISON, CORROSIVE



POTENTIAL HAZARDS

FIRE OR EXPLOSION	Reaction with fuels may be violent. May ignite combustibles (wood, paper, oil, etc.). Container may explode in heat of fire. Gas explosion hazard indoors, outdoors or in sewers.
HEALTH	If inhaled may be fatal. Vapor extremely irritating. Contact may cause burns to skin and eyes. Runoff may pollute water supply.

EMERGENCY ACTION

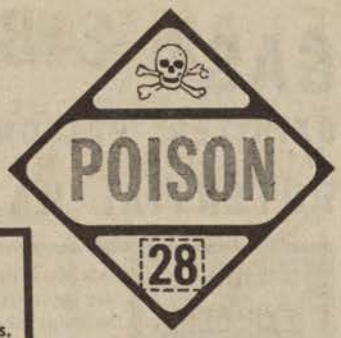
KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Evacuate area endangered by poison gas.
SPILL OR LEAK	Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal. Isolate area until gas has dispersed. Evacuate area endangered by poison gas.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

FLAMMABLE GAS

POISON



POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Flammable vapors may spread away from spill. Container may explode in heat of fire. Gas explosion hazard indoors, outdoors or in sewers.
HEALTH	If inhaled may be fatal. Contact may cause burns to skin and eyes. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Let burn unless leak can be stopped immediately. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. Evacuate area endangered by poison gas.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. Isolate area until gas has dispersed. Evacuate area endangered by poison gas.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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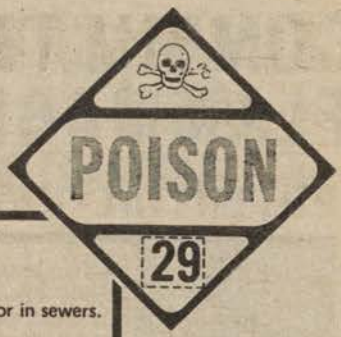
FLAMMABLE GAS

POISON-EXTREMELY HAZARDOUS

POTENTIAL HAZARDS



FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. May ignite combustibles (wood, paper, oil, etc.). Reaction with fuels may be violent. Gas explosion and poison hazard indoors, outdoors or in sewers. Container may explode in heat of fire.
HEALTH	Vapors non-irritating, deaden sense of smell. If inhaled may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Let burn unless leak can be stopped immediately. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. Isolate area until gas has dispersed. Evacuate area endangered by poison gas.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Isolate area until gas has dispersed. Evacuate area endangered by poison gas.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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COMBUSTIBLE OR FLAMMABLE LIQUID

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Flammable vapors may spread away from spill. Runoff to sewer may create fire or explosion hazard.
HEALTH	Vapor indoors may cause dizziness or suffocation. Fire may produce irritating or poisonous gases. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material.
FIRST AID	Remove to fresh air. Use standard first aid procedures.

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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

FLAMMABLE LIQUID

CORROSIVE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Flammable vapors may spread away from spill. Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. If inhaled may be harmful. Fire may produce irritating or poisonous gases. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

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FLAMMABLE LIQUID

POISON

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Flammable vapors may spread away from spill. Runoff to sewer may create fire or explosion hazard.
HEALTH	If inhaled may be harmful. Contact may cause burns to skin and eyes. If swallowed may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

COMBUSTIBLE OR FLAMMABLE LIQUID

SELF REACTIVE OR THERMALLY UNSTABLE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Flammable vapors may spread away from spill. Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. Vapor indoors may cause dizziness or suffocation. Fire may produce irritating or poisonous gases. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. Withdraw immediately in case of rising sound from venting safety device.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material.
FIRST AID	Remove to fresh air. Use standard first aid procedures.

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COMBUSTIBLE OR FLAMMABLE LIQUID

CORROSIVE, SELF REACTIVE, OR THERMALLY UNSTABLE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Flammable vapors may spread away from spill. Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. If inhaled may be harmful. Fire may produce irritating or poisonous gases. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Withdraw immediately in case of rising sound from venting safety device. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. If this is impossible, withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled liquid. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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COMBUSTIBLE OR FLAMMABLE LIQUID

POISON, SELF REACTIVE OR THERMALLY UNSTABLE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Flammable vapors may spread away from spill. Runoff to sewer may create fire or explosion hazard.
HEALTH	If inhaled may be fatal. If swallowed may be fatal. Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles If this is impossible, withdraw from area and let fire burn. Withdraw immediately in case of rising sound from venting safety device.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled liquid. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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PYROPHORIC LIQUIDS

POTENTIAL HAZARDS

FIRE	May ignite itself if exposed to air. May re-ignite after fire is extinguished. May burn rapidly with flare-burning effect. Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. If inhaled may be harmful. Fire may produce irritating or poisonous gases. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. For massive fires in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

FLAMMABLE SOLID

POTENTIAL HAZARDS

FIRE	May be ignited by heat, sparks, flames. May burn rapidly with flare-burning effect.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Sweep small dry spills into dry metal containers and keep tightly covered. SMALL SPILLS: Flush area with water.
FIRST AID	Remove to fresh air. Use standard first aid procedures.

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FLAMMABLE SOLID

POISON

POTENTIAL HAZARDS

FIRE	May be ignited by heat, sparks, flames. May burn rapidly with flare-burning effect.
HEALTH	Contact may cause burns to skin and eyes. If inhaled may be harmful. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING
APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Sweep small dry spills into dry metal containers and keep tightly covered. SMALL SPILLS: Flush area with water.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

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FLAMMABLE SOLID

PYROPHORIC

POTENTIAL HAZARDS

FIRE	May ignite itself if exposed to air. May re-ignite after fire is extinguished. May burn rapidly with flare-burning effect.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. SMALL SPILLS: Flush area with water.
FIRST AID	Remove to fresh air. Call physician. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

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FLAMMABLE SOLID

PYROPHORIC, POISON

FIRE	May ignite itself if exposed to air. May re-ignite after fire is extinguished. May burn rapidly with flare-burning effect.
HEALTH	If inhaled may be harmful Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. SMALL SPILLS: Flush area with water.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

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FLAMMABLE SOLID

WATER REACTIVE

POTENTIAL HAZARDS

FIRE	May ignite itself if exposed to air. Contact with water produces flammable gas. May burn rapidly with flare-burning effect.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	DO NOT USE WATER. SMALL FIRES: Dry chemical or CO_2. Move containers from fire area if without risk. Withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not get water inside containers. Sweep small dry spills into dry metal containers and keep tightly covered.
FIRST AID	Remove to fresh air. Call physician. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes.

OBTAIN SHIPPING PAPERS.
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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

FLAMMABLE SOLID

POISON, WATER REACTIVE

POTENTIAL HAZARDS

FIRE	May ignite itself it exposed to air. Contact with water produces flammable gas. May burn rapidly with flare-burning effect.
HEALTH	If inhaled may be harmful. Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	DO NOT USE WATER. SMALL FIRES: Dry chemical or CO_2. Move containers from fire area if without risk. Withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not get water inside containers. Sweep small dry spills into dry metal containers and keep tightly covered.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

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FLAMMABLE SOLID

PYROPHORIC, WATER REACTIVE

POTENTIAL HAZARDS

FIRE	May ignite itself if exposed to air. May re-ignite after fire is extinguished. Contact with water produces flammable gas. May burn rapidly with flare-burning effect.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	DO NOT USE WATER. SMALL FIRES: Dry chemical or CO_2. Move containers from fire area if without risk. Withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not get water inside containers. Sweep small dry spills into dry metal containers and keep tightly covered.
FIRST AID	Remove to fresh air. Call physician. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes.

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FLAMMABLE SOLID

PYROPHORIC, POISON, WATER REACTIVE

POTENTIAL HAZARDS

FIRE	May ignite itself if exposed to air. May re-ignite after fire is extinguished. Contact with water produces flammable gas. May burn rapidly with flare-burning effect.
HEALTH	If inhaled may be harmful. Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS
AND FULL PROTECTIVE CLOTHING.

FIRE	DO NOT USE WATER. SMALL FIRES: Dry chemical or CO_2. Move containers from fire area if without risk. Withdraw from area and let fire burn.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not get water inside containers. Sweep small dry spills into dry metal containers and keep tightly covered.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Remove contaminated clothing and shoes. Keep patient warm and quiet.

OBTAIN SHIPPING PAPERS.
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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

FLAMMABLE SOLID

WET-DESENSITIZED EXPLOSIVE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. May burn rapidly with flare-burning effect.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. For massive fire in cargo area, use unmanned hose holder or monitor nozzles. Do not move cargo or vehicle if cargo has been exposed to heat.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not touch spilled material. SMALL SPILLS: Flush area with water.
FIRST AID	Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

OXIDIZER

POTENTIAL HAZARDS

FIRE	May ignite combustibles (wood, paper, oil, etc.). Reaction with fuels may be violent.
HEALTH	Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Keep combustibles (wood, paper,oil, etc.) away from spilled material. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. Sweep small dry spills into dry metal containers and keep tightly covered.
FIRST AID	Remove contaminated clothing and shoes. Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

OXIDIZER

CORROSIVE

POTENTIAL HAZARDS

FIRE	May ignite combustibles (wood, paper, oil, etc.). Reaction wtih fuels may be violent.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material. LARGE SPILLS: Dike for later disposal. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. Sweep small dry spills into dry metal containers and keep tightly covered.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

OXIDIZER

POISON-CORROSIVE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May ignite combustibles (wood, paper, oil, etc.). Mixtures with fuels may explode. Runoff to sewer may create fire or explosion hazard.
HEALTH	If inhaled may be fatal. Contact may cause burns to skin and eyes. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA. WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal. Isolate area until gas has dispersed.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

OXIDIZER

SELF REACTIVE OR THERMALLY UNSTABLE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May ignite combustibles (wood, paper, oil, etc.). Mixtures with fuels may explode. Runoff to sewer may create fire or explosion hazard. Container may explode in heat of fire. May explode from friction, shock, heat or contamination.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AWAY.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. Keep combustibles (wood, paper, oil, etc.) away from spilled material. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove contaminated clothing and shoes. Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

OXIDIZER

CORROSIVE, SELF REACTIVE OR THERMALLY UNSTABLE POTENTIAL HAZARDS

FIRE	May ignite combustibles (wood, paper, oil, etc.). Mixtures with fuels may explode. Runoff to sewer may create fire or explosion hazard. Container may explode in heat of fire. May explode from friction, shock, heat or contamination.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

OXIDIZER

POISON, SELF REACTIVE OR THERMALLY UNSTABLE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May ignite combustibles (wood, paper, oil, etc.). Mixtures with fuels may explode. Container may explode in heat of fire. May explode from friction, shock, heat or contamination. Runoff to sewer may create fire or explosion hazard.
HEALTH	If inhaled may be fatal. Contact may cause burns to skin and eyes. Runoff may pollute water supply.

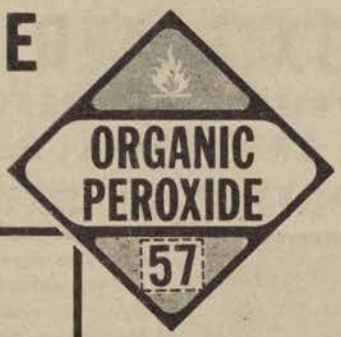
EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA. WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

ORGANIC PEROXIDE



POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. May ignite combustibles (wood, paper, oil, etc.) Mixtures with fuels may explode. Container may explode in heat of fire. May explode from friction, shock, heat or contamination Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

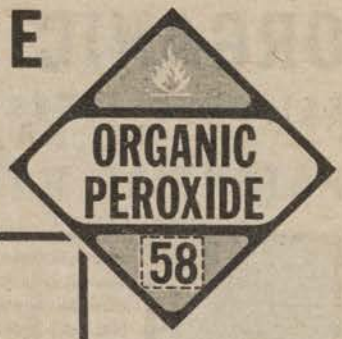
KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

ORGANIC PEROXIDE

HIGHLY SENSITIVE, NEED REFRIGERATION



POTENTIAL HAZARDS

FIRE OR EXPLOSION	May ignite itself if exposed to air. May be ignited by heat, sparks, flames. May ignite combustibles (wood, paper, oil, etc.). May burn rapidly with flare-burning effect. May explode from friction, shock, heat or contamination. Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

LOSS OF COOLING	Specified temperature of material must be maintained to prevent explosion. Obtain dry ice or liquid nitrogen. If no source of cooling can be obtained evacuate area.
FIRE	In confined space such as refrigerator use carbon dioxide or liquid nitrogen to cool material and exclude air. Water may raise termperature of material above decomposition point. Fight fire from maximum distance. Withdraw if fire in cargo area is massive.
SPILL OR LEAK	SMALL SPILLS: Deposit material in a small trench and ignite with torch from safe distance. Flush area with water.
FIRST AID	Remove to fresh air. Call physician. Use standard first aid procedures.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
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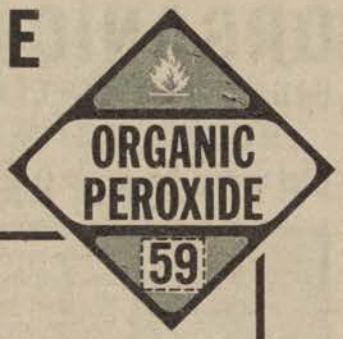
ORGANIC PEROXIDE

EXTREMELY SENSITIVE



POTENTIAL HAZARDS

FIRE OR EXPLOSION	May ignite itself if exposed to air. May be ignited by heat, sparks, flames. May ignite combustibles (wood, paper, oil, etc.). May burn rapidly with flare-burning effect. Mixtures with fuels may explode. Runoff to sewer may create fire or explosion hazard. May explode from loss of refrigeration, friction, shock, heat, or contamination.
HEALTH	Contact may cause burns to skin and eyes. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA. WEAR FULL PROTECTIVE CLOTHING. SPECIFIED TEMPERATURE OF MATERIAL MUST BE MAINTAINED TO PREVENT EXPLOSION.

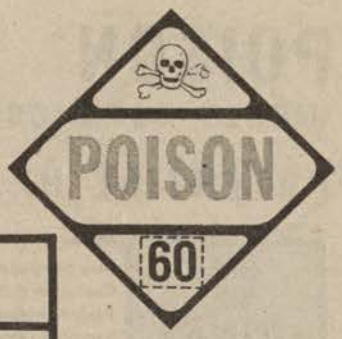
FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Cool containers with water from maximum distance until well after fire is out. Fight fire from maximum distance. For massive fire in cargo area, use unmanned hose holder or monitor nozzles.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not touch spilled material. Keep combustibles (wood, paper, oil, etc.) away from spilled material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

POISON

HIGHLY TOXIC

POTENTIAL HAZARDS



FIRE	May catch fire.
HEALTH	If inhaled may be harmful. Skin contact poisonous. If swallowed may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS
AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Use water spray to reduce vapors. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
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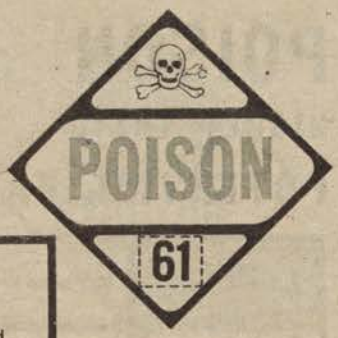
POISON

HIGHLY TOXIC, COMBUSTIBLE



POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Flammable vapors may spread away from spill. Runoff to sewer may create fire or explosion hazard.
HEALTH	If inhaled may be harmful. Skin contact poisonous. If swallowed may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. No flares, smoking or flames in hazard area. Do not touch spilled material. Use water spray to reduce vapors. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

POISON

EXTREMELY TOXIC

POTENTIAL HAZARDS

FIRE	May catch fire.
HEALTH	If inhaled may be fatal. Contact may cause burns to skin and eyes. If swallowed may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Use water spray to reduce vapors. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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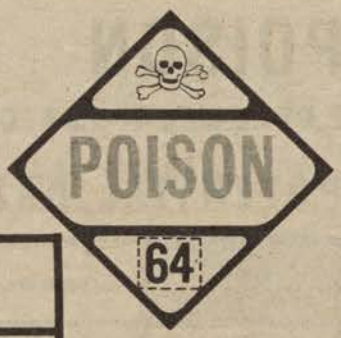
POISON

EXTREMELY TOXIC BY SKIN ABSORPTION

POTENTIAL HAZARDS



FIRE	May catch fire.
HEALTH	If inhaled may be fatal. Skin contact poisonous. Contact may cause burns to skin and eyes. If swallowed may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

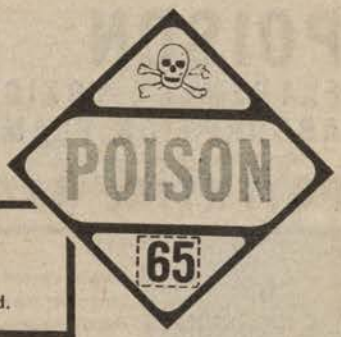
FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. Use water spray to reduce vapors. SMALL SPILLS: Take up with sand,earth, or other noncombustible absorbent material. LARGE SPILLS: Dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Speed in removing material from skin is of extreme importance. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

POISON

EXTREMELY TOXIC, FLAMMABLE

POTENTIAL HAZARDS



FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Flammable vapors may spread away from spill. Container may explode in heat of fire. Runoff to sewer may create fire or explosion hazard.
HEALTH	If inhaled may be fatal. Contact may cause burns to skin and eyes. If swallowed may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. No flares, smoking or flames in hazard area. Do not touch spilled material. Use water spray to reduce vapors. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. If not breathing give artificial respiration. If breathing is difficult give oxygen. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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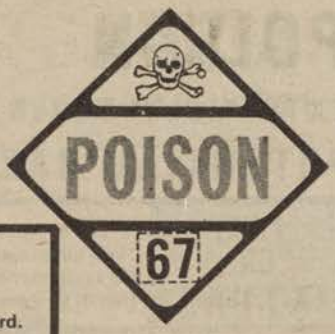
POISON

EXTREMELY TOXIC BY SKIN ABSORPTION, FLAMMABLE



POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Container may explode in heat of fire. Runoff to sewer may create fire or explosion hazard.
HEALTH	If inhaled may be fatal. Skin contact poisonous. If swallowed may be fatal. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out. Move containers from fire area if without risk.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Do not touch spilled material. Stop leak if without risk. LARGE SPILLS: Dike for later disposal. Use water spray to reduce vapors. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material.
FIRST AID	Remove to fresh air. Call physician. If not breathing give artificial respiration. If breathing is difficult give oxygen. Remove contaminated clothing and shoes. In case of contact with material immeditely flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

RADIOACTIVE

LOWER HAZARD-NO PLACARDING REQUIRED·

POTENTIAL HAZARDS

HEALTH	External radiation hazard (like X-rays) low. No immediate threat to health or life. Hazard may be internal due to breathing vapor or dust, or contamination of skin, open cuts, etc. Hazard may be external (like X-rays) from contamination on skin or exposure to unshielded material.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND.
ISOLATE HAZARD AREA.

DELAY CLEAN-UP UNTIL ARRIVAL OF
QUALIFIED RADIATION MONITORING ASSISTANCE.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move undamaged packages from fire area if without risk.
SPILL OR LEAK	Do not touch spilled material or leaking or damaged packages. Move undamaged packages from spill area. If damaged packages must be moved use gloves to place them into covered metal container. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. Dike for later decontamination and disposal.
FIRST AID	Call physician. Use standard first aid procedures. Remove contaminated clothing and shower thoroughly with soap and water. Advise rescue personnel and physicians that persons or equipment may be radioactively contaminated.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

RADIOACTIVE

POTENTIAL HAZARDS

HEALTH	Radiation hazard may be internal due to breathing vapor or dust,or contamination of skin, open cuts, etc. Radiation hazard may be external (like X-rays) from contamination on skin or exposure to unshielded material. Prolonged exposure may be a threat to health or life. Effects of radiation may be delayed.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING. DELAY CLEAN-UP UNTIL ARRIVAL OF QUALIFIED RADIATION MONITORING ASSISTANCE.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Fight fire from maximum distance. Move undamaged packages from fire area if without risk. Do NOT move damaged packages.
SPILL OR LEAK	Do not touch spilled material or leaking or damaged packages. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dike for later decontamination and disposal. Do not enter spill area unless absolutely necessary to save life. Limit entries to shortest possible time. Alternate persons for entry if possible.
FIRST AID	Call physician. Use standard first aid procedures. Remove contaminated clothing and shower throughly with soap and water. Advise rescue personnel and physicians that persons or equipment may be radioactively contaminated.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

RADIOACTIVE

OXIDIZER

POTENTIAL HAZARDS

FIRE	May ignite combustibles (wood, paper, oil, etc.). Reaction with fuels may be violent.
HEALTH	Radiation hazard may be internal due to breathing vapor or dust, or contamination of skin, open cuts, etc. External radiation hazard (like X-rays) low. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA. WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING. DELAY CLEAN-UP UNTIL ARRIVAL OF QUALIFIED RADIATION MONITORING ASSISTANCE.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Flood with water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. Sweep small dry spills into dry metal containers and keep tightly covered. Move undamaged packages from spill area. Keep combustibles (wood, paper, oil, etc.) away from spilled material.
FIRST AID	Call physician. Use standard first aid procedures. Remove contaminated clothing and shower thoroughly with soap and water. Advise rescue personnel and physicians that persons or equipment may be radioactively contaminated.

OBTAIN SHIPPING PAPERS.
FOR ADDITIONAL ASSISTANCE IN HANDLING AN EMERGENCY, CALL: (800) 424-9300.
IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

RADIOACTIVE
CORROSIVE
POTENTIAL HAZARDS

HEALTH	Radiation hazard may be internal due to breathing vapor or dust, or contamination of skin, open cuts, etc. External radiation hazard (like X-rays) low. Contact may cause burns to skin and eyes. If inhaled may be harmful. Fire may produce irritating or poisonous gases.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA. WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING. DELAY CLEAN-UP UNTIL ARRIVAL OF QUALIFIED RADIATION MONITORING ASSISTANCE.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. Move undamaged packages from spill area. Dilute spill with large amounts of water and dike for later disposal
FIRST AID	Call physician. Use standard first aid procedures. Remove contaminated clothing and shower thoroughly with soap and water. Advise rescue personnel and physicians that persons or equipment may be radioactively contaminated.

OBTAIN SHIPPING PAPERS.
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RADIOACTIVE

PYROPHORIC

POTENTIAL HAZARDS

FIRE	May ignite itself if exposed to air. May re-ignite after fire is extinguished. May burn rapidly with flare-burning effect.
HEALTH	Radiation hazard may be internal due to breathing vapor or dust, or contamination of skin, open cuts, etc. External radiation hazard (like X-rays) low.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND.
ISOLATE HAZARD AREA. WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING. DELAY CLEAN-UP UNTIL ARRIVAL OF QUALIFIED RADIATION MONITORING ASSISTANCE.

FIRE	SMALL FIRES: Metal-X, dry powder, sand or G-1. LARGE FIRES: Flood with water. Do not use water spray. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Sweep small spill into metal containers and keep under water or mineral oil. Move undamaged packages from spill area.
FIRST AID	Call physician. Use standard first aid procedures. Remove contaminated clothing and shower thoroughly with soap and water. Advise rescue personnel and physicians that persons or equipment may be radioactively contaminated.

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RADIOACTIVE

POISON, CORROSIVE, OXIDIZER

(URANIUM HEXAFLUORIDE (UF_6))

POTENTIAL HAZARDS

FIRE	May ignite combustibles (wood, paper, oil, etc.). Reaction with fuels may be violent .
HEALTH	If inhaled may be fatal. Contact may cause burns to skin and eyes. External radiation hazard (like X-rays) low. Reaction with air produces white cloud that settles as dust.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA. WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING. DELAY CLEAN–UP UNTIL ARRIVAL OF QUALIFIED RADIATION MONITORING ASSISTANCE.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. Do not get water inside container.
SPILL OR LEAK	Use water spray to reduce vapors. Attempt to freeze leakage by cooling at point of opening with water or CO_2. Attempt to stop leakage by using wooden plugs in the opening. SMALL SPILLS: Flush area with water. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Call physician. Use standard first aid procedures. Remove contaminated clothing and shower thoroughly with soap and water. Advise rescue personnel and physician that persons or equipment may be radioactively contaminated.

OBTAIN SHIPPING PAPERS.
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RADIOACTIVE

EXTREMELY HAZARDOUS

(ACID SOLUTIONS OF PLUTONIUM NITRATE)

POTENTIAL HAZARDS

HEALTH	External radiation hazard (like X-rays) relatively low. Breathing of vapor or dust or contact of skin with spill material extremely dangerous due to internal radiation. An Extremely radiotoxic material when taken into body.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY. KEEP UPWIND. ISOLATE HAZARD AREA. WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING. DELAY CLEAN–UP ARRIVAL OF QUALIFIED RADIATION MONITORING ASSISTANCE.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Fight fire from maximum distance. Move undamaged packages from fire area if without risk. Do NOT move damaged packages.
SPILL OR LEAK	Do not touch spilled material or leaking or damaged packages. Move undamaged packages from spill area. Do not enter spill area unless absolutely necessary to save life. Limit entries to shortest possible time. Alternate persons for entry if possible.
FIRST AID	Call physician. Use standard first aid procedures. Remove contaminated clothing and shower thoroughly with soap and water. Advise rescue personnel and physicians that persons or equipment may be radioactively contaminated. Effects of radiation may be delayed.

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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

CORROSIVE

POTENTIAL HAZARDS

FIRE	May catch fire.
HEALTH	Contact may cause burns to skin and eyes. Vapor extremely irritating. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. SMALL SPILLS: Flush area with water. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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CORROSIVE

POISON

POTENTIAL HAZARDS

FIRE	May catch fire.
HEALTH	Contact may cause burns to skin and eyes. If inhaled may be harmful. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF–CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. SMALL SPILLS: Flush area with water. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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CORROSIVE

HOD (HEAT OF DILUTION)

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May catch fire. Explosive concentrations of gas may accumulate in tanks containing acid.
HEALTH	Contact may cause burns to skin and eyes. Vapor extremely irritating. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. Do not get water inside container.
SPILL OR LEAK	Stop leak if without risk. Do not touch spilled material. SMALL SPILLS: Flush area with water. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal. Do not get water inside containers.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

CORROSIVE

COMBUSTIBLE

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Flammable vapors may spread away from spill. Container may explode in heat of fire. Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. Vapor extremely irritating. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not touch spilled material. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

OBTAIN SHIPPING PAPERS.
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CORROSIVE

POISON, HOD (HEAT OF DILUTION)

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May catch fire. Explosive concentrations of gas may accumulate in tanks containing acid.
HEALTH	Contact may cause burns to skin and eyes. If inhaled may be harmful. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Water spray or fog. Move containers from fire area if without risk. Cool containers with water from maximum distance until well after fire is out. Do not get water inside container.
SPILL OR LEAK	Stop leak if without risk. Use water spray to reduce vapors. Do not touch spilled material. SMALL SPILLS: Flush area with water. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal. Do not get water inside containers.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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CORROSIVE

COMBUSTIBLE, POISON

POTENTIAL HAZARDS

FIRE OR EXPLOSION	May be ignited by heat, sparks, flames. Flammable vapors may spread away from spill. Container may explode in heat of fire. Runoff to sewer may create fire or explosion hazard.
HEALTH	Contact may cause burns to skin and eyes. If inhaled may be harmful. Runoff may pollute water supply.

EMERGENCY ACTION

KEEP UNNECESSARY PEOPLE AWAY.
KEEP UPWIND. ISOLATE HAZARD AREA.
WEAR SELF-CONTAINED BREATHING APPARATUS AND FULL PROTECTIVE CLOTHING.

FIRE	SMALL FIRES: Dry chemical or CO_2. LARGE FIRES: Foam or water. Move containers from fire area if without risk. Stay away from ends of tanks. Cool containers with water from maximum distance until well after fire is out.
SPILL OR LEAK	No flares, smoking or flames in hazard area. Stop leak if without risk. Do not touch spilled material. SMALL SPILLS: Take up with sand, earth, or other noncombustible absorbent material. LARGE SPILLS: Dilute with large amounts of water and dike for later disposal.
FIRST AID	Remove to fresh air. Call physician. Remove contaminated clothing and shoes. In case of contact with material immediately flush skin or eyes with running water for at least 15 minutes. Speed in removing material from skin is of extreme importance. Keep patient warm and quiet. Effects of contact or inhalation may be delayed.

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IMMEDIATELY REPORT POLLUTION OR CONTAMINATION TO PROPER AUTHORITIES.

AUTHORITY: Transportation of Explosives Act, 18 U.S.C. 831–835, section 6 of the Department of Transportation Act, 49 U.S.C. 1655; Title VI and section 902(h) of the Federal Aviation Act of 1958, (49 U.S.C. 1421–1430, 1472(h), and 1655(c)); Dangerous Cargo Act, as amended, (46 U.S.C. 170); Tank Vessel Act of 1936, (46 U.S.C. 391a, 46 U.S.C. 375, 46 U.S.C. 416, 49 U.S.C. 1655(b)(1)), 49 CFR 1.46(b).

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W. J. BURNS,
Director, Office of Hazardous Materials.

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