

(34) Specification 42B (§ 178.107 of this subchapter). Aluminum drum.

(F) In § 173.247, the Heading and the introductory text of paragraph (a) are amended to read as follows:

§ 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 solutions; Pyro sulfur chloride; Silicon chloride; Sulfuryl chloride; Thionyl chloride; Tin tetrachloride (anhydrous); Titanium tetrachloride; Trimethyl acetyl chloride.

(a) Acetic anhydride, acetyl bromide, acetyl chloride, acetyl iodide, antimony pentachloride, benzoyl chloride, boron trifluoride-acetic acid complex, chromyl chloride, dichloroacetyl chloride, diphenylmethyl bromide solutions, pyro sulfur chloride, silicon chloride, sulfur chloride, thionyl chloride, tin tetrachloride (anhydrous), titanium tetrachloride, and trimethyl acetyl chloride must be packaged in specification packaging as follows:

(G) In § 173.249, the Heading and the introductory text of paragraph (a) are amended to read as follows:

§ 173.249 Alkaline corrosive liquids, n.o.s.; Alkaline caustic liquids, n.o.s.; Alkaline corrosive battery fluids; Potassium fluoride solutions; Potassium hydrogen fluoride solutions; Sodium aluminate, liquid.

(a) Alkaline corrosive liquids, n.o.s., alkaline caustic liquids, n.o.s., alkaline corrosive battery fluids, potassium fluoride solutions, potassium hydrogen fluoride solutions, and liquid sodium aluminate, when offered for transportation by carriers by rail freight, highway, or water must be packed in specification containers of a design and constructed of materials that will not react dangerously with or be decomposed by the chemical packed therein as follows:

(H) § 173.249a is added to read as follows:

§ 173.249a Cleaning compound, liquid; Coal tar dye, liquid; Dye intermediate, liquid; Mining reagent, liquid; and Textile treating compound mixture, liquid.

(a) A liquid cleaning compound subject to this section must not contain any corrosive material specifically named in § 172.5(a) of this subchapter, except phosphoric acid, acetic acid, and not over 15 percent sodium or potassium hydroxide.

(b) A liquid dye intermediate is a ring compound, containing amino, hydroxy, sulfonic acid, or quinone group or a combination of these groups, used in the manufacture of dyes, and not otherwise specifically named in § 172.5 of this subchapter.

(c) A liquid textile treating compound mixture is a mixture used to treat woven, knit or otherwise manufactured fabrics. It does not include mixtures used only to treat fibers, filaments, or yarn used in making the fabric.

(d) Liquid coal tar dye, liquid cleaning compound, liquid dye intermediate, liquid mining reagent, and liquid textile treating compound mixture must be packaged as follows:

(1) In specification packagings as prescribed in § 173.245.

(2) In packagings meeting all of the specific requirements prescribed in § 173.245 including packaging type and quantity limitations for inside packagings. The packagings are not required to meet the detailed specification requirements of Part 178 of this subchapter except that size and weight limitations for package types as prescribed in Part 178 may not be exceeded. Not authorized for shipment by aircraft.

(3) Removable (open) head fiber drum lined or coated on the inside with a plastic material, not over 55-gallon capacity. Not authorized for shipment by aircraft.

(4) Removable (open) head metal drum, not over 55-gallon capacity. Not authorized for shipment by aircraft.

(5) Removable (open) head polyethylene drum, not over 6.5-gallon capacity. Not authorized for shipment by aircraft.

(I) In § 173.264, the Heading and the introductory text of paragraph (a) are amended to read as follows:

§ 173.264 Fluoboric acid; Hydrofluoric acid; White acid.

(a) Fluoboric acid, hydrofluoric acid, and white acid (ammonium bifluoride and hydrochloric acid mixture), must be packed in specification packaging as follows:

(J) In § 173.280, the Heading and the introductory text of paragraph (a) are amended to read as follows:

§ 173.280 Allyl trichlorosilane; Amyl trichlorosilane; Butyl trichlorosilane; Chlorophenyl trichlorosilane; Cyclohexenyl trichlorosilane; Cyclohexyl trichlorosilane; Dichlorophenyl trichlorosilane; Diethyl dichlorosilane; 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, dichlorophenyl trichlorosilane, diethyl dichlorosilane, diphenyl dichlorosilane, dodecyl trichlorosilane, ethyl phenyl dichlorosilane, hexadecyl trichlorosilane, hexyl trichlorosilane, nonyl trichlorosilane, octadecyl trichlorosilane, octyl trichlorosilane, phenyl trichlorosilane, and propyl trichlorosilane must be

packed in specification containers as follows:

(K) In § 173.284, the Heading and the introductory text of paragraph (a) are amended to read as follows:

§ 173.284 Bromine pentafluoride; Iodine pentafluoride.

(a) Bromine pentafluoride and iodine pentafluoride must be packaged as follows:

(L) In § 178.343-5, paragraph (b) (2) is amended to read as follows:

§ 178.343 Specification MC 312; cargo tanks.

§ 178.343-5 Outlets.

(b) \* \* \*

(2) \* \* \*

(i) The valve seat must be located inside the tank or within the welded flange, its companion flange, nozzle, or coupling at the point of outlet from the tank.

This amendment is effective September 30, 1974. However, compliance with the regulations, as amended herein, is authorized immediately.

(18 U.S.C. 831-835; sec. 9, Department of Transportation Act (49 U.S.C. 1657), and Title VI and section 902(h) of the Federal Aviation Act of 1958 (49 U.S.C. 1421-1430, 1472 (h), and 1655(c)).)

This is one of three signature pages in Docket No. HM-57; Amendment Nos. 172-22, 173-77, 178-30, Classification and Packaging of Corrosive Materials. Signature pages have been submitted to the Board Members for the Federal Highway Administration, and the Federal Railroad Administration.

Issued in Washington, D.C. on December 20, 1973.

C. R. MELUGN, Jr.,  
Acting Board Member, for the  
Federal Aviation Administration.

KENNETH L. PIERSON,  
Board Member, for the Federal  
Highway Administration.

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

[FR Doc.73-27101 Filed 12-27-73;8:45 am]

SUBCHAPTER B—OFFICE OF PIPELINE SAFETY  
[Amdt. 192-15; Docket No. OPS-3E]

PART 192—TRANSPORTATION OF NATURAL AND OTHER GAS BY PIPELINE: MINIMUM FEDERAL SAFETY STANDARDS

Odorization of Gas in Transmission Lines

The purpose of this amendment is to extend the time during which the interim Federal safety standards in Part 190 of Title 49 of the Code of Federal Regulations applicable to gas odorization in transmission lines may remain

in effect in those states where Part 190 requires such odorization.

On May 31, 1973, the Office of Pipeline Safety (OPS) issued Amendment 192-14 (38 FR 14943). That amendment kept the interim Federal standards on odorization of gas in transmission lines in effect in those states where such odorization was required until January 1, 1974, or the date when the distribution companies in those states odorized gas in accordance with § 192.625 whichever occurred earlier.

As stated in the Preamble to Amendment 192-14, the extension until January 1, 1974, was to provide time for completion of a rulemaking proceeding on odorization of gas in transmission lines. This proceeding began on August 15, 1973, when OPS published a notice of proposed rulemaking in the FEDERAL REGISTER (Notice No. 73-2, Docket No. OPS-24, 38 FR 22044). The comments received as a result of that notice are being evaluated, and upon publication of a final rule the interim standards will be allowed to lapse. Meanwhile, the interim standards are again being extended as set forth below.

Since the regulatory provisions that are affected by this amendment are presently in effect, and since this amendment will impose no additional burden on any person, I find that notice and public procedure thereon are impractical and unnecessary and that good cause exists for making it effective on less than 30 days notice.

In consideration of the foregoing § 192.625(g) (1) of title 49 of the Code of Federal Regulations is amended effective January 1, 1974, to read as follows:

§ 192.625 Odorization of gas.

(g) \* \* \*  
(1) January 1, 1975; or

This amendment is issued under the authority of section 3 of the Natural Gas Pipeline Safety Act of 1968 (49 U.S.C. 1672), § 1.58(d) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.58(d)), and the redelegation of authority to the Director, office of Pipeline Safety, set forth in appendix A of part 1 of the regulations of the Office of the Secretary of Transportation (49 CFR, pt. 1).

Issued in Washington, D.C., on December 26, 1973.

JOSEPH C. CALDWELL,  
Director,  
Office of Pipeline Safety.

[FR Doc. 73-27804 Filed 12-27-73; 9:48 am]

CHAPTER II—FEDERAL RAILROAD ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. RAR-1]

PART 225—RAILROAD ACCIDENTS: REPORTS AND CLASSIFICATION

Telegraphic Reports

The purpose of this amendment is to modify § 225.1 of Title 49 of the Code of

Federal Regulations which requires rail carriers engaged in interstate or foreign commerce to report certain accidents telegraphically to the Federal Railroad Administration (FRA).

On April 10, 1973, the Administrator issued a notice proposing to amend § 225.1 (38 FR 9597 and 9830). Interested persons were invited to participate in this rule making proceeding by submitting written comments before June 15, 1973. Comments were received from the railroad industry. These comments have been of assistance in making minor changes to the final rule. The FRA appreciates the interest expressed by these participants.

Many commenters questioned the advisability of eliminating the designation of specific railroad officials as the persons responsible, under § 225.1(a), for the transmission of the telegraphic accident reports on behalf of the carrier.

The FRA believes that these commenters may have misinterpreted this aspect of the proposed amendment, and it has been adopted without change. While under the final rule a carrier may authorize any employee to report an accident, the rule does not require the carrier to do so. Under the new provision, the carrier is free to determine how to comply with the reporting requirement. If a carrier believes that it is important for it to fix the responsibility for these telegraphic reports on a specific individual or department within its organization, it may do so. Such a designation would not contravene the rule; but it is imperative that the individual or department authorized to transmit the reports be readily accessible on a twenty-four hour basis so that the report will not be delayed. The FRA is primarily interested in the accuracy and timeliness of the reports, rather than requiring a particular railroad official or employee to transmit them.

One commenter criticized the proposed § 225.1 because a carrier would have to transmit a report "immediately" after the occurrence of a reportable accident. The commenter interpreted "immediately" as meaning "instantly." The FRA recognizes that after an accident occurs it may not be known instantly whether there is a fatality or whether five or more persons will be hospitalized. The final rule does not require instantaneous telegraphic reporting. In fact, the notice did not propose to change the concept of timeliness as expressed in the existing rule. Telegraphic reports under the existing § 225.1(a) are required to be transmitted "immediately" after the occurrence of an accident. This language was retained in order to impress upon the carriers the urgency with which the FRA views the reporting of serious accidents. A requirement that the report be transmitted "at the earliest practicable moment," as suggested by one commenter, would fail to convey the same sense of urgency.

One commenter questioned the rationale of extending the scope of § 225.1 to apply to accidents resulting in the death of a person or the hospitalization of five or more persons, whoever the persons may be. In the case of highway grade

crossing accidents, it has been common practice to limit the application of § 225.1 solely to accidents resulting in the death or serious injury of a person riding in the train or rail car. Under this practice, the FRA has not received telegraphic reports when fatalities and injuries are suffered by the occupants of a motor vehicle involved in an accident but not by occupants of the train or rail car. This omission is not in keeping with the purposes of the telegraphic reports or with the duty of the FRA to promote safe rail operations. According to FRA records, a total of 1,010 grade crossing accidents occurred during 1972 which resulted in the death of an occupant of a motor vehicle or the injury of five or more occupants of a motor vehicle. If the proposed rule had been in effect, FRA would have received a telegraphic report for each of these accidents. FRA believes that a telegraphic reporting burden of this magnitude need not be imposed on carriers to enable it to promptly initiate accident investigations of major accidents. Accordingly, the final rule has been changed to provide that telegraphic reports of these grade crossing accidents are required only for accidents which result in five or more fatalities or injuries to occupants of motor vehicles. FRA records indicate that 43 such grade crossing accidents occurred in 1972.

One commenter thought that the term "hospitalization" as proposed in § 225.1(a)(1)(ii) required further explanation to avoid misinterpretation which could result in an undue burden of reporting for some railroads. This commenter noted that in densely populated areas, where hospitals are located in close proximity to a railroad right-of-way, it is not uncommon in the event of an accident to transport a significant percentage of those persons affected, however slightly, to the nearest hospital. Most often the majority of these persons are given minor first aid and released within a short period. On the other hand, carriers whose rights-of-way traverse more remote territory, where hospitals are few and far between, are less likely to provide such care for persons with minor injuries. Without further refinement of the concept of hospitalization, the carrier in the former situation might find itself subject to request reporting, while the carrier in the latter situation would escape the reporting requirement, even though the injuries in both cases are identical. The FRA believes that this observation raises a legitimate question as to the effectiveness of the "hospitalization" criteria for determining which accidents are reportable under section 225.1(a)(1)(ii). Accordingly, the final rule has been changed to apply in cases where five or more persons are hospitalized as inpatients except solely for purposes of observation. This new language provides for the reporting of very serious accidents, as measured by the number of persons hospitalized and the nature of their hospitalization, but it does not hinder the good faith efforts of a carrier to transport injured persons to a hospital for treatment in cases of apparently minor injuries.