

give reasons for concurrence with or any recommended change in the proposal.

The Commander, Third Coast Guard District, will forward any comments received with his recommendations to the Chief, Office of Marine Environment and Systems, U.S. Coast Guard Headquarters, Washington, D.C., who will evaluate all communications received and recommend a course of final action to the Commandant on this proposal. The proposed regulations may be changed in the light of comments received.

#### Drafting Information

The principal persons involved in drafting this proposal are: Frank L. Teuton, Jr., Project Manager, Office of Marine Environment and Systems, and Mary Ann McCabe, Project Attorney, Office of Chief Counsel.

#### Discussion of the Proposed Regulations

The statistics submitted by the City of New Haven would appear to justify the city's request for restricted periods during the late evening and early morning hours. These statistics showed for the period concerned that:

For the Ferry Street bridge, mile 0.7, Quinnipiac River from October 1 through April 30.

	Total openings	From 5 a.m. to 9 p.m.	From 9 p.m. to 5 a.m.
1976.....	1,129	1,088—96.4%	41—3.6%
1974.....	1,054	1,012—97.0%	42—3.0%
1973.....	986	960—97.4%	26—2.6%

<sup>1</sup>No statistical data were given for 1975.

The number of openings during the 9 p.m. to 5 a.m. period appears to justify requiring advance notice during these hours from October 1 through April 30.

For the Grand Avenue bridge, mile 1.3, Quinnipiac River.

	Total openings	From 7 a.m. to 11 p.m.	From 11 p.m. to 7 a.m.
1974.....	418	401—96%	17—4.0%
1973.....	427	420—98.4%	7—1.6%

<sup>1</sup>Figures available only for 1973 and 1974.

The optimum periods at this time for requiring advance notice appears to be from 11 p.m. to 7 a.m..

For the Chapel Street Bridge, mile 0.4, Mill River.

	Total openings	From 5 a.m. to 9 p.m.	From 9 p.m. to 5 a.m.
1974.....	456	449—98.5%	7—1.5%
1973.....	395	391—99.0%	4—1.0%

<sup>1</sup>Figures available only for 1973 and 1974.

The optimum periods for requiring an 8-hour advance notice appears to be from 9 p.m. to 5 a.m.

The draws of these bridges are presently required to open on signal except during peak vehicular periods. This proposal would not change the regulations governing the Tomlinson bridge. The only other proposed change in the regulations for these bridges is the acknowledging sound signal when the draw cannot open immediately or is open and must close. In the present regulations, this signal is two long blasts of a horn or whistle. It is proposed to change this signal to four short blasts of a horn or whistle.

#### PART 117—DRAWBRIDGE OPERATION REGULATIONS

In consideration of the foregoing, it is proposed that Part 117 of Title 33 of the Code of Federal Regulations be amended by revising § 117.120 to read as follows:

##### § 117.120 New Haven Harbor, Quinnipiac and Mill Rivers, Conn.

(a) The draws of the Tomlinson bridge, mile 0.0, the Ferry Street bridge, mile 0.7, and the Grand Avenue bridge, mile 1.3, across the Quinnipiac River and the Chapel Street bridge, mile 0.4, across the Mill River shall open on signal except that:

(1) From 7:30 to 8:30 a.m., noon to 12:15 p.m., 12:45 to 1 p.m. and 4:45 to 5:45 p.m., the draws need not open.

(2) From 9 p.m. to 5 a.m. from October 1 through April 30, the draws of the Ferry Street bridge, Quinnipiac River, shall open on signal if at least 8 hours notice is given.

(3) From 11 p.m. to 7 a.m. the draw of the Grand Avenue bridge, Quinnipiac River, shall open on signal if at least 8 hours notice is given.

(4) From 9 p.m. to 5 a.m. the draw of the Chapel Street bridge, Mill River, shall open on signal if at least 8 hours notice is given.

(b) The sound signals for requesting the opening of each bridge are for:

(1) The Tomlinson bridge, two short blasts of a whistle or horn.

(2) The Ferry Street bridge, one short blast of a whistle or horn.

(3) The Grand Avenue bridge, one long blast of a whistle or horn.

(4) The Chapel Street bridge, three short blasts of a whistle or horn.

(c) The draw tender shall acknowledge:

(1) When the draw will open immediately, with the same as the requesting signal.

(2) When the draw cannot open immediately, or is open and must close, with four short blasts of a whistle or horn, to be repeated until acknowledged by the vessel by the same signal.

(3) When the condition in (c)(2) above no longer exists, the drawtender shall sound the opening signal and open the draw if any vessels are waiting to pass.

(d) The following visual signals are used in addition to sound signals when sound signals may not be heard.

(1) The visual signal for requesting the opening of a draw from the vessel is a white flag by day or a white light by night swung in full circles at arm's length in full sight of the bridge and facing the draw.

(2) The acknowledging signal from the drawtender is:

(i) When the draw will open immediately, a white flag by day or a green light by night swung up and down vertically a number of times in full sight of the vessel.

(ii) When the draw cannot open immediately, or is open and must close, a red flag by day or a red light by night, swung back and forth horizontally in full sight of the vessel, to be repeated until acknowledged by the vessel by the same signal.

(e) A notice containing the substance of these regulations shall be conspicuously posted on both the upstream and downstream side of each drawbridge in such a manner that it may easily be read from an approaching vessel at any time. This notice shall state whom to contact to have the draw opened if advance notice is required.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g)(2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655(g)(2); 49 CFR 1.46(c)(5)).

Dated: May 3, 1979.

J. B. Hayes,  
Admiral, U.S. Coast Guard Commandant.

[CGD 78-168]

[FR Doc. 79-14628 Filed 5-9-79; 8:45 am]

BILLING CODE 4910-14-M

#### Materials Transportation Bureau

[49 CFR Parts 171, 172, 173, 174, 175, 176, 177]

#### Transportation of Hazardous Substances; Extension of Comment Period

AGENCY: Materials Transportation Bureau, Research and Special Programs Administration, DOT.

**ACTION:** Extension of time to file comments.

**SUMMARY:** On February 22, 1979, the Materials Transportation Bureau (MTB) published a notice of proposed rulemaking under Docket HM-145B (44 FR 10676) pertaining to the transportation of hazardous substances. This notice extends the comment period from April 23, 1979, to June 5, 1979, in order to provide additional time for persons affected by these proposals to submit their comments.

**DATE:** The time for filing comments is extended from April 23, 1979, to June 5, 1979.

**FOR FURTHER INFORMATION CONTACT:** Lee Metcalfe, Standards Division, Office of Hazardous Materials Regulation, Materials Transportation Bureau, Washington, D.C. 20590, 202-426-0656.

**SUPPLEMENTARY INFORMATION:** A number of commenters to Docket HM-145B have requested an extension of the comment period in order to permit additional time to evaluate the proposals contained in this docket. Considering the comprehensive nature and possible severe impact of these proposals, the MTB has determined that an extension should be granted. Most of the commenters requested a 60-day extension. If the MTB adopts regulations pertaining to hazardous substances, they should be published at approximately the same time as those of the Environmental Protection Agency which has its publication for hazardous substances (40 CFR Part 117) scheduled for the early part of July. For this reason, the MTB is granting an extension of the comment period to June 5, 1979, since a 60-day extension would not provide sufficient time for review of the comments and preparation of an amendment.

**AUTHORITY:** 49 U.S.C. 1804; 49 CFR 1.53, App. A to Part 1, and paragraph 1, and paragraph (a)(4) of App. A, Part 106.

Issued in Washington, D.C., on May 2, 1979.

Alan I. Roberts,

*Associate Director for Hazardous Materials Regulation, Materials Transportation Bureau.*

[Docket No. HM-145B; Notice No. 79-2]

[FR Doc. 79-14315 Filed 5-9-79; 8:45 am]

BILLING CODE 4910-60-M