

and Albany, N.Y. 058° T (071° M) radials, to Kennebunk. These extensions of J-547 would provide a one-number route for traffic operating along the high altitude preferred route between Boston and Chicago. This proposed segment between Buffalo and Kennebunk would also provide route continuity for traffic proceeding to the west from Pease AFB and the Portland, Maine, airports.

2. Revoke J-82 segment between Albany and Boston. This segment is no longer required by air traffic. The latest FAA peak-day air traffic survey showed only five aircraft movements on this segment of J-82. High altitude traffic departing Boston terminal area for western terminals will be cleared via the Merrimack Standard Instrument Departure Route to Syracuse and then routed via the proposed segment of J-547, thus obviating the retention of the segment of J-82 between Albany and Boston.

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

Issued in Washington, D.C., on July 15, 1969.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

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Hazardous Materials Regulations Board

[49 CFR Part 173]

[Docket No. HM-27; Notice 69-19]

TRANSPORTATION OF HAZARDOUS MATERIALS

Reuse of Spec. 17 Series Steel Drums

The Hazardous Materials Regulations Board is considering amending § 173.28 of the Department's Hazardous Materials Regulations to specify the standards which must be met in order for shippers to reuse certain DOT specification 17-series drums for the shipment of specified classes of hazardous materials.

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, 400 Sixth Street SW., Washington, D.C. 20590. Communications received on or before September 23, 1969, 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, both before and after the closing date for comments.

A review of reports of incidents involving leaking steel drums has revealed that many of the "leakers" reported upon were "single-trip" specification 17-series drums that had been reconditioned or re-

paired and reused. Followup investigations on several incidents and inspections of drum reconditioning facilities have revealed that such operations do not always produce reconditioned drums which would be of such a quality as to lend themselves to compatibility with established minimum safety standards for new drums. Yet, the reconditioned drums are used under essentially the same transportation conditions as new drums. Deficiencies noted included attempts to repair badly damaged drums, removal of parent metal of a drum during reconditioning with resultant unacceptable reduction in wall thickness, and inadequate inspection and testing of the reconditioned drums prior to reuse for the shipment of hazardous materials.

The Department's regulations now provide that single-trip drums may be reconditioned and reused only under conditions approved by the Bureau of Explosives of the Association of American Railroads. The regulations do not prescribe standards against which the reconditioning operations might be evaluated. The Board believes that it is the responsibility of Government to clearly set forth safety standards which it expects industry to meet.

This proposal would amend § 173.28 (h) and add paragraphs (m) and (n) to prescribe the conditions under which single-trip drums may be reused for shipment of certain hazardous materials. General requirements for cleaning, reconditioning, inspection, and testing of drums are proposed. A drum marking system is proposed which would include identification of the drum reconditioner through a DOT code number. Procedures would also be prescribed for drum alteration in a new § 173.28(n).

In consideration of the foregoing, it is proposed to make the following amendment to the hazardous materials regulations:

In § 173.28 paragraph (h) would be amended; paragraphs (m) and (n) would be added to read as follows:

§ 173.28 Reuse of containers.

(h) Except as provided in paragraphs (m) and (n) of this section, single-trip containers made under specifications prescribed in Part 178 of this chapter, from which contents have once been removed following use for shipment of any material, must not be used thereafter for shipment of hazardous materials.

* * * * *

(m) Specs. 17C, 17E, and 17H steel drums (§§ 178.115, 178.116, 178.118 of this chapter), from which contents have been removed following use for transportation or storage of any article, may be reused as packagings for shipments of flammable liquids having flash points above 20° F., flammable solids, oxidizing materials, and radioactive materials, as prescribed in this part: *Provided*, That the following requirements, in addition to the other requirements of this section, are complied with prior to each reuse.

(1) Each drum must be thoroughly cleaned to remove all residues and for-

sign matter, inspected for deterioration or defects, and returned to its original shape and contour. Any drum which shows evidence of deterioration (e.g., visible pitting or significant reduction in parent metal thickness from rust, corrosion, or cleaning processes), metal fatigue, or other material defects, or which cannot be returned to its original shape and contour must not be certified for reuse. All closure devices must be removed (if removable), inspected for defects, and replaced as necessary. All gaskets and nonmetal plugs or other closure parts must be replaced, including open-head cover gaskets.

(2) The entire surface of each drum must be tested by constant interior air pressure while either completely immersed under water or completely covered with soap suds or oil. The air pressure must be maintained for a period of time sufficient to permit a complete inspection for leaks. The minimum air pressure for the test must be as follows:

Specification No.	Capacity	Minimum test pressure p.s.i.
17C.....	All.....	15
17E.....	Over 12 gallons.....	7
	12 gallons or less.....	5
17H.....	Over 12 gallons.....	7
	12 gallons or less.....	5

If leaking, the drum must not be reused or certified for reuse. Repairs are not authorized.

(3) All previous test markings, commodity identification markings, and labels must be removed.

(4) Marking:

(i) The outside of each drum must be marked on the body within 10 inches of the top head, in letters of a contrasting color with the following information: "TESTED", the test pressure, the month and year of the test, the DOT code number of the tester, and the location where the drum was tested. For example:

TESTED, 15 p.s.i. 2/68,
DOT-1001,
Pittsburgh, Pa.

The code number required for this marking must be obtained from the Office of Hazardous Materials, Department of Transportation, Washington, D.C. 20590, before drums are reconditioned under this section.

(ii) The outside of each removable head, for drums over 5 gallons capacity, must be marked to indicate the gauge of the steel used in making the head (e.g., "16-gauge").

(iii) Marking must conform to the requirements of § 173.24.

(n) Any drum which meets one specification may be altered to meet another specification provided the drum is capable of meeting the new specification in all respects.

(1) Each drum so altered must be inspected and tested in accordance with paragraph (m) of this section and the "type test" required for the new specification.

(2) The specification marking on the drum must be as required by the new

specification, and must be on a metal plate securely attached to the drum. The plate must be located on the body within 10 inches from the top head. The marking must conform to § 173.24. If the rated capacity is reduced by more than 2 percent, the new rated capacity must be shown. Both the old and the new specification identification must be shown with the specification to which the drum is converted shown last, e.g., "17E/17H".

These proposals are made under the authority of sections 831-835 of title 18, United States Code, section 9 of the 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 and 1472(h)).

Issued in Washington, D.C., on July 15, 1969.

J. B. McCARTY, Jr.,
Captain, U.S. Coast Guard, by
direction of Commandant,
U.S. Coast Guard.

R. N. WHITMAN,
Administrator,
Federal Railroad Administration.

F. C. TURNER,
Administrator,
Federal Highway Administration.

SAM SCHNEIDER,
Board Member, For the
Federal Aviation Administration.

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[49 CFR Part 173]

[Docket No. HM-28; Notice 69-20]

TRANSPORTATION OF HAZARDOUS MATERIALS

Removal of Label Exemption

The Hazardous Materials Regulations Board is considering amending paragraph (c) and canceling paragraph (e) of § 173.402 of the Department's Hazardous Materials Regulations to remove certain exemptions from requirements for the labeling of packages containing specified classes of hazardous materials when they are transported in carload or truckload lots. The Board is also planning to cancel § 173.404(h) since the provision therein is no longer necessary.

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, 400 Sixth Street SW., Washington, D.C. 20590. Communications received on or before September 23, 1969, 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, both before and after the closing date for comments.

Carload and truckload shipments of hazardous materials, except classes A or C poisons, etiologic agents, and radioactive materials, are presently exempt from labeling requirements when such shipments are loaded by the shipper and are unloaded by the consignee from the transport vehicle in which originally loaded. In addition, carload and truckload shipments of classes A or C poisons, etiologic agents, and radioactive materials made by, for, or to the Department of Defense are presently exempt from the labeling requirements if loaded by the shipper and unloaded by the consignee from the transport vehicle in which originally loaded when accompanied by qualified personnel who are supplied with equipment to repair leaks or other container failures which will permit escape of contents.

These labeling exemptions were provided over 30 years ago for rail shipments. The exemptions were later extended to truckload shipments when transported by highway. In either case a car or motor vehicle containing carload or truckload shipments is required to be placarded or marked as prescribed for the hazardous materials contained therein. The placard (or marking) has about the same relationship to the rail car or motor vehicle as the label has to the package. Basically, the label provides precautionary information to the handler of the package and governs the loading or storage of the package while in the custody of the carrier. The placard (or marking) governs the placement of the rail car in a train, is a warning to train crews and operating personnel, and provides precautionary information to persons responding to the scene of an accident. Essentially the same type of safeguards apply to a placard motor vehicle.

Packages of hazardous materials often are not confined within transport vehicles as a result of collisions, derailments, and overturns. These packages may or may not be intact. Persons engaged in firefighting cleanup operations, enforcement, and the general public should be afforded sufficient warning of the potential hazards of the materials in packages. Prescribed labels on packages are a means of informing persons of the hazards involved.

There are occurrences when handling personnel, other than those employed by consignees, would come into contact with these hazardous materials even though such events are not contemplated

at the time of shipment. Such occurrences as mechanical failure of transport equipment, shipments reconsigned to more than one destination, and the placement of shipments temporarily in storage are not uncommon.

The Board believes that the absence of labels from certain packages of hazardous materials even when carried in carload or truckload shipments is no longer justified except for shipments of the Department of Defense which are loaded and unloaded under its supervision and which are escorted by its personnel.

In consideration of the foregoing, it is proposed to amend certain sections of the Hazardous Materials Regulations as follows:

(A) In § 173.402 paragraph (c) would be amended; paragraph (e) would be canceled as follows:

§ 173.402 Labeling of explosives or other dangerous articles.

* * * * *

(c) Labels are not required on packages containing hazardous materials when the packages are—

(1) Loaded and unloaded under the supervision of Department of Defense personnel; and

(2) Under escort by Department of Defense personnel in a separate vehicle.

* * * * *

(e) [Canceled]

(B) In § 173.404 paragraph (h) would be canceled as follows:

§ 173.404 Labels.

* * * * *

(h) [Canceled]

This proposal is made under the authority of sections 831-835 of title 18, United States Code, section 9 of the 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 and 1472(h)).

Issued in Washington, D.C., on July 15, 1969.

C. P. MURPHY,
Rear Admiral, U.S. Coast
Guard, by direction of Com-
mandant, U.S. Coast Guard.

R. N. WHITMAN,
Administrator,
Federal Railroad Administration.

F. C. TURNER,
Administrator,
Federal Highway Administration.

SAM SCHNEIDER,
Board Member, For the
Federal Aviation Administration.

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