

spection at the office of the hearing clerk during regular business hours (7 CFR 1.27(b)).

The proposal is as follows:

1. Amend § 987.155(b) of subpart—administrative rules (7 CFR 987.101-987.168; 37 FR 23324), by revising the fifth sentence thereof to read as follows: "Furthermore, no dates shall be exported to Mexico unless the handler certifies to the committee and the U.S. Department of Agriculture, on CDAC form No. 11(a), which shall be submitted to the committee, at least to the following: That the importing buyer has agreed that such dates will not re-enter the United States or be shipped to Canada."

2. Amend § 987.164 of subpart—administrative rules (7 CFR 987.101-987.168; 37 FR 23324), by revising the last sentence thereof to read as follows: "If the lot was certified as products dates and is exported to Mexico, the handler shall submit completed CDAC form No. 8, together with completed CDAC form No. 11(a) to the committee."

Dated May 22, 1973.

PAUL A. NICHOLSON,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc.73-10557 Filed 5-25-73;8:45 am]

**DEPARTMENT OF HEALTH,
EDUCATION, AND WELFARE**

Food and Drug Administration
[21 CFR Part 130]

OVER-THE-COUNTER DRUGS

**Proposed General Conditions for OTC
Drugs Listed as Generally Recognized as
Safe and Effective and as Not Mis-
branded**

Correction

In FR Doc. 73-5656 appearing on page 8714 in the issue for Thursday, April 5, 1973, the following changes should be made in § 130.302: In paragraph (d), in the second line, a comma should be inserted between the words "prescribes" and "recommends". In paragraph (e) the sixth line, reading "prescribes, recommends, or suggest its", should be deleted.

[21 CFR Part 130]

OVER-THE-COUNTER DRUGS

**Proposal Establishing Monograph for OTC
Antacid Products; Correction**

In FR Doc. 73-5657, appearing at page 8714, in the issue of Thursday, April 5, 1973, the following changes concerning: (1) Fifteen-minute duration of test, (2) inactive ingredients and (3) § 130.305(a) active ingredient(s), should be made:

1. On page 8717, the fourth line in the third new paragraph in the first column should read "vivo. Specifically, a slow rate of in vitro reaction does not necessarily mean that in vivo".

2. On page 8723, the seventh line in the first column under "Inactive Ingredients" should read "agents, thickness, liquid ve-

hicles, solubilizers, emulsifying agents, and sweeteners. Except for lac-".

3. In § 130.305(a), on page 8724, second column, insert "(12) Sodium-containing active ingredients." immediately after "(11) Potassium-containing active ingredients."

Dated May 18, 1973.

SAM D. FINE,
*Associate Commissioner
for Compliance.*

[FR Doc.73-10273 Filed 5-25-73;8:45 am]

**DEPARTMENT OF
TRANSPORTATION**

Coast Guard
[CGD 73 111P]

[33 CFR Part 117]

**SCUPPERNONG RIVER, N.C.
Proposed Drawbridge Operation
Regulations**

At the request of the North Carolina State Highway Commission the Coast Guard is considering amending the regulations for the swingbridge across the Scuppernong River at Columbia to require at least 24 hours notice before the draw is required to open. Present regulations require that the draw open on signal from 7 a.m. to 7 p.m. From 7 p.m. to 7 a.m., at least 6-hour notice is required. This change is being considered because of limited navigation in this reach of the Scuppernong River.

The Coast Guard also proposes to revoke the regulations for the bridges across the Scuppernong River at Cross Landing and Creswell. The bridge at Cross Landing was rebuilt as a fixed bridge in 1964. The bridge at Creswell is now a removable span bridge.

Interested persons may participate in this proposed rulemaking by submitting written data, views, or arguments to the Commander (oan), Fifth Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, Va. 23705. Each person submitting comments should include his name and address, identify the bridge, and give reasons for any recommended change in the proposal. Copies of all written communications received will be available for examination by interested persons at the office of the Commander, Fifth Coast Guard District.

The Commander, Fifth Coast Guard District, will forward any comments received before July 3, 1973, with his recommendations to the Chief, Office of Marine Environment and Systems, who will evaluate all communications received and take final action on this proposal. The proposed regulations may be changed in the light of comments received.

In consideration of the foregoing, it is proposed that part 117 of title 33 of the Code of Federal Regulations, be amended by:

(1) Paragraph (g) of § 117.245 is amended by revising subparagraph (3) and by revoking subparagraph (3-a) to read as follows:

§ 117.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.

* * * * *

(g) * * *
(3) Scuppernong River; North Carolina State Highway Commission bridge at Columbia. The draw shall open on signal if at least 24-hour notice is given.
(3-a) [Revoked]

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(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), 33 CFR 1.05-1 (c) (4).)

Dated May 23, 1973.

J. D. McCANN,
*Acting Chief, Office of Marine
Environment and Systems.*

[FR Doc.73-10568 Filed 5-25-73;8:45 am]

**Hazardous Materials Regulations Board
[49 CFR Parts 173, 179]**

[Docket No. HM-108]

SAFETY VENTS

Transportation of Hazardous Materials

The Hazardous Materials Regulations Board is considering amending parts 173 and 179 of the Department's hazardous materials regulations to require the use of safety relief valves in place of safety vents on tank cars used for transporting any corrosive liquids.

Frequently in train accidents, tank cars overturn and the hazardous commodities are released through the safety vents due to rupturing of the frangible discs. In some incidents, the entire tank content has been lost through the safety vents. This spillage of hazardous materials creates serious problems. During switching operations, acids, liquid caustic soda, and other corrosive liquids have splashed through ruptured safety vent discs and in some instances they have caused injuries to railroad employees. Contributing to this problem is poor maintenance of the rupture disc and the design of the safety vent assembly. It appears that the presently authorized safety vent disc is not capable of withstanding the lading surge pressures created by train handling and switching. These surges tend to induce flexing of the disc with resultant weakening and failure. For these reasons the Board is considering the use of safety valves or combination safety valve-vent devices of approved materials which will be resistant to deterioration by the lading in place of presently specified safety vents.

Interested persons are invited to submit information, particularly valve manufacturers and tank car builders, as to the merits of this proposal. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regula-