

sections 1102, 1812, and 1871, 49 Stat. 647, as amended, 79 Stat. 291, as amended, 79 Stat. 331; 42 U.S.C. 1302, 1395 et seq.

Dated: July 16, 1970.

ROBERT M. BALL,
Commissioner of Social Security.

Approved: August 6, 1970.

ELLIOT L. RICHARDSON,
Secretary of Health,
Education, and Welfare.

Subpart A of Regulations No. 5 is amended as set forth below.

1. Section 405.110 is amended by revising paragraph (a) to read as follows:

§ 405.110 Inpatient hospital services; scope of benefits.

(a) *Benefits.* An individual who meets the requirements set forth in § 405.102 is eligible to have payment made on his behalf to a participating hospital (see Subpart J of this Part 405 and § 405.150), subject to the conditions and limitations contained in this Part 405 and title XVIII of the Act, for:

(1) Inpatient hospital services (see § 405.116) furnished to him for up to 90 days during a spell of illness; plus

(2) An additional 60 days of inpatient hospital services furnished to him during such spell of illness—less 1 day for each day of inpatient hospital services in excess of 90 received during any preceding spell of illness. Payment may be made for such additional days unless the provider furnishing such services has on record the individual's signed election not to have payment made for such services. The additional days are referred to in this subpart as lifetime reserve days. They are available with respect to inpatient hospital services furnished after December 31, 1967, even though the spell of illness started before 1968. (See §§ 405.117–405.119 for regulations relating to election not to use lifetime reserve days.)

2. Sections 405.117–405.119 are added to read as follows:

§ 405.117 Election not to use lifetime reserve days.

(a) *General.* An election not to use lifetime reserve days may be made by the beneficiary (or by someone acting on his behalf (see § 405.118)) at the time of admission to a hospital or at any time thereafter, subject to the limitations on retroactive elections described in paragraph (c) of this section. A beneficiary will be deemed to have elected not to use his lifetime reserve days to cover inpatient days where the charges for covered services furnished to him on such days are equal to or less than the applicable coinsurance amount. (See § 405.115(b).)

(b) *Election made prospectively.* Ordinarily, an election not to use reserve days will apply prospectively. If the election is filed at the time of admission to a hospital it may be made effective beginning with the first day of hospitalization, or with any day thereafter. If filed later it

may be made effective beginning with any day after the day it is filed.

(c) *Retroactive election.* A beneficiary may, while he is still in the hospital, or within a period of 90 days following his discharge, execute a retroactive election not to use his reserve days for inpatient hospital services already furnished to him, provided that (1) the beneficiary or some other person or organization agrees to pay the hospital for the services in question, or (2) the hospital agrees to accept the retroactive election.

Example. Prior to July 1, A had used 90 days of inpatient hospital services in a spell of illness. Beginning July 1, he was hospitalized for 10 days. A was informed of his election right on July 1 at the time of his admission and indicated that he wanted to use his reserve days for that stay. One month after being discharged from the hospital, A informed the hospital that he now wished to save his reserve days for a future stay. A agreed to pay the hospital for the services he received during the 10 days of hospitalization and he was permitted to file a retroactive election not to use his reserve days for such stay effective July 1.

(d) *Period covered by election.* An individual may elect not to use reserve days for only one period of consecutive days in a single hospital stay. If an election (whether made prospectively or retroactively) is made effective beginning with the first day for which reserve days are available, it may be terminated by the individual at any time. Thereafter, the remaining days of his hospital stay are covered under the hospital insurance program to the extent that reserve days are available. Thus, an individual who has private insurance which covers hospitalization beginning with the first day after the first 90 days of benefits have been exhausted may terminate his election as of the first day not covered by the private insurance plan. If an election not to use reserve days is made effective beginning with any day after the first day for which reserve days are available, it must remain in effect until the end of that stay, unless it is revoked as provided in § 405.119.

§ 405.118 Election where beneficiary incapacitated.

Where a beneficiary is physically or mentally unable to file an election not to use his reserve days, such an election may be filed by any person who is authorized to execute a request for payment on behalf of the beneficiary for services furnished to him by a provider of services, e.g., a relative (see § 405.1664 for persons authorized to request payment), provided the beneficiary has private insurance which will pay for the hospitalization or some other person agrees to pay the hospital for the services. If the beneficiary does not have private insurance and no other person agrees to pay the hospital for the services, then only the beneficiary's legal representative may file an election on the beneficiary's behalf.

§ 405.119 Revocation of election.

A beneficiary who elected not to use his reserve days for a period of hospital-

ization may revoke this election while he is still in the hospital or within a period of 90 days following his discharge, provided that a claim has not been filed to have payment made to the hospital under Part B of title XVIII of the Act for medical and other health services (see section 1861(s) of the Act) furnished to him on the hospital days in question by, or under arrangements made by, the hospital. If the beneficiary is incapacitated, any individual who is permitted to sign the request for payment on behalf of the beneficiary for services furnished to him by a provider of services (see § 405.1664 for persons authorized to request payment) may file the revocation on the beneficiary's behalf. The revocation must be submitted to the hospital in writing and should specify the name of the hospital and the admission date of the stay or stays to which it applies. An election not to use reserve days may not be revoked after the beneficiary dies.

[F.R. Doc. 70-10642; Filed, Aug. 14, 1970; 8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[49 CFR Part 393]

[Docket No. MC-21; Notice 70-11]

GLAZING AND WINDOW CONSTRUCTION

Notice of Proposed Rule Making

The Director of the Bureau of Motor Carrier Safety is considering amending paragraphs (a), (b), and (c) of § 393.61 and § 393.63 of Part 393 of the Motor Carrier Safety Regulations.

Section 393.61(a) pertains to windows in trucks and truck tractors. The proposed amendment would enlarge the minimum area of required windows on trucks and truck tractors manufactured after January 1, 1972. The enlargement is considered necessary to provide greater emergency escape areas for persons in the vehicle during a crash, a fire, or other accident. Human factors data show that the size of the average vehicle occupant has increased since the date the section was originally issued. The larger opening appears necessary to allow speedy exit of a 95th percentile male.

Section 393.61 (b) and (c) and § 393.63 pertain to bus windows. The Director of the Bureau of Motor Carrier Safety proposes to amend these sections to make them consistent with the proposed Motor Vehicle Safety Standard pertaining to bus windows which the Director of the National Highway Safety Bureau has this day published (see p. 13025 of this issue).

Interested persons are invited to submit written data, views, or arguments pertaining to the proposed amendments. Comments must identify the docket (No.

MC-21) and must be submitted in three copies to the Director, Bureau of Motor Carrier Safety, Washington, D.C. 20591. All comments received before the close of business on November 12, 1970, will be considered. All comments will be available for examination in the docket at Room 5306, 400 Seventh Street SW., Washington, D.C., before and after the closing date for comments.

In consideration of the foregoing the Director of the Bureau of Motor Carrier Safety proposes to amend paragraphs (a), (b), and (c) of § 393.61 and § 393.63 of Part 393 of Title 49, Code of Federal Regulations to read as set forth below.

Proposed effective date: January 1, 1972.

This notice of proposed rule making is issued under the authority of section 204 of the Interstate Commerce Act, 49 U.S.C. 304, section 6 of the Department of Transportation Act, 49 U.S.C. 1655, the delegation of authority by the Secretary of Transportation in 49 CFR 1.48 (35 F.R. 4959) and the delegation of authority by the Federal Highway Administrator in 49 CFR 389.4 (35 F.R. 9209).

Issued in Washington, D.C., on August 7, 1970.

ROBERT A. KAYE,
Director,
Bureau of Motor Carrier Safety.

§ 393.61 Window construction.

(a) *Windows in trucks and truck tractors.* Every truck and truck tractor, except vehicles engaged in armored car service, shall have, in addition to the area provided by the windshield, at least one window on each side of the driver's compartment. On vehicles manufactured before January 1, 1972, each required window shall have sufficient area to contain either an ellipse having a major axis of 18 inches and a minor axis of 13 inches or an opening containing 200 square inches formed by a rectangle 13 by 17 3/4 inches with corner arcs of 6-inch maximum radius. On vehicles manufactured on and after January 1, 1972, each required window shall have sufficient area to contain an ellipse having a major axis of 20 inches and a minor axis of 13 inches. The major axis of either ellipse or the long axis of the rectangle shall not make an angle of more than 45° with the surface on which the unladen vehicle stands. If the cab is designed with a folding door or doors or with clear openings where doors or windows are customarily located, then no windows shall be required in such locations.

(b) *Bus windows.* (1) Except as provided in subparagraph (3) of this paragraph, every bus manufactured before January 1, 1972, having a seating capacity of more than eight persons shall have, in addition to the area provided by the windshield, adequate means of escape for passengers through windows. The adequacy of such means shall be determined in accordance with the following standards: For each seated passenger

space provided, inclusive of the driver there shall be at least 67 square inches of glazing if such glazing is not contained in a push-out window; or at least 67 square inches of free opening resulting from opening of a push-out type window. No area shall be included in this minimum prescribed area unless it will provide an unobstructed opening sufficient to contain an ellipse having a major axis of 18 inches and a minor axis of 13 inches or an opening containing 200 square inches formed by a rectangle 13 inches by 17 3/4 inches with corner arcs of 6-inch maximum radius. The major axis of the ellipse and the long axis of the rectangle shall make an angle of not more than 45° with the surface on which the unladen vehicle stands. The area shall be measured either by removal of the glazing if not of the push-out type or of the movable sash if of the push-out type, and it shall be either glazed with laminated safety glass or comply with paragraph (c) of this section. No less than 40 percent of such prescribed glazing or opening shall be on one side of any bus.

(2) A bus manufactured on and after January 1, 1972, having a seating capacity of more than 10 persons shall have push-out windows in conformity with Motor Vehicle Safety Standard No. -----, Part 571 of this title.

(3) A bus manufactured before January 1, 1972, may conform to Motor Vehicle Safety Standard No. -----, Part 571 of this title, in lieu of conforming to subparagraph (1) of this paragraph.

(c) *Push-out window requirements.* (1) Except as provided in subparagraph (3) of this paragraph, every glazed opening in a bus manufactured before January 1, 1972 and having a seating capacity of more than eight persons, used to satisfy the requirements of paragraph (b) (1) of this section, if not glazed with laminated safety glass, shall have a frame or sash so designed, constructed, and maintained that it will yield outwardly to provide the required free opening when subjected to the drop test specified in Test 25 of the American Standard Safety Code referred to in § 393.60. The height of drop required to open such push-out windows shall not exceed the height of drop required to break the glass in the same window when glazed with the type of laminated glass specified in Test 25 of the Code. The sash for such windows shall be constructed of such material and be of such design and construction as to be continuously capable of complying with the above requirement.

(2) On a bus manufactured on and after January 1, 1972, having a seating capacity of more than 10 persons, each push-out window shall conform to Motor Vehicle Safety Standard No. -----, Part 571 of this title.

(3) A bus manufactured before January 1, 1972, may conform to Motor Vehicle Safety Standard No. -----, Part 571 of this title, in lieu of conforming to subparagraph (1) of this paragraph.

§ 393.63 Windows, markings.

(a) On a bus manufactured before January 1, 1972, each bus push-out window and any other bus escape window glazed with laminated safety glass required in § 393.61 shall be identified as such by clearly legible and visible signs, lettering, or decalcomania. Such marking shall include appropriate wording to indicate that it is an escape window and also the method to be used for obtaining emergency exit.

(b) On a bus manufactured on and after January 1, 1972, each push-out window required in § 393.61 shall be marked to conform to Motor Vehicle Safety Standard No. -----, Part 571 of this title.

(c) A bus manufactured before January 1, 1972, may mark each push-out window to conform to Motor Vehicle Safety Standard No. -----, Part 571 of this title in lieu of conforming to paragraph (a) of this section.

[F.R. Doc. 70-10593; Filed, Aug. 14, 1970; 8:45 a.m.]

National Highway Safety Bureau

[49 CFR Part 571]

[Docket No. 2-10; Notice 2]

BUS WINDOW RETENTION AND RELEASE

Proposed Motor Vehicle Safety Standard

On October 14, 1967, an advance notice of proposed rule making was issued concerning a possible standard with respect to bus side and rear windows, push-out type windows, and emergency exits (32 F.R. 14278). The purpose of this notice is to propose a standard that would require buses to meet minimum requirements in these areas.

The proposed standard would require side and rear windows on all buses, including school buses, to be retained in a manner that would assure adequate resistance to outward forces.

The notice proposes that buses, other than school buses, be required to have push-out windows that provide unobstructed openings that collectively amount, in total square inches, to 67 times the number of designated seating positions in the bus. Push-out windows would be required to meet requirements for accessibility, force limits, opening dimensions, and markings to assure identification and adequate instructions for operation as emergency exits.

In view of discipline problems associated with mandatory quick-release and exit devices throughout a school bus which may interfere with the school bus driver's task, and the added risk of children falling from moving school buses, push-out windows for school buses would remain optional.

The standard would not be applicable to bus windshields. Windshield retention requirements for bus windshields are

being considered under a separate rule-making (34 F.R. 18941).

Interested persons are invited to submit data, views, and arguments on the proposed regulation set forth below. Comments suggesting alternative test techniques where data can be submitted to justify the use of these alternatives are specifically invited. Comments should refer to the docket and notice number (Docket No. 2-10, Notice No. 2) and be submitted to: Docket Section, National Highway Safety Bureau, Room 4223, 400 Seventh Street SW., Washington, D.C. 20591. It is requested, but not required that 10 copies be submitted. All comments received before November 12, 1970, will be considered. All comments will be available for examination in the Docket Section at the above address before and after the closing date for comments. Comments filed after the above date will be considered by the Bureau. The rulemaking action may, however, proceed at any time after that date, and comments received too late for consideration in regard to the action will be treated as suggestions for future rulemaking. The Bureau will continue to file relevant material, as it becomes available in its docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

Section 393.61 (b) and (c) of the Motor Carrier Safety Regulations of the Department of Transportation (49 CFR Part 393) presently sets forth requirements for windows and push-out type windows in buses engaged in interstate commerce. The Federal Highway Administrator has issued a notice of proposed rulemaking proposing (35 F.R. 13024) to amend paragraphs (b) and (c) of §§ 393.61 and 393.63 to be consistent with the substance of the changes proposed by this notice.

Proposed effective date: January 1, 1972.

This notice is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1392, 1407) and the delegation of authority at 49 CFR 1.51 (35 F.R. 4955) and 49 CFR 501.8 (35 F.R. 11126).

Issued on August 6, 1970.

RODOLFO A. DIAZ,
Acting Associate Director,
Motor Vehicle Programs.

MOTOR VEHICLE SAFETY STANDARD
No. -----

BUS WINDOW RETENTION AND RELEASE

S1. Purpose and scope. The standard specifies requirements for the retention of all windows (excluding windshields) in buses, and specifies operating forces, opening dimensions, and markings for push-out bus windows to minimize the likelihood of occupants being thrown

from the bus and to provide a means of accessible emergency exit.

S2. Application. This standard applies to buses.

S3. Definitions. "Push-out window" means a window designed to open outwardly to provide for emergency exit from the vehicle.

"Adjacent designated seating position" means a designated seating position located so that its occupant space falls within a 10-inch perpendicular distance from the window throughout a 15-inch horizontal span of the window as illustrated in Figure 1. Occupant space for a designated seating position is the space above the seat and foot-well, projecting horizontally from the normally positioned seat back in the direction it faces to the nearest obstruction of occupant motion, and extending vertically to the ceiling.

S4. Requirements.

S4.1 Window retention. When testing in accordance with S5.1, until a force level of 2,000 pounds is reached or a 5-inch diameter portion of the head form has penetrated the glazing, each window in the bus, including windows in doors, shall be retained by its surrounding structure in a manner which prevents any opening large enough to pass a 4-inch diameter sphere, and which provides for retention of at least 75 percent of the glazing periphery in the window mounting.

S4.2 Push-out windows.

S4.2.1 Each bus, except school buses, shall have side and rear push-out windows which, when fully open, provide unobstructed openings for emergency exit which collectively amount, in total square inches, to 67 times the number of designated seating positions on the bus. At least 40 percent of the required unobstructed openings shall be provided on each side of the bus.

S4.2.2 Each push-out window, whether in a school bus or other bus, shall:

(a) Have a release mechanism or mechanisms which comply with S4.3;

(b) Provide, when extended to the full push-out position, an unobstructed opening large enough to contain an ellipse having a horizontal major axis of 20 inches and a minor axis of 13 inches; and

(c) Have the marking "For Emergency Exit", followed by concise operating instructions, located within 6 inches of a point of manual operation either on the window or on the adjacent structure.

S4.2.3 In addition to the requirements of S4.2.2, each push-out window having one or more adjacent designated seating positions shall:

(a) Allow, from each adjacent designated seating position, when tested in accordance with S5.2, manual release and extension to the full push-out position of the window by a single occupant using reach distances and corresponding force levels set forth in either Figure 2 (a and b) or Figure 3 (a and b); and

(b) Have when tested in accordance with S5.3, markings required by S4.2.2 (c) located where visible to and readable by an occupant in each adjacent designated seating position, to an occupant in the seat directly adjoining each adjacent designated seating position, and to an occupant standing in the aisle location nearest each adjacent designated seating position.

S4.3 Push-out window release mechanism. Each release mechanism on a push-out window shall:

(a) Require one or two motions, differing by 90° to 270° from the direction of the initial push-out motion of the window, for its release; and

(b) Be retained in the latched position when subjected to a sustained longitudinal, transverse, or vertical inertial load of plus or minus 30 g applied by calculation to all moving parts connected to the release mechanism and to the push-out window.

S5. Demonstration procedures.

S5.1 Retention testing of windows. With a bus, bus body, or body section including window and supporting structure, in a level floor attitude with windows installed, closed, and latched (where latches are provided) in the condition intended for normal bus operations, with the specimen inside and outside environment kept within a temperature range of 70° to 85° Fahrenheit for 4 hours immediately preceding the test and continuously during the test, an increasing force shall be applied through a head form specified in Figure 4, acting outward and perpendicular to the inside surface at the center of area of each window glazing with a head form travel of 2 inches per minute, until one of the following occurs:

(a) A force level of 2,000 pounds is reached.

(b) A 5-inch diameter portion of the head form has penetrated the glazing.

S5.2 Operational testing of push-out windows having one or more adjacent designated seating positions. Before and after performance of S5.1, full release and opening of push-out windows shall be accomplished as required in S4.2.3(a) under the conditions of S5.1 and with seats, arm rests, and interior objects near the windows installed and adjusted in the position closest to mid-range.

S5.3 Marking legibility demonstration. The test shall be conducted in completely finished bus with windows closed and latched, doors closed, and seats adjusted in the condition intended for normal operation, both in daylight, and at night with interior lights on but with no other artificial lighting. Each marking shall be readable by an occupant having central corrected visual acuity of 20/40 (Snellen ratio) while the corresponding adjacent designated seating positions are occupied by either the demonstrator or other occupants.

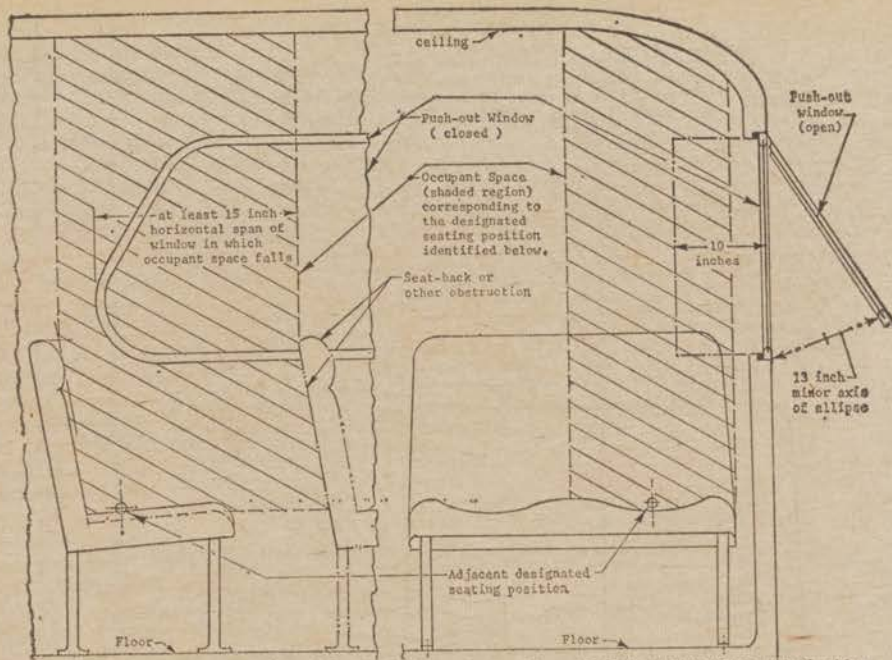


FIGURE 1 Adjacent Designated Seating Position, Occupant Space And Push-out Window Space Relationships

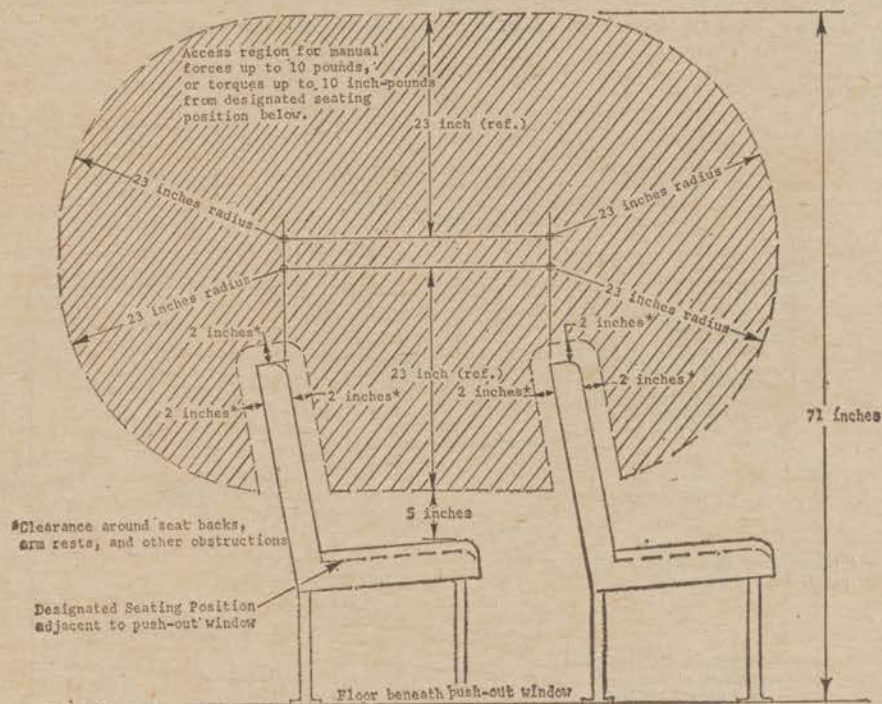


FIGURE 2a Access Region for Low Forces (See Figure 2b for other view)

PROPOSED RULE MAKING

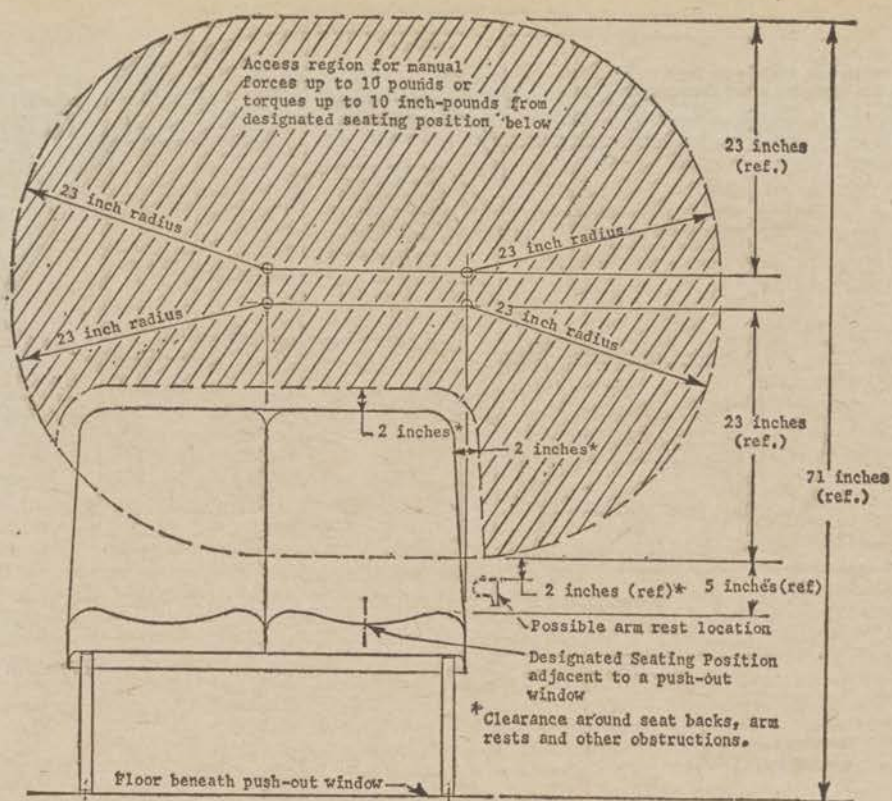


FIGURE 2b Access Region For Low Forces (See Figure 2a for other view)

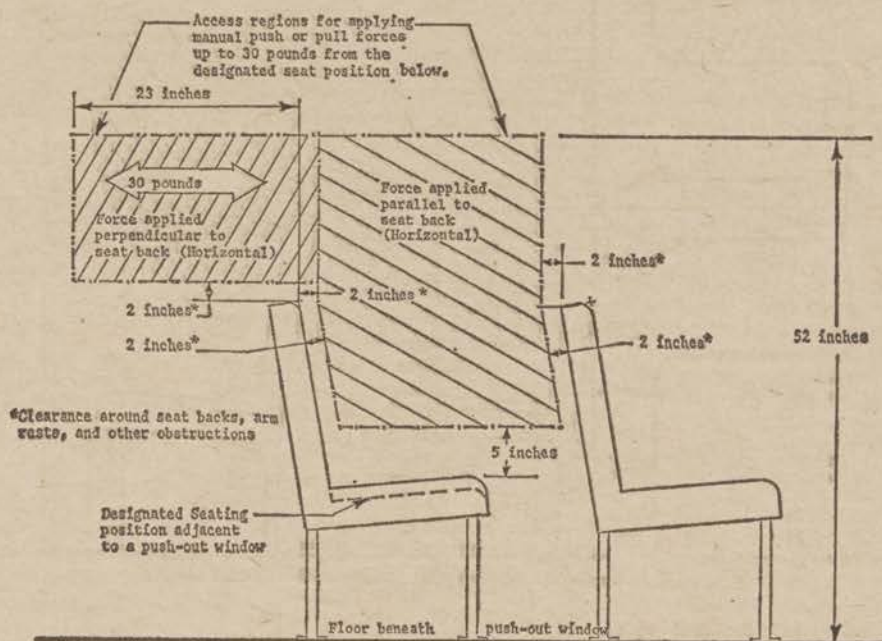


FIGURE 3a ACCESS REGION FOR HIGH FORCES (See Figure 3b for other view)

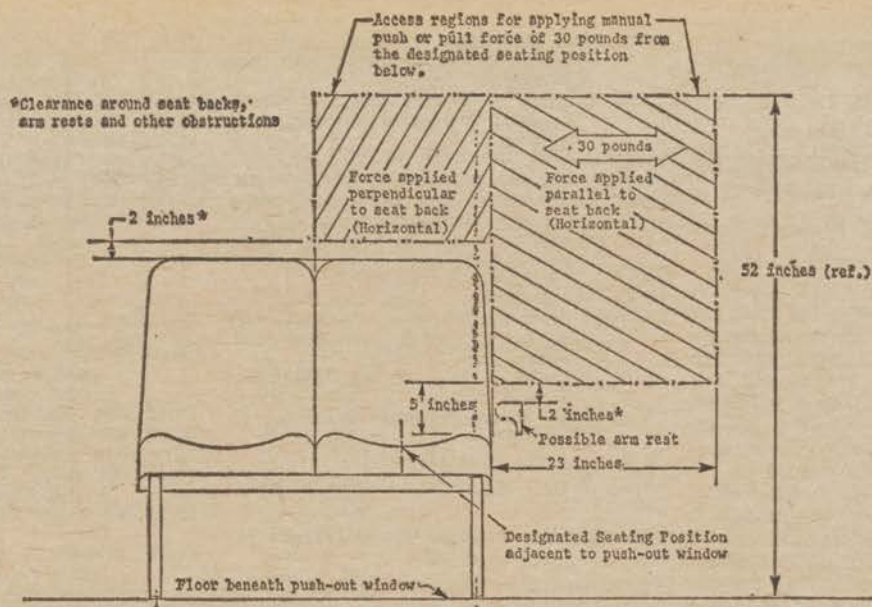


FIGURE 3b ACCESS REGION FOR HIGH FORCES (See Figure 3a for other view)

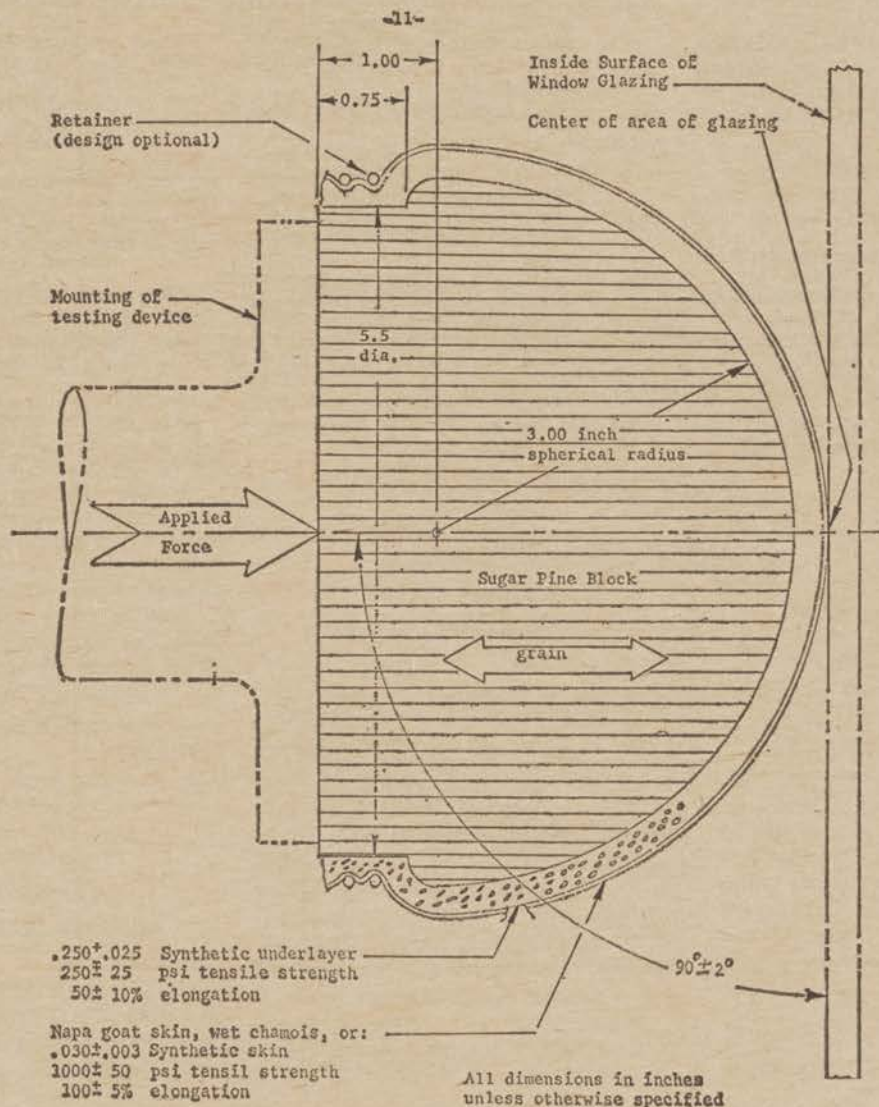


FIGURE 4 HEAD FORM

[F.R. Doc. 70-10594; Filed, Aug. 14, 1970; 8:45 a.m.]

FEDERAL POWER COMMISSION

[18 CFR Part 2]

[Docket No. R-389A]

INITIAL RATES FOR FUTURE SALES OF
NATURAL GAS FOR ALL AREAS

Final Schedule of Oral Presentations

AUGUST 7, 1970.

Pursuant to paragraph 7 in Docket No. R-389 issued June 17, 1970, requests for oral hearings in lieu of written submittals were received by this Office from the following parties whose requests are granted at the date and time specified herein. Supplemental requests to be heard in Midland pursuant to paragraph 7 in Docket No. R-389A issued July 17, 1970, will be considered on July 24, 1970, and the supplemental list promulgated.

The public hearing in Midland will be held at the Midland High School Auditorium; in New Orleans at 701 Loyola Avenue, Room T 9007; in Denver at the U.S. Post Office Building, 1823 Stout Street; and in Pittsburgh at 1000 Liberty Avenue, Room 2214.

Any applicant for oral hearing whose name does not appear on this schedule shall deem his request denied and is invited to file a written submittal pursuant to paragraph 10.

July 29—Midland, Tex. (Concluded):

- 10:00 Hon. George Bush, M.C.
- 10:15 Hon. Preston Smith, Governor of Texas.
- 10:30 Hon. Crawford Martin, Attorney General of Texas.
- 10:45 Hon. Jim Langdon, Chairman, Railroad Commission of Texas.
- 11:00 Tom Sealy, Esq., for Permian Basin Petroleum Association.
- 11:15 Tom Sealy, Esq., for BEA Oil Producers.
- 11:30 Tom Sealy, Esq., for Hanley Co., Adobe Oil Co., Sams Oil Co.

- 11:45 Tom Sealy, Esq., for Deane H. Stoltz, Leede Zoller; Major, Giebel, and Forster.
- 12:00 William I. Powell, Esq., for Independent Petroleum Association of America.
- 12:15 Recess.
- 1:15 William J. Murray, Jr., for Texas Independent Producers and Royalty Owners Association.
- 1:30 Raymond A. Lynch, Esq., for Chambers and Kennedy, Murphy H. Baxter, Chriss R. Inman.
- 2:00 H. J. Rucker, Esq., for Imperial-American Management Co., George T. Abell, Estate of Elizabeth R. Sharp, Jack N. Blair.
- 2:15 Richard S. Brooks, Esq., for David Fasken.
- 2:30 Ellis Evans for Ellis Evans et al. interests.
- 2:45 Mr. Tom Culbertson.
- 3:00 Paul G. White for Western Oil Fields, Inc.

SUPPLEMENTAL FILINGS UNDER DOCKET NO.
R-389A

- 3:15 Hon. John Tower, U.S. Senate.
- 3:30 Hon. A. L. Porter for Hon. David F. Cargo, Governor of New Mexico.
- 3:45 Hon. Gordon Markham for Hon. Alex J. Armijo, Commissioner of Public Lands, State of New Mexico.
- 4:00 Mr. J. Hugh Liedtke for Pennzoil United, Inc.
- 4:15 Conrad Caffield for William D. Morris.

August 10—New Orleans:

- 10:00 Hon. C. C. Aycock, Lieutenant Governor of the State of Louisiana.
- 10:15 J. M. Menefee for the Conservation Commission of the State of Louisiana.
- 10:30 Neal Powers, Jr., Esq., for Bradco Oil & Gas Co.; Bradco Properties, Inc.; E. Cockrell, Jr.; Freeport Oil Co., Division of Freeport Sulphur Co.; Lake Washington, Inc.; John W. Mecom; U.S. Oil of Louisiana, Inc.; U.S. Oil of Louisiana, Ltd.
- 11:00 Mr. Wilbur R. Lilly for James W. Harris Oil Operations.

- 11:15 Mr. R. R. Brooksher for Mid Continent Oil and Gas Association, Louisiana-Arkansas Division.
- 11:30 Mr. J. B. Storey for Pelt Oil Co.
- 11:45 Mr. William H. Allen for LVO Corp.
- 12:00 Recess.
- 1:00 John Gordon, Esq., for Birthright Oil Co.
- 1:15 John Gordon, Esq., for Edwin L. Cox.
- 1:30 Mr. Don Weir for Arkansas Louisiana Gas Co.
- 1:45 Mr. Wardell Leisk for Austral Oil Co., Inc.
- 2:00 Mr. C. Templeton for Amarex, Inc.

August 13—Denver:

- 10:00 Harry A. Galligan, Jr., for The Public Utilities Commission of the State of Colorado.
- 10:15 Mr. J. R. McMinn for Inexco Oil Co.
- 10:30 Mr. Kenneth R. Whiting for Ladd Petroleum Corp.
- 10:45 Mr. Robert F. Hefner III, for Glover Hefner Kennedy Oil Co.
- 11:00 Mr. R. E. Kelly for Western Slope Gas Co.

- 11:15 Richard G. Rorschach, Esq., for Colonial Royalties Co. and Margaret Rorschach.

- 11:30 Mr. William R. Bixler for Consolidated Oil and Gas, Inc.

- 11:45 Mr. Robert B. Laughlin for the Rocky Mountain Oil and Gas Association.

August 14—Pittsburgh:

- 10:00 Honorable Paul W. Brown, Attorney General of Ohio for the Public Utilities Commission of Ohio.
- 10:15 Anthony Z. Roisman, Esq., for the Consumer Federation of America.
- 10:30 Larry L. Skeen, Esq., for the Independent Oil and Gas Association of West Virginia.
- 10:45 Mr. John T. Galey.
- 11:00 Richard A. Rosan, Esq., for the Columbia Transmission Companies.

Pursuant to paragraph 7 additional oral hearings may be held upon notice from the Secretary.

GORDON M. GRANT,
Secretary.

[F.R. Doc. 70-10674; Filed, Aug. 14, 1970; 8:45 a.m.]