

Federal Railroad Administration

[FRA Docket Nos. H-94-7, RST-94-4, and SA-94-14]

National Railroad Passenger Corporation; Petition for Exemption or Waiver for Test Program and High Speed Revenue Passenger Service

In accordance with 49 CFR 211.51, notice is hereby given that the National Railroad Passenger Corporation (Amtrak) has submitted to the Federal Railroad Administration (FRA) a petition, dated December 5, 1994 for a waiver of compliance with specific requirements of certain parts of Title 49 of the Code of Federal Regulations in order to conduct a series of tests and enter one or more new high speed trainsets of advanced design into revenue service. Please note that this equipment is expected to be delivered to Amtrak beginning in the late spring of 1997.

The purpose of this notice is to identify and briefly describe the separate elements of the petition and afford an opportunity for interested parties to comment on these.

In explanation of why this petition had three docket numbers assigned to it, please consider the following tabulation:

Item	Description	Docket No.
Request 1 ...	High Cant Deficiency for Test Purposes.	H-94-7.
Request 2 ...	High Speed for Stability Tests.	H-94-7.
Request 3 ...	High Cant Deficiency for Revenue Operations.	RST-94-4.
Request 4 ...	High Speed for Revenue Service.	RST-94-4.
Request 5 ...	Request for a Procedure to Increase Speeds Beyond Presently Authorized Speeds.	RST-94-4.
Request 6 ...	Hand Brakes, Side and End Handholds and Uncoupling Levers.	SA-94-14.

It is evident from this compilation that the petition includes two separate phases: Requests 1 and 2 concern testing activities that will occur and be finished within periods of limited duration. This type of operation is assigned an "H" series docket number by FRA. Requests

3 through 5 and also 6, addressing proposed future revenue operation of the new equipment, are not temporary in nature and relief, if granted, will continue into the future.

Request 1: (Note: The tests anticipated under Requests 1 and 2 are intended to occur first, at the Transportation Technology Center in Colorado and second, if concluded successfully there, to be repeated at various locations in the Northeast Corridor.) Petitioner requests relief from compliance with § 213.57(b), Curves, elevation and speed limitations, of the Federal track safety standards which currently limits train operating speeds in the negotiation of curved track to a value producing not more than three inches of underbalance. Curve negotiation at various train speeds producing up to 12 inches of cant deficiency (underbalanced superelevation) is to be investigated to evaluate vehicle/track response characteristics in this operating regime. Amtrak states that instrumented wheelsets, accelerometers and other suitable instrumentation will figure in these tests.

Request 2: Lateral suspension performance will be examined to see if truck lateral instability (hunting) occurs within the trainset's operating speed regime up to 165 mph. In order to do this, the petitioner needs to be provided with permission to exceed the train operating speed limit of 110 mph (§ 213.9).

Request 3: Predicated upon successful completion of the cant deficiency tests described in Request 1, above, Amtrak is today asking for a permanent waiver of compliance with § 213.57(b) in order to operate the new trainsets in revenue service at curving speeds developing up to nine inches of cant deficiency.

Request 4: Amtrak wants to run the new trains in revenue service at speeds of up to 150 mph over Class 6 track. Again, and if test results are supportive, compliance with § 213.9 will have to be waived.

Request 5: Once the curving safety of the new vehicles has been established, Amtrak wants the latitude to set cant deficiency limits for other curves without further test. Agency response to this request may become a policy matter in that relief from compliance with specific sections of the track safety standards may have been provided already in response to treatment of Requests 3 and 4.

Request 6: The trainsets will not be built as individual cars which can be coupled and uncoupled in a conventional manner. Uncoupling levers will only be at the ends of the trainset. Since an entire consist will

always be handled as a single unit, intermediate cars will not be equipped with standard side or end handholds. Amtrak believes that relevant provisions of § 231.12(b),(c) & (d), Passenger-train cars with wide vestibules, should not apply. The trainsets will be provided with spring-actuated parking brakes which, it is claimed, will eliminate the need for a manually operated hand brake.

FRA is seeking information and comments on this proposed test and revenue passenger service program from interested parties. FRA will take these comments into account in arriving at a final specification of conditions governing the conduct of the entire project. Such comments may also have value in supporting FRA's responses to future requests for approval to operate trains through curves at speeds producing more than the current standard of three inches of underbalance.

All interested parties are invited to participate in this proceeding through written submission. FRA does not anticipate scheduling an opportunity for oral comment because the facts do not appear to warrant it. An opportunity to present oral comments will be provided, however, if within 45 days of the publication date of this notice, the party submits a written request for a hearing that demonstrates that his or her position cannot be properly presented by written statements.

All written communications concerning this petition should reference "FRA General Docket Nos. H-94-7/RST-94-4/SA-94-14" and should be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, 400 7th Street SW, Washington, DC 20590.

Comments received not later than 45 days following publication of this notice will be considered in this proceeding and in evaluating any future proposals by Amtrak or other railroad entity for similar programs. All comments received will be available for examination by interested persons at anytime during regular working hours (9 a.m.-5 p.m.), in Room 8201, Nassif Building, 400 7th Street SW, Washington, DC 20590. Issued in Washington, DC on December 21, 1995. Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.
[FR Doc. 95-31329 Filed 12-26-95; 8:45 am]
BILLING CODE 4910-06-P

Petition for a Waiver of Compliance

In accordance with Title 49 CFR 211.9 and 211.41, notice is hereby given that

the following railroads have petitioned the Federal Railroad Administration (FRA) for exemptions from or waivers of compliance with a requirement of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

Interested parties are invited to participate in these proceedings by submitting written views, data or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis of their request.

All communications concerning these proceedings should identify the appropriate waiver petition docket number (e.g., Waiver Petition Docket Number HS-95-13, HS-95-15, HS-95-16 or HS-95-17) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street SW, Washington, DC 20590. Communications received within 45 days of the date of publication of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m. to 5 p.m.) in room 8201, Nassif Building, 400 Seventh Street SW, Washington, DC 20590.

The individual petitions are as follows:

Southern Pacific Transportation Company (SPT), FRA Waiver Petition Docket No. HS-95-13

Southern Pacific requests a permanent waiver, after testing, to utilize new technologies to record hours of duty information for train, engine and yard personnel.

CNNA—Grand Trunk Western Railroad, Inc. (GTW), FRA Waiver Petition Docket No. HS-95-15

Grand Trunk Western requests a permanent waiver, after testing, to utilize new technologies to record hours of duty information for train, engine and yard personnel.

Houston Belt and Terminal Railway Company (HBT), FRA Waiver Petition Docket No. HS-95-16

Houston Belt and Terminal requests a permanent waiver, after testing, to utilize new technologies to record hours of duty information for engine, hostler, yard, signal and operator personnel.

Port Terminal Railroad Association (PTRA), FRA Waiver Petition Docket No. HS-95-17

Port Terminal Railroad requests a permanent waiver, after testing, to utilize new technologies to record hours of duty information for engine, hostler, yard and operator personnel.

The above railroads seek a waiver of compliance with certain provisions of FRA Safety Regulations (Hours of Service of Railroad Employees, 49 CFR Part 228). The railroads seek a waiver of 49 CFR 228.9(a)(1) which requires that records maintained under Part 228 be signed by the employee whose time of duty is being recorded, or in the case of train and engine crews, signed by the ranking crew member. Each railroad seeks to establish a program that utilizes a computerized system of recording hours of duty information which would not comply with the above requirement for a "signature" of the employee or ranking crew member. The individual railroads propose that each employee will have his or her own personal identification number ("pin") which will remain confidential to the employee. When accessing the computer for input of the hours of service record, required by § 228.11, the "pin" will not appear on the computer screen when the employee enters his or her number. The "pin" is proposed to satisfy the signature requirements of the "Hours of Service of Railroad Employees." The railroads maintain that the change is necessary to modernize recordkeeping.

Issued in Washington, DC on December 21, 1995.

Phil Olekszyk,
Deputy Associate Administrator for Safety Compliance and Program Implementation.
[FR Doc. 95-31328 Filed 12-26-95; 8:45 am]
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Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Applications for Exemptions

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applicants for exemptions.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, exemptions from the Department of Transportation's Hazardous Materials Regulations (49 CFR Part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the applications described herein. Each mode of transportation for which a particular exemption is requested is indicated by a number in the "Nature of Application" portion of the table below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before January 26, 1996.

ADDRESS COMMENTS TO: Dockets Unit, Research and Special Programs Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the exemption application number.

FOR FURTHER INFORMATION: Copies of the applications are available for inspection in the Dockets Unit, Room 8426, Nassif Building, 400 7th Street, SW., Washington, DC.

NEW EXEMPTIONS

Application No.	Applicant	Regulation(s) affected	Nature of exemption thereof
11585-N	Prillaman Chemical Corp., Suffolk, VA	49 CFR 176.67(i) & (j)	To authorize tank cars to remain connected during unloading of chlorine without the physical presence of an unloader. (Mode 2.)