

brake with microprocessor controls. The CCB pneumatic and electro-pneumatic devices rely on poppet valve and seat technology which has been proven in service in other Knorr brake equipment.

The CCB system consists of a console desk controller, an electronic control system unit and a pneumatic interface unit. The electronic control system unit contains the logic processor (computer), power supply, input/output interfaces, diagnostic program and brake operation programs. The desk console controller contains the standard automatic and independent brake operating handles. The console controller also contains a direct connection to brake pipe which is utilized for emergency brake applications. The pneumatic interface unit contains the connections to the standard train line and locomotive multiple unit pneumatic lines. The pneumatic unit contains all of the devices which are driven by the electronic control system to perform all functions currently carried out by the 26-L brake system.

The brake system includes advanced diagnostics and a self-test program. The manually initiated self-test program tests all electronic and pneumatic interface functions. Detected faults are displayed on the system unit. In-service faults are detected and stored in nonvolatile memory. The railroad states that safety is enhanced by the CCB Equipment in (1) constant vigilance for deviation from performance by the microcomputer, (2) the control of faults to a known safe condition, and (3) the capability of warning the operator of a fault condition. These features are not available in the existing 26-L Brake Equipment. Life of all components are rated in excess of 5-years.

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 for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-95-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street SW., Washington, D.C. 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 (9:00 a.m.-5:00 p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590.

Issued in Washington, DC on April 16, 1996.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

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### **Petition for Exemption or Waiver of Compliance**

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received requests for 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 for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number RSGM-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 practical. All written communications concerning these proceedings are available for examination during regular business hours (9:00a.m.-5:00p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

The individual petitions seeking an exemption or waiver of compliance are as follows:

Yolo Shortline Railroad (RSGM-95-17)

The Yolo Shortline Railroad (YSLR) seeks a permanent waiver of compliance with the Safety Glazing Standards [49 CFR Part 223.9(a), certified glazing] for its ALCO locomotive, Number YSLR 101, built in 1949. YSLR is a Class III shortline railroad located in Woodland, California (near Sacramento). The railroad states that this locomotive is planned to be used primarily for operating passenger excursions, in a rural farming land, and performing light freight switching. For historical purposes, the use of this locomotive on the YSLR trackage will be consistent with the type of locomotives that Western Pacific used during its ownership of the trackage. No vandalism has been reported.

Radar Rail Car (Waiver Petition Docket Number RSGM-95-18)

Radar Rail Car seeks a permanent waiver of compliance with the Safety Glazing Standards [49 CFR Part 223.9(c), minimum of four emergency opening windows per passenger car] for eight deluxe sleeper cars. The manufacturer states that the cars are to be used by the Phillip Morris Corporation as a marketing promotion. The configuration of the sleepers consists of 15 deluxe bedrooms. Instead of four emergency opening windows, each of the bedrooms will have an emergency exit, permitting evacuation in the event of an incident. Due to the size and weight of the windows (approximately 250 pounds), the exits are designed to be a panel adjacent to the window. The exit panel will be removable by means of a "zip strip."

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Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

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### **Research and Special Programs Administration**

#### **Meetings of Pipeline Safety Advisory Committees**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App.1) notice is hereby given of the following meetings of the Technical Pipeline Safety Standards Committee (TPSSC) and the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC). Each Committee meeting, as well as a joint session of the two Committees, will be held at the