

with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Canadian National/Illinois Central Railroad (CN/IC) (Waiver Petition Docket Number FRA-1999-6143)

CN/IC is seeking a permanent waiver of compliance with the Railroad Safety Appliance Standards, 49 CFR part 231.27(b)(4)(ii), which requires that "When made of material other than wood, the tread surface shall be of anti-skid design and constructed with sufficient open space to permit the elimination of snow and ice from the tread surface." In FRA's Technical Bulletin MP&E 98-17, issued on June 15, 1998 (originally issued in 1990 as Technical Bulletin MP&E 90-11) the floor most closely resemble cars described in Part 231.27, "House and other box cars without hatch covers built or put in service after October 1, 1966." CN/IC states that its 350 cars (reporting marks ICG 978650 to and including 978999) were built between 1981 and 1982. CN/IC further states that the original specifications for the car's construction required that all safety appliances will be in accordance with the United States Safety Appliance Standards and Power Brake Requirements as issued by FRA. CN/IC was under the assumption that the cars would have been grandfathered as having an excepted design. CN/IC cited its records which indicate that the car's end platform arrangements have never been stipulated as the primary or secondary cause in a personnel injury. CN/IC maintains that the demand for the bulkhead flatcars has been minimal, and thirty-one percent of the cars are either retired, bad ordered, not operating in the U.S., or in storage. Therefore, CN/IC requests that a waiver of compliance be granted for this series of cars.

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 1999-6143) and

must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC 20590-001. Communications received within 30 days of the date 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.) at the DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW, Washington, DC 20590. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's web site at <http://dms.dot.gov>.

Issued in Washington, DC on June 22, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-16352 Filed 6-27-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Columbia Business Center (Waiver Petition Docket Number FRA-2000-7301)

Columbia Business Center of Vancouver, Washington, seeks a permanent waiver of compliance from the requirements of 49 CFR part 223, Safety Glazing Standards, for its two locomotives. This request was formerly handled under FRA docket number RSGM-98-1. The subjects of this petition are a GE 80-ton center cab (940 HP) locomotive and a GE 25-ton (150 HP) locomotive. Both units currently have laminated glass throughout the cabs showing the following information:

Safety Duolite A52,95
Viracon-1 Lam.DOT129,16CFR,1201
M40 CAT. II/A5-1,09,88
Hi-test Safety Sheet AS,FV.

These locomotives are used exclusively by Columbia Business Center on 2.81 miles of Columbia Business Center owned track within the Columbia Business Center Industrial Park. The railroad has had no accidents, incidents, or acts of vandalism relative to the proposed relief.

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 2000-7301) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW, Washington, DC 20590. Communications received within 45 days of the date 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.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's web site at <http://dms.dot.gov>.

Issued in Washington, DC on June 22, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-16355 Filed 6-27-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

**Duluth, Missabe and Iron Range
Railway Company (Waiver Petition
Docket Number FRA-2000-7297)**

The Duluth, Missabe and Iron Range Railway Company (DMIR) seeks a two-year extension of a previously granted waiver of compliance (formerly handled under Docket Number F-90-3B) from the provisions of the Railroad Freight Car Safety Standards, 49 CFR Section 215.115(b)(1)(ii), regarding inspection of roller bearings involved in a derailment. This waiver applies to DMIR cars which may be derailed at taconite pellet load out pockets at Minntac, Minorca, EVTAC, and Fairlane. These cars have been prone to derailments during the unloading process and are directed back onto the rails by being pulled over permanently mounted automatic rerailers.

DMIR states that no mainline derailments due to bearing related failures have occurred during the period of the current waiver. Bearings that have been involved in derailments have been visually inspected for external damage and allowed to return to unrestricted service when none was found.

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 2000-7297) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. Communications received within 45 days of the date 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.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's web site at <http://dms.dot.gov>.

Issued in Washington, DC on June 22, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-16354 Filed 6-27-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Lake Superior Railroad Museum

[Waiver Petition Docket Number FRA-1999-6072]

Lake Superior Railroad Museum of Duluth, Minnesota, is requesting a waiver from the requirements of 49 CFR Part 223, Safety Glazing Standards, for Great Northern locomotive #192 which was built in 1946. This locomotive has FRA Type II glazing in all side facing locations and is partially equipped with FRA Type I glazing in end facing locations. The remainder of the end facing glazing is identified as "shatterproof."

This locomotive is primarily used on 26 miles of the North Shore Scenic Railroad between Duluth and Two Harbors, Minnesota.

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 1999-6072) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, S.W., Washington, D.C. 20590. Communications received within 45 days of the date 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.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's web site at <http://dms.dot.gov>.

Issued in Washington, D.C. on June 22, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-16353 Filed 6-27-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

**National Highway Traffic Safety
Administration**

**Announcing the Second Quarterly
Meeting of the Crash Injury Research
and Engineering Network**

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Meeting announcement.

SUMMARY: This notice announces the Second Quarterly Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at nine Level 1 Trauma Centers which are linked by a computer network. Researchers can review data and share expertise, which could lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

DATE AND TIME: The meeting is scheduled from 8:30 a.m. to 5 p.m. on July 21, 2000.

ADDRESSES: The meeting will be held in Room 6200-04 of the U.S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, DC.

SUPPLEMENTARY INFORMATION: The CIREN System has been established and crash cases have been entered into the database by each Center. NHTSA has held three Annual Conferences (two in Detroit and one in conjunction with STAPP in San Diego) where CIREN research results were presented. Further information about the three previous CIREN conferences is available through the NHTSA website at: http://www-nrd.nhtsa.dot.gov/bio_and_trauma/ciren-final.htm. NHTSA held the first quarterly meeting on May 5, 2000, with a topic of lower extremity injuries in motor vehicle crashes. Information from