

other forms of information technology. OMB wants to receive comments within 30 days of publication of this notice in order to act on the ICR quickly.

#### SUPPLEMENTARY INFORMATION:

1. *Title:* Driver Qualification Files.

*OMB Number:* 2126-0004.

*Background:* The FMCSA requires motor carriers to maintain a driver qualification file for each commercial motor vehicle (CMV) driver that they employ. The file contains the minimum amount of information necessary to document that a driver is qualified to drive a CMV in interstate commerce.

Motor carriers and the FMCSA primarily use the driver's qualification file to ensure that a person: (1) Is physically qualified to safely operate a CMV; (2) has the experience and/or training to safely operate the type(s) of CMV he or she will be assigned to drive; (3) has the appropriate driver's license; and (4) has not been disqualified to operate a CMV.

*Respondents:* Motor carriers and CMV drivers.

*Estimated Total Annual Burden:* 941,856 hours.

2. *Title:* Controlled Substance and Alcohol Use and Testing.

*OMB Number:* 2126-0012.

*Background:* The FMCSA requires motor carriers to conduct alcohol and controlled substances testing on their commercial motor vehicle (CMV) drivers who drive larger CMVs (over 26,000 lbs.) requiring a commercial driver's license. The FMCSA uses the information collected to determine whether the motor carriers are using drivers who are alcohol-free and drug-free while driving trucks, buses, and other commercial motor vehicles. The reporting survey of the management information system (MIS) allows the agency to adjust the random testing rates for the industry when the industry shows performance improvements. The agency bases the adjustment upon the results of a small, statistically significant sample of motor carriers.

*Respondents:* 650,000 Motor carriers.

*Estimated Total Annual Burden:* 573,490 hours.

*Authority:* The Paperwork Reduction Act of 1995, 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.73.

Dated: February 27, 2001.

**Stephen E. Barber,**

*Acting Assistant Administrator and Chief Safety Officer.*

[FR Doc. 01-5411 Filed 3-5-01; 8:45 am]

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## 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 provision involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

#### Canadian Pacific Railway

[Docket Number FRA-2000-7927]

Canadian Pacific Railway Company (CPR), on behalf of itself, its Delaware and Hudson (D&H) subsidiary, and its Soo Line (Soo) subsidiary is seeking a waiver of compliance with the Railroad Locomotive Safety Standards, 49 CFR 229.71 (clearance above the rail).

CPR jointly with General Electric Transportation Systems is exploring methods for improving locomotive adhesion under heavy snow conditions. One method that appears to have some potential for consideration is the application of flexible wipers under the front pilot. These "snow flaps" are made of a corrugated urethane material similar to the non-metallic sand pipe tips currently allowed. These snow flaps extended below the 2½" limit allowed by the section 229.71

CPR did limited testing of these snow flaps in Canada last year and is requesting additional exemption from Transport Canada to continue the testing this winter. There will be up to 40 GE locomotives equipped for this test. These units are principally dedicated to coal routes in British Columbia, but they are internationally equipped and may operate into the U.S. on an occasional basis. These units will enter the U.S. through the Minnesota gateway and over Soo Line as far as Chicago, Illinois.

CPR reported no evidence that these snow flaps will present any risk to safe train operations or to employees.

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 FRA-2000-7927) 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 30 days of the 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 <http://dms.dot.gov>.

Issued in Washington, D.C. on February 22, 2001.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

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## 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 petitioners' arguments in favor of relief.

#### National Railway Historical Society Freemont & Elkhorn Valley Railroad

[Docket Number FRA-2000-8367]

The Eastern Nebraska Chapter of the National Railway Historical Society (NRHS), which operates the Freemont & Elkhorn Valley Railroad (FEVR), has petitioned for a permanent waiver of compliance for two former C&NW Pullman sleeper cars, one former Burlington Northern RPO, one former Burlington Northern caboose, one former C&NW SW1200, one Davenport center cab, one Whitcomb/Baldwin S-4300, and one GE center cab from the requirements of Safety Glazing Standards, 49 CFR Part 223, which requires certified glazing. The NRHS,