

mounting blocks being detected. In addition, MBTA states that the weldment is inspected daily in accordance with the MBTA's Commuter Rail Maintenance Sheets, CRM-12, Daily Trip Inspection. In the event a defect is noted, the coach would immediately be removed from service with written notification to the local FRA Office. A remedial action plan would be developed with concurrence from FRA to ensure the repair meets or exceeds the standard of the original design. MBTA states that they are at 100% utilization of their coach fleet and removing these cars from service, for retrofit, would impose an undue financial burden without substantially improving safety. They submit that of the four possible retrofits they have considered the least expensive would cost approximately \$125,000.00.

This request includes 146 Bombardier coaches numbered 350–389, 600–653, 1600–1652, excluding coach 1648 and 92, Kawasaki coaches numbered 700–749, 1700–1724 and 750–766. The coaches would remain in service until they receive their mid-life overhaul, when a modification would be engineered. For the 146 Bombardier coaches, this is tentatively scheduled for July 2002 and the Kawasaki coaches for July 2004. On November 24, 2000, a letter of denial was forwarded to MBTA (Docket FRA-2000-8044-3). At that time, FRA had determined insufficient information was presented, particularly, in regards to repairs. FRA has indicated to the petitioner that the agency is willing to consider an interim waiver to cover welded securement until an industry standard has been approved and adopted by the industry and FRA. FRA requested that MBTA's petition include information detailing a quality control process for repairing the weldment in the event of damage or failure.

On April 2, 2001, MBTA resubmitted a petition for interim waiver of compliance of Railroad Safety Appliances Standards, 49 CFR 231.12 (Docket FRA-2000-8044-4). The coaches for which the waiver is requested are currently in service and are used to provide commuter rail service throughout Massachusetts. MBTA is resubmitting this petition for interim waiver with the information by incorporating ATPA's proposed "Repair Procedure for Welded Support Brackets," as the standard for repair of the end handholds, thus insuring American Welding Society (AWS) certified repair methods.

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-2000-8044) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room Pl-401, Washington, DC 20590-0001. 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 a.m.–5 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 January 2, 2002.

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 petitioner's arguments in favor of relief.

The Minnesota Northern Railroad

[Waiver Petition Docket Number FRA-2001-10214]

The Minnesota Northern Railroad owns and operates a caboose, number MNN 019. This caboose is not used in regular service, but only on a limited basis in work train service, to transport railroad officials and private persons for typical railroad business purposes. The

caboose will primarily be stored on a live rail siding. The car operates on the Minnesota Northern Railroad in a rural/suburban area which is 50% wooded and 50% cultivated farm land. The MNN requests relief from the requirements of Title 49 Code of Federal Regulations (CFR) § 223.13

Requirements for existing cabooses due to the infrequent use of the caboose, the planned usage for work and special train service, and the cost of installing compliant glazing.

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-2001-10214) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room P1-401 (Plaza Level), 400 Seventh 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, DC, on January 2, 2002.

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 petitioner's arguments in favor of relief.

Ohio Central Railroad

[Waiver Petition Docket Number FRA-2000-7351]

The Ohio Central Railroad owns and operates a caboose, number OHCR 556, which was built in 1976. This caboose is not used in regular service, but only on a limited basis in work train service. The car operates on the Ohio Central Railroad, which is a Class III railroad, operating a single track, unsignaled, line between South Zanesville and New Lexington, Ohio, a distance of 25 miles, with a branch to Glass Rock, Ohio, a distance of approximately 8 miles. The railroad operates in mainly a rural area, with South Zanesville being the largest population center. The petitioner reported that there were no records of vandalism or stoning of moving trains since they began operation in 1986. The OHCR requests relief from the requirements of Title 49 Code of Federal Regulations (CFR) 223.13 Requirements for existing cabooses due to the infrequent use of the caboose, the planned usage for work train service, and the cost of installing compliant glazing.

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-2000-7351) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room P1-401 (Plaza Level), 400 Seventh 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 a.m.-5 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 January 2, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-309 Filed 1-4-02; 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 provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Union Pacific Railroad Company

[Docket Number FRA-2001-11014]

The Union Pacific Railroad Company (UP) seeks a permanent waiver of compliance with the Locomotive Safety Standards, 49 CFR part 229.21(a), as it pertains to the record keeping requirement for locomotive daily inspection reports. If their request is granted, UP would file the required report electronically in a secure centralized database that would be set up to track and store the records for the required ninety-two days. The railroad states that each employee performing the inspections has been provided a unique electronic identification which will be utilized in place of the signature. All requirements, date, time location, person conducting inspection and any non-complying conditions will be reported electronically. UP utilizes an onboard record of daily inspections and will continue to do so if their request is granted.

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-2001-11014) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room P1-401, Washington, D.C. 20590-0001.

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 December 17, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-315 Filed 1-4-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waivers 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.

WATCO Companies, Inc.

[Docket Number FRA-2001-10593]

WATCO Companies, Inc., (WATCO) has petitioned the FRA for a waiver of compliance from certain provisions of the Safety Glazing Standards (49 CFR part 223) for one locomotive, WAMX 804, which is operated at National Starch & Chemical, 1515 Drover Street, Indianapolis, Indiana 46221.

Locomotive WAMX 804 is covered by 49 CFR part 223.1 which states: 223.1 Scope. "This part provides minimum requirements for glazing materials in order to protect railroad employees and railroad passengers from injury as a result of objects striking the windows of locomotives, caboose and passenger cars."

Locomotive WAMX 804 is operated by WATCO Companies, Inc., Switching