

uncommon for locomotive pilots to strike the retarder. If the waiver is granted, CSX would increase the height of the pilot plates on locomotives assigned to hump yard service to nine inches, these locomotives would be restricted to trailing position outside hump yard and when moving over the railroad for service or re-assignment.

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-2000-7701) and must be submitted in triplicate 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 DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street S.W., 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 October 1, 2000.

**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.

#### Detroit Connecting Railroad Company

[Docket Number FRA-2000-7928]

The Adrian & Blissfield Rail Road Company of Madison Heights, Michigan has petitioned on behalf of Detroit Connecting Railroad Company (DCON) for a permanent waiver of compliance for one locomotive from the requirements of the Railroad Safety Appliance Standards, 49 CFR Part 231.30, which requires all locomotives used in switching service to be equipped with four corner stairway openings and each stairway opening must be equipped with two vertical handholds. The waiver request is for a 65 ton mid-cab locomotive built by General Electric in 1942. The locomotive is equipped with one set of ladder style steps on each side leading to the cab. DCON indicates that the locomotive is used in switching service over 2.29 miles at a speed not to exceed 10 mph. All switching movements are made with the locomotive attached and air brakes cut in.

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-2000-7928) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room PL-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 a.m.-5 p.m.) at DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street S.W., 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>.

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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 favour of relief.

#### Inman Service Company

[Docket Number FRA-2000-7586]

The Inman Service Company of Baytown, Texas, has petitioned on behalf of Watco Switching Company for a temporary waiver of compliance for one locomotive from the requirements of the *Safety Glazing Standards*, 49 CFR Part 223, which requires certified glazing in all locomotive windows, except those locomotives used in yard service. The railroad indicates that the locomotive is used in switching service within the Greensport Industrial Park, in Houston, Texas. They also indicate that some of the cab windows meet the FRA glazing requirements. The locomotive is scheduled to be re-built within two years at which time all windows will be replaced with FRA 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-2000-7586) and must be submitted in triplicate 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 DOT Central Docket Management Facility, Room PL–401 (Plaza Level), 400 Seventh 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 October 1, 2000.

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

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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.

#### Thrall Car Manufacturing Company

[Docket Number FRA–1999–6358]

Thrall Car Manufacturing Company (TCMC) seeks a permanent waiver of compliance with certain provisions of the Railroad Safety Appliance Standards, 49 CFR Part 231.24, as they apply to auto carrying railcars as follows:

1. Use the reduced wording described in Parts 231.24(j)(1) and 231.24(j)(2) rather than 231.27(j)(1) and (j)(2). Part 231.24.(j)(1) states “That section of each car more than fifteen (15) feet above the top of the rail shall be painted with contrasting reflectorized paint and shall bear the words “No running boards” to the left of center and “Excess height car” to the right of center.” Section 231.24(j)(2) states “On each side sill near end corner there shall be painted a yellow rectangular area with a three-fourths (¾) inch black border containing the words “This car excess

height-no running board” Lettering to be not less than one and one-half (1½) inches high.”

Thrall Car Manufacturing Company (TCMC) has petitioned to eliminate the stencilling regarding running boards on these cars account of the cars not being so equipped.

2. They request that the word material be substituted for paint in this section to permit utilizing new technological advancements in reflectorization.

3. Section 231.24(j)(2) requires that “On each side sill near end corner there shall be painted a yellow rectangular area with a three-fourths (¾) inch black border containing the words “This car excess height \* \* \* TCMC has petitioned to relocate this stencil/decals from the side-sill, if room is not available, to the shear panel of the auto rack.” The stencil/decals will be located as low as possible on three of the corners and directly above the handbrake on the “BL” corner.

4. TCMC requests that “contrasting color” borders be allowed on cars with a dark exterior paint where a black border, required in 231.24(j)(2) and 231.27(j)(2), would not be readily visible.

5. TCMC requests that the maximum allowable misalignment between the front inside edge of the auto rack ladder style to the inside edge of the flat car sill step be increased from the dimensions listed in Motive Power and Equipment Technical Bulletin 98–05 to six (6) inches. This relief would be consistent with guidelines set forth in AAR's Manual of Standards and Recommended Practices, S–2038–85, 2.3.4.

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–1999–6358) 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>.

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

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Docket No. FRA–2000–7780]

*Applicant:* Paducah & Louisville Railway, Incorporated, Mr. D. Edwards, General Supervisor of Signals and Structures, 1500 Kentucky Avenue, Paducah, Kentucky 42003.

Paducah & Louisville Railway, Incorporated seeks approval of the proposed modification of the traffic control system, on the single main track, near Charleston, Kentucky, Hopkins County, milepost JK 157.13, consisting of the discontinuance and removal of Control Point Six Vein and associated controlled signals 2R and 2L. The proposed changes are associated with the installation of electronic coded track circuits and pole line elimination.

The reason given for the proposed changes is that Six Vein Mine has long been closed and all switches and tracks have been removed; the location is no longer needed, and maintenance costs will be reduced.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket