

Original—3.16.3 Completing the Test on a Loaded Car

Note: If a car is empty and equipped with an Empty/Load, go to paragraph 3.16.4 or on a car not equipped with a brake cylinder test gauge.

Modification—3.16.3 Completing the Test on a Loaded Car or an Empty Car without Empty/Load.

Note: If a car is empty and equipped with an Empty/Load, go to paragraph 3.16.4.

Original—3.16.4 Completing Test on an empty car equipped with empty/load and a brake cylinder test gauge.

Note: If car has defective slack adjuster, change slack adjuster and test according to Sect 4.1, and then continue test with section 3.16.4.1.

Modification—3.16.4 Completing Test on an empty car equipped with empty/load

Note: If car has defective slack adjuster, change slack adjuster and test according to Sect 4.1, and then continue test with section 3.16.4.1.

Original—3.16.5 If brake cylinder gauge was installed in 3.1.2.6, make certain that gauge is removed at this time. Soap male brake cylinder pressure tap. No leakage is allowed. If leakage is present, drain brake cylinder, release brake and replace the brake cylinder pressure tap per section 4.4.

Modification—3.16.5 Make certain that the brake cylinder pressure gauge is removed at this time. Soap male brake cylinder pressure tap. No leakage is allowed. If leakage is present, drain brake cylinder, release brake and replace the brake cylinder pressure tap per section 4.4.

Paragraphs 3.17.2 through 3.17.5 The contents of these paragraphs have not changed. Paragraph 3.17.2 was divided into two paragraphs, therefore causing the other paragraphs to be renumbered.

Modification—3.17.2 To prevent possible overcharge problems, drain car reservoirs.

Modification—3.17.3 If empty/load device on an empty car was set to loaded position and was not set to empty position in section 3.16.2, return setting to empty position.

Modification—3.17.4 Shut off air supply to test device, or place device handle in Position 3.

Modification—3.17.5 Open $\frac{3}{8}$ -inch cock, and disconnect test device. Remove dummy coupling.

Modification—3.17.6 If required, secure the car to prevent movement.

Original—4.5 Brake Cylinder Leakage Test Using Gauge

Note: If the car is equipped with an empty/load device, the car must be set to the LOADED position. If the car is equipped with a brake cylinder pressure tap, install a brake cylinder pressure gauge. If the car does not have a tap, go to section 4.2, Retaining Valve Test.

Modification—4.5 Brake Cylinder Leakage Test

Note: If the car is equipped with an empty/load device, the car must be set to the loaded position. Install a brake cylinder pressure gauge.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. All communications concerning these proceedings should identify the appropriate docket number (e.g., Docket Number FRA-2004-17566) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. Comments received within 60 days of the date of this notice will be considered by FRA before final action is taken. Pursuant to § 232.307(d), if no comment objecting to the requested modification is received during the 60-day comment period, or if FRA does not issue a written objection to the requested modification, the modification will become effective 15 days after the close of the 60-day comment period. 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>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on May 17, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

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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.

Northeast Illinois Regional Commuter Railroad Corporation (Metra)

[Waiver Petition Docket Number FRA-2003-16891]

The Northeast Illinois Regional Commuter Railroad Corporation (Metra) seeks a waiver of compliance from certain provisions of the Railroad Operating Practices, 49 CFR Part 218. Specifically, Metra requests relief from the requirements of 49 CFR 218.25, Workers on a Main Track, at Amtrak's Chicago Union Station.

Metra operates passenger trains out of the north side of the Chicago Union Station, which were formally operated by the Milwaukee Road. In the past, Metra conducted its operations under the conditions of waiver RSOR 82-1, which had been previously granted to the Milwaukee Road on May 24, 1982. This waiver provided relief from the requirements of § 218.27(c) and (e) at the Chicago Union Station on tracks 1-3-5-7-9-11 and 13, for the Chicago, Milwaukee, St Paul and Pacific Railroad Company. That waiver prevented enginemmen from coupling to equipment until a carman had assured the engineer that the 480-volt standby cable had been disconnected.

It allowed carmen to plug and unplug the 480-volt standby cable to the equipment after the engine has been coupled to the equipment. It required a yellow light to be displayed from the north end marker bracket on the last car of the train, platform side, prior to connecting the standby cable. An enginemman was prohibited from restoring AC power to the train from the head end, until the yellow light was removed. The reason the Milwaukee Road requested the relief was to avoid filling the area under Union Station with diesel fumes. They stated that the time it would take to establish and/or remove blue signal protection was too long.

In early December 2003, Amtrak changed the status of the aforementioned station tracks from other than main track to main track, thereby voiding the provisions of the original waiver. Blue signal protection is now shifted from § 218.27, Workers on Other Than Main Track, to § 218.25, Workers on Main Track.

Metra is requesting FRA to consider allowing the provisions of the old Milwaukee Road waiver to be expanded to include the provisions of § 218.25 for all stub-ended tracks at Chicago Union Station. This will permit the railroad to connect and disconnect standby power to the cab car or locomotive end of the train(s) which are at or near the bumping post of the former "other than main track," when they are in the same position on the new stub ended tracks.

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-2003-16891) 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 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>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on May 17, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2094-17894]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Request for emergency approval process.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) to request an emergency approval process. FTA requested approval of this ICR by 30 days from the date of publication of this notice.

DATES: Comments must be submitted before June 21, 2004.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION:

Title: United We Ride State Coordination Grants.

Type of Request: Emergency Approval Request.

OMB Control Number: 2132-New.

Form(s): N/A.

Affected Public: State agencies.

Abstract: FTA provides financial assistance to states, local governments, private nonprofit agencies, and public bodies through 49 U.S.C. 5314 for transportation services designed to meet the needs of elderly persons and persons with disabilities. The General Accounting Office (GAO) issued two reports on Transportation for Disadvantaged Populations (June 2003 and February 2004). In these reports, GAO identified 62 federal programs that support transportation services for individuals with disabilities, older adults and persons with lower incomes. GAO also identified a significant number of obstacles and barriers to coordinating services.

On February 24, 2004, President Bush signed an Executive Order Number 13330 on Human Service Transportation Coordination establishing the Federal Interagency Coordinating Council on

Access and Mobility and requiring attention to the obstacles outlined by GAO. The President's Executive Order requires agencies to identify and implement strategies for enhancing coordinated services within a one-year period. The United We Ride initiative includes a State Coordination Grant that provides support to help states address the issues outlined both by GAO and by the President in the Executive Order.

Estimated Total Annual Burden: 500 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

Comments are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Dated: May 18, 2004.

Ann M. Linnertz,

Deputy Associate Administrator for Administration.

[FR Doc. 04-11593 Filed 5-20-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

International Standards on the Transport of Dangerous Goods; Public Meetings

AGENCY: Research and Special Programs Administration (RSPA), Department of Transportation.

ACTION: Notice of public meetings.

SUMMARY: This notice is to advise interested persons that RSPA will conduct public meetings in preparation for and to report the results of the 25th session of the United Nation's Subcommittee of Experts on the Transport of Dangerous Goods (UNSCOE) to be held July 5-14, 2004 in Geneva, Switzerland.

DATES: June 23, 2004, 9:30 a.m.-12:30 p.m., Room 3328. July 21, 2004, 9:30 a.m.-12:30 p.m., Room 3200-3202.