select group of C–44–9W locomotives, road numbers BNSF 700–799, 960–1123, 4300–4999, and 5370–5499. Specifically, BNSF requests a waiver from 49 CFR 229.23(a), which requires that the interval between any two periodic inspections may not exceed 92 days. BNSF proposes to extend this interval to 122 days on this group of locomotives.

In support of this proposal BNSF states: ''These locomotives contain the industry's latest technology in the areas of safety and reliability, are microprocessor controlled and equipped with New York Air Brake Corporation computer controlled brakes.'' They cite calender day inspections and other inspections that are done every 3 to 4 days which will help ensure safe operation. Since April 1, 1999, they have been performing periodic inspections every 61 days. They estimate that they have had a 0.87% defect rate after 61 days. In conclusion BNSF states: ''Extending the periodic maintenance interval from 92 to 122 days will not adversely effect the safety or performance of C44–9W locomotives.''

Interested parties are invited to participate in these proceedings by submitting written reviews, data, or comments. 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. FRA will schedule a public hearing in connection with these proceedings if the basis is found to be sufficient.

All communications concerning these proceedings should identify the appropriate docket number, (*e.g.,* Waiver Petition Docket Number FRA–2000–8268) and must be submitted to the DOT Docket Management Facility, Room PL–401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590. Communications received within 45 days from 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 11, 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 petitioner's arguments in favor of relief.

Carthage, Knightstown & Shirley Railroad Company

[Docket Number FRA–2000–8364]

The Carthage, Knightstown & Shirley Railroad Company (CKSI) seeks a permanent waiver of compliance for two locomotives 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 locomotives number CKSI 468 and CKSI 215 are General Electric 45 ton center cab locomotives used passenger excursion service through mostly rural areas, 10 mile round trip in the Knightstown, Indiana area. The railroad operates May through October, on weekends, Friday, Saturday, and Sunday.

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–2000–8364) 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. 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

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.

Massena Terminal Railroad Company

[Docket Number FRA–2000–7949]

Massena Terminal Railroad Company (MSTR) seeks a permanent waiver of compliance with the Railroad Safety Appliance Standards, 49 CFR part 231.28(a) Running Boards, which references 231.1(c) Running Boards: (1) Number—One longitudinal running board; (2) Dimensions—Longitudinal running board shall be not less than 18 and preferably 20 inches in width; and (3) Location—Full length of car, center of roof.

MSTR is seeking relief for 75 Aluminum Covered Hopper Cars that were originally designed with 10 hatch covers, five down each side, and a running board positioned down the center of the car. Due to financial considerations MSTR has recently contracted with a facility, for the loading and unloading of these cars, that cannot accommodate this design. To facilitate the loading process MSTR has

removed the running boards and positioned six (6) hatches down the center of the car. MSTR states that the loading facility employees access the roof via a permanent platform built to the same height as the car roof. They further claim that the cars are repaired at a site with a similar platform and to their knowledge no one else mounts the top of the car, therefore the running boards are unnecessary. They contend that the running boards would create a tripping hazard if applied down each side of the car roof as is currently the case with other covered hoppers with center mounted hatches. MSTR also sites cost and time constraints in relocating the running board as this would require removing two more hatch covers, welding aluminum plates over the hatches and remounting the running boards on the outside of the cars.

All communications concerning these proceedings should identify the appropriate docket number (*e.g.,* Waiver Petition Docket Number FRA–2000–7949) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room Pl–401 (Plaza Level), 400 Seventh Street, SW., 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 10, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1557 Filed 1–17–01; 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 provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Blacklands Railroad

[Docket Number FRA–2000–8366]

The Blacklands Railroad (BLR) of Sulphur Springs, Texas, has petitioned for a permanent waiver of compliance for one locomotive from the requirements of Safety Glazing Standards, 49 CFR part 223, which requires certified glazing. The BLR is located in Sulphur Springs, Texas. The BLR states that this locomotive is used in light switching service and operates over 65 miles of track, from Greenville, TX, through Commerce, Sulphur Springs, TX. It also states that it has an additional 10 miles of trackage rights over the Union Pacific Railroad for interchange in their Mt. Pleasant yard. The average track apeed is 10–15 miles per hour with a maximum speed of 20 miles per hour.

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–2000–8366) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room P1–401, Washington, DC 20590–0001. Communications received within 45 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 DOT Central Docket Management Facility, Room P1–401 (Plaza Level), 400 Seventh Street SW., Washington, DC. All documents in the public docket are also available for inspection and copying on the internet at the facility's Web site at *http://dms.dot.gov.*

Issued in Washington, DC, on January 11, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–1556 Filed 1–17–01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2000–8267]

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.

Oil Creek & Titusville Lines

The Oil Creek & Titusville Lines (OCTL), seeks a waiver of compliance from certain provisions of the Safety Glazing Standards, 49 CFR 223, which requires certified glazing, for one locomotive. The OCTL is located in Titusville, Pennsylvania. The OCTL states they operate a short line freight operation and additionally an excursion railroad operation over 15.8 miles of track through rural countryside and one community on an average of two (2) round trips per week freight and three (3) round trips per week for passenger excursions.

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–2000–8267) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room P1–401, Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action been taken. Comments received after that date will be considered as far as practicable. All written communications concerning the proceedings are available for examination during regular business hours (9:00 a.m.–5:00 p.m.) at DOT Central Docket Management Facility, Room P10401 (Plaza Level), 400 Seventh Street, SW., Washington, DC.