

ranking crew member. The individual railroads propose that each employee will have his or her own personal identification number ("pin") which will remain confidential to the employee. When accessing the computer for input of the hours of service record, required by § 228.11, the "pin" will not appear on the computer screen when the employee enters his or her number. The "pin" is proposed to satisfy the signature requirements of the "Hours of Service of Railroad Employees." The railroads maintain that the change is necessary to modernize recordkeeping.

Issued in Washington, DC, on April 17, 1995.

**Phil Olekszyk,**

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*  
[FR Doc. 95-9943 Filed 4-20-95; 8:45 am]

BILLING CODE 4910-06-P

**Petition for Waivers of Compliance**

In accordance with 49 CFR 211.9, 211.41 and 211.45, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. 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.

**Renfe Talgo of America, Incorporated**

*Addendum to Docket Numbers RSGM-94-2 and SA-94-1*

The Washington State Department of Transportation (WDT) is the lessee of the Renfe Talgo of America, Incorporated (RTOA) passenger train currently in service in the Pacific Northwest High Speed Corridor between Seattle, Washington and Portland, Oregon. The Talgo train is operating under the Federal Railroad Administration (FRA) waivers Docket Numbers RSGM-94-2 and SA-94-1. The waivers were conditionally granted on March 25, 1994.

RTOA requested the waivers of compliance with certain provisions of the Railroad Safety Glazing Standards (49 CFR Part 223) under Docket Number RSGM-94-2 and the Railroad Safety Appliance Standards (49 CFR Part 231), under Docket Number SA-94-1 and the (see 59 FR 9016, February 24, 1994).

The RSGM-94-2 conditional waiver permits the operation of the Talgo train in revenue service in the Pacific

Northwest High Speed Rail Corridor for the WDT operated by the National Railroad Passenger Corporation (Amtrak). The waiver is from compliance with the Railroad Glazing Standards (49 CFR 223.15(b)), which requires that all side facing glazing on passenger cars must meet the FRA Type II testing criteria. RTOA states that the side facing glazing of the TALGO train may in fact meet the FRA requirements for FRA Type II, but it has not been subjected to the test specified in the regulation. The windows in the sides of the cars are double glazed with tempered safety glass. Each layer is 6 mm. (.24 inches) thick with an air space in between the two layers.

The SA-94-1 conditional waiver from compliance of the Railroad Safety Appliance Standards (49 CFR 231.14) and Sections 2 and 4 of the Safety Appliance Act (45 U.S.C. Sections 2 and 4), which requires that each passenger car must be equipped with side handholds, end handholds and uncoupling levers. The passenger cars have side handholds at the doors for the assistance of passengers, but there are no side handholds or end handholds which the rules contemplate for use in switching operations or coupling and uncoupling. RTOA states that the 12 cars in the TALGO train constitute a single unit, in that the cars will not be uncoupled from one another, except at specified maintenance facilities. The individual cars are joined by swivel type traction couplers which will not uncouple in normal operations and because of this configuration there is no need for uncoupling levers. Standard AAR Type E couplers will be installed at the ends of the front and rear service cars.

WDT has requested a change in the waiver in order to place the Talgo train in temporary revenue service between Seattle and Vancouver, British Columbia, Canada; and removing it from revenue service between Seattle and Portland.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding. However, if an opportunity for oral presentation before representatives of the FRA is requested before May 1, 1995, FRA will provide such opportunity at a public hearing. If held, this public hearing will take place in Seattle, Washington, on May 16, 1995. Information as to whether a hearing will be held, and specific location, may be obtained after May 1, 1995, by contacting the FRA Docket Clerk at 202-

366-2257 or by writing the Docket Clerk at the Federal Railroad Administration, Office of Chief Counsel, 400 Seventh Street, SW., Washington, DC 20590.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number SA-94-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Communications received before May 26, 1995, 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.) in Room 8201, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Issued in Washington, DC, on April 17, 1995.

**Phil Olekszyk,**

*Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-9944 Filed 4-20-95; 8:45 am]

BILLING CODE 4910-06-P

**National Highway Traffic Safety Administration**

**Petitions for Modification of Exemptions From the Vehicle Theft Protection Standard; Saab Cars USA, Inc.**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Grant of petitions for modification of exemptions from vehicle theft protection standard.

**SUMMARY:** On September 8 and September 12, 1994, Saab Cars, USA, Inc. ("Saab") filed petitions with the National Highway Traffic Safety Administration ("NHTSA") asking for modification to agency-approved exemptions from the vehicle theft protection standard for its model years (MY) 1995-1997 900 and 9000 car lines. NHTSA is granting Saab's petitions for modification of its exemption from the parts-marking requirement of the vehicle theft prevention standard for the MY 1995-1997 900 and 9000 car lines because it has determined, based on substantial evidence, that the antitheft devices described in Saab's petition to be placed on the car lines as standard equipment, are likely to be as effective in reducing and deterring motor vehicle