

may solicit and recommend plan holders. Companies that wish to participate should contact the Coast Guard or EPA OSC, who will then forward the name to the NSCC at the address listed under **ADDRESSES**.

Dated: January 18, 1996.

G.N. Naccara,

Captain, U.S. Coast Guard, Director for Field Activities, Office of Maine Safety, Security and Environmental Protection.

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Federal Railroad Administration

Petition for Waivers of Compliance

In accordance with 49 CFR Sections 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 petitions are 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
FRA Docket Numbers RSGM-94-2 and SA-94-1

Renfe Talgo of America, Incorporated (RTOA) petitioned the FRA to permit the operation of a second TALGO Pendular Train (TALGO) trainset expected to arrive at the Port of Baltimore on or about January 28, 1996. The trainset is similar to the one presently operating in the State of Washington under conditional waivers. The original request was for waivers of compliance with certain provisions of the Railroad Safety Glazing Standards (49 CFR Part 223) under Docket Number RSGM-94-2 and Railroad Safety Appliance Standards (49 CFR Part 231), under Docket Number SA-94-1 (see FR 9016, February 24, 1994). RTOA requested that the conditional waiver granted the first Talgo trainset be extended to include the second train set.

RTOA was granted the original waivers in order to permit operation of a TALGO train under two conditions. It was intended that the train would be operated (1) in non-revenue demonstration runs and (2) in revenue service as part of a regularly scheduled service operated by National Railroad Passenger Corporation (Amtrak) in the Pacific Northwest High Speed Rail Corridor. The first TALGO train completed demonstration runs between

a number of city pairs and is currently in revenue service under contract to the Washington State Department of Transportation (WSDOT).

The second TALGO trainset will be comprised of 15 Pendular cars, which would include two service cars, one sleeper car, one dining car, one cafeteria car and ten coaches. It is similar to the trainset currently in service in Washington State. RTOA seeks to include the second TALGO train in the current conditional waivers 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. The original petition RTOA stated that the side facing glazing of the TALGO train may in fact meet the FRA requirements for FRA Type II, but it had 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. RTOA says that there is not sufficient time to retrofit windows in the TALGO train prior to shipment from Spain.

The original RTOA petition also sought a 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 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 bars 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.

According to RTOA and Amtrak West Business Unit, the TALGO train will be moved directly from Baltimore to Oakland, California. RTOA and Amtrak West are cooperating in evaluating existing and potential emerging rail corridors. Amtrak suggested the following tentative list of city pairs for both revenue service and demonstration runs for the TALGO train:

Oakland, California to Reno, Nevada (non-revenue)

Oakland to Bakersfield, California (revenue)

Altamount Pass (non-revenue)

Los Angeles, California to Las Vegas, Nevada (revenue special)

Los Angeles/San Diego, California to Santa Barbara, California (revenue)

Los Angeles to San Francisco, California (revenue)

RTOA says that after the revenue and demonstration runs are completed, it is their intention to have this second TALGO train operate in the Pacific Northwest. If TALGO is the successful bidder to provide two trainsets to the State of Washington, the two trainsets would be leased to WSDOT for an interim period which would terminate upon delivery of the two trainsets manufactured to WSDOT specification.

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 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 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, S.W., Washington, D.C. 20590. Communications received within 30 days of the date of publication 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.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on January 22, 1995.

Phil Olekszyk,

Associate Administrator for Safety Compliance and Program Implementation.

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