

Securing Train Before Detaching Locomotives

When any part of a train is left standing and train brake inspection is not required, do not depend on the air brake system to secure the cars.

When detaching locomotives or locomotives and cars:

1. Secure equipment against undesired movement;
2. Release all air brakes to ensure hand brakes will prevent movement;
3. Make a 20-psi brake pipe reduction;
4. Close angle cock on rear locomotive or last car to be detached from portion left standing. Leave angle cock open on portion left standing;
5. Allow brakes on any standing portion to apply in emergency. When available, use the end-of-train telemetry device to make sure that brake pipe pressure drops to 0 psi;
6. Do not bottle air or maintain air pressure in the brake pipe when locomotives are detached or yard air is uncoupled. However, after the brake pipe pressure has completely exhausted, the angle cock on the standing portion of the train may be closed to allow a locomotive to switch the cars from the opposite end.

Exception: When separating a train in temperatures below 25 degrees F and the train is on a light grade, (see Glossary) follow the steps in Rule 100.17 (Inbound Train Inspection) to prevent vent valves from sticking open.

Unattended Locomotives

When securing locomotives:

1. Place the throttle in IDLE unless you are protecting the engine from freezing (see Rule 106.2, Winterization of Locomotives);
2. Place the transition handle (if equipped) in the OFF position;
3. Place the generator field switch or the circuit breaker on the control stand (if equipped) in the OFF position;
4. Remove the reverser handle from the reverser slot on the control stand and place it in the receptacle, if equipped. Do not remove the reverser handle if you need to increase the throttle position to prevent freezing;
5. On locomotives coupled to other equipment, apply hand brakes on all locomotives outside of a terminal or yard and a minimum of one hand brake on locomotives within a terminal or yard. In compliance with Rule 102.1, release air brakes to determine hand brakes will prevent movement. **Note:** A terminal or yard refers to a location where there is routine activity such as switching service, train inspections and/or employees reporting for duty;

6. Make a 20-psi automatic brake pipe reduction after allowing the brake system to charge;

7. Leave the automatic brake valve cut in;

8. Fully apply the independent brake;

9. Place engine control switch to ISOLATE on all locomotives unless conditions require winter protection as prescribed by Rule 106.2 and Rule 106.6.

Additional Securement Guidelines for Unattended Locomotives Not Coupled to Other Equipment

10. Must not be left unattended on a main track;

11. When left unattended on auxiliary tracks, must be protected by derail(s) or a facing point switch lined and locked to prevent movement to the main track;

12. If grade exceeds 1 percent, block the wheels securely;

13. Must have all hand brakes applied. In compliance with Rule 102.1, release locomotive brakes to determine hand brakes will prevent movement.

Exceptions: Distributed power remote locomotives, when on unattended trains, do not require hand brakes to be applied or engine control switch to be placed in ISOLATE when train is otherwise properly secured. Distributed power remote consists may be left standing with all hand brakes applied at any location, even on the main track, when in the process of making up a DP train.

At mechanical facilities when locomotives are protected by outbound derails on designated servicing tracks, apply a sufficient number of hand brakes to prevent undesired movement, but a minimum of one per locomotive consist.

BNSF believes that the foregoing rules ensure that any train left unattended will remain in place, even when the train airbrake system is released. Therefore, BNSF rules provide ample protection of unattended equipment and no additional safety concerns are present.

BNSF contends that several safety benefits that will be gained if FRA grants this waiver petition. First, the potential for injury to railroad workers will be reduced. Each year, there are several injuries which result from using improper procedures to apply hand brakes. By minimizing the opportunity for employees to perform this task, the risk for injury will likewise be reduced. BNSF states that their safety record evidences this fact in that there have been no accidents or injuries within Terminal/Yard Limits when the above BNSF Rules have been followed. In analyzing safety risks and benefits,

BNSF believes that there are no adverse consequences or costs that will accrue from granting this petition. There are no anticipated costs to the private sector, consumer, or federal, state, and local governments as a result of FRA granting this waiver.

Interested parties are invited to submit written comments to FRA. All written communications concerning this petition should identify the appropriate docket number (e.g., Docket Number FRA-2003-15339) and must be submitted in triplicate to the Associate Administrator for Safety, Federal Railroad Administration, 400 7th Street, SW., Washington, DC 20590-0001. Comments received within 45 days of the date of this notice will be considered by FRA before any final action is taken. Although FRA does not anticipate scheduling a public hearing in connection with these proceedings, 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 written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the Central Docket Management Facility, Room PL-401 (Plaza Level), 400 7th 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 <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) at <http://dms.dot.gov>.

Issued in Washington, DC, on June 19, 2003.

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 favour of relief.

Southern California Regional Rail Authority (Docket Number FRA-2003-15144)

The Southern California Regional Rail Authority (SCRRA) seeks a temporary waiver of compliance with the Locomotive Safety Standards, 49 CFR 229.125(e)(iii), as it pertains to the requirement for manual activation and deactivation of flashing auxiliary lights by the locomotive engineer. The waiver, if granted, is for SCRRA locomotives and control car locomotives being operated in passenger service by Amtrak crews over Burlington Northern Santa Fe Railway track in Southern California under the name Metrolink. The locomotives and control car locomotives are equipped with a feature that automatically activates the change from continuously illuminated auxiliary lights to the flashing mode when the audible warning device (horn) or crossing bell are activated. Once deactivated, the flashing auxiliary lights will continue to flash for an additional 20 to 30 seconds. The waiver, if granted, would allow the automatic activation feature of the locomotive flashing auxiliary lights to time out when deactivated.

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-2003-15144) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, 400 7th 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. FRA wishes to inform all potential commenters that 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) or you may visit <http://dms.dot.gov>. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site.

Issued in Washington, DC, on June 19, 2003.

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.

American Association of Private Railroad Car Owners, Inc. (Docket Number FRA-2003-15340)

The American Association of Private Railroad Car Owners, Inc. (AAPRCO) seeks a waiver of compliance from certain provisions of 49 CFR part 238, Passenger Equipment Safety Standards. Specifically, § 238.231(m)(2), which specifies that "up to two cars may be operated in direct release mode when the rest of the cars in the train are operated in graduated release mode, provided that the cars operated in direct release mode are hauled at the rear of the train consist." AAPRCO requests that a waiver be granted to modify the requirements of § 238.231(m)(2), to read as follows: "up to two cars may be operated in direct release mode when the rest of the cars in the train are operated in graduated release mode." Thereby, eliminating the placement

restrictions of the direct release cars to the rear of the train.

Approximately 50 private cars are equipped with an ABD type brake that can only operate in direct release mode. AAPRCO states that these types of cars have operated in Amtrak service for at least ten years without incident. Until recently, these cars have been placed anywhere in the Amtrak trains, although Amtrak has not allowed placement of two such cars adjacent to one another. They are usually separated by at least one car operating in graduated release brake mode.

The requirement of the placement of all such cars at the rear of the train has resulted in Amtrak's refusal to handle such cars on all graduated release mode trains where extra switching is required. This has reduced revenue to Amtrak and the inability of private cars to operate to certain locations. AAPRCO knows of no technical reason why the direct release mode car has to be placed at the rear of a graduated release mode train. The Talgo train, which supports the only gateway between Seattle, Washington and Vancouver, B.C., has to have the private car next to the locomotive. Otherwise, AAPRCO contends that Amtrak does not support the need to place such cars in any particular location in the train. AAPRCO states that if this waiver is granted, it would allow flexibility in the make-up of the train, thereby making more trains and locations available for use by the Private Cars.

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-2003-15340) 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 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