

**Duluth, Missabe and Iron Range  
Railway Company (Waiver Petition  
Docket Number FRA-2000-7297)**

The Duluth, Missabe and Iron Range Railway Company (DMIR) seeks a two-year extension of a previously granted waiver of compliance (formerly handled under Docket Number F-90-3B) from the provisions of the Railroad Freight Car Safety Standards, 49 CFR Section 215.115(b)(1)(ii), regarding inspection of roller bearings involved in a derailment. This waiver applies to DMIR cars which may be derailed at taconite pellet load out pockets at Minntac, Minorca, EVTAC, and Fairlane. These cars have been prone to derailments during the unloading process and are directed back onto the rails by being pulled over permanently mounted automatic rerailers.

DMIR states that no mainline derailments due to bearing related failures have occurred during the period of the current waiver. Bearings that have been involved in derailments have been visually inspected for external damage and allowed to return to unrestricted service when none was found.

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 2000-7297) 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 (9:00 a.m.-5:00 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 June 22, 2000.

**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.

**Lake Superior Railroad Museum**

[Waiver Petition Docket Number FRA-1999-6072]

Lake Superior Railroad Museum of Duluth, Minnesota, is requesting a waiver from the requirements of 49 CFR Part 223, Safety Glazing Standards, for Great Northern locomotive #192 which was built in 1946. This locomotive has FRA Type II glazing in all side facing locations and is partially equipped with FRA Type I glazing in end facing locations. The remainder of the end facing glazing is identified as "shatterproof."

This locomotive is primarily used on 26 miles of the North Shore Scenic Railroad between Duluth and Two Harbors, Minnesota.

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 1999-6072) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, S.W., Washington, D.C. 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety  
Administration**

**Announcing the Second Quarterly  
Meeting of the Crash Injury Research  
and Engineering Network**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Meeting announcement.

**SUMMARY:** This notice announces the Second Quarterly Meeting of members of the Crash Injury Research and Engineering Network. CIREN is a collaborative effort to conduct research on crashes and injuries at nine Level 1 Trauma Centers which are linked by a computer network. Researchers can review data and share expertise, which could lead to a better understanding of crash injury mechanisms and the design of safer vehicles.

**DATE AND TIME:** The meeting is scheduled from 8:30 a.m. to 5 p.m. on July 21, 2000.

**ADDRESSES:** The meeting will be held in Room 6200-04 of the U.S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, DC.

**SUPPLEMENTARY INFORMATION:** The CIREN System has been established and crash cases have been entered into the database by each Center. NHTSA has held three Annual Conferences (two in Detroit and one in conjunction with STAPP in San Diego) where CIREN research results were presented. Further information about the three previous CIREN conferences is available through the NHTSA website at: [http://www-nrd.nhtsa.dot.gov/bio\\_and\\_trauma/ciren-final.htm](http://www-nrd.nhtsa.dot.gov/bio_and_trauma/ciren-final.htm). NHTSA held the first quarterly meeting on May 5, 2000, with a topic of lower extremity injuries in motor vehicle crashes. Information from