

Original—3.16.3 Completing the Test on a Loaded Car

Note: If a car is empty and equipped with an Empty/Load, go to paragraph 3.16.4 or on a car not equipped with a brake cylinder test gauge.

Modification—3.16.3 Completing the Test on a Loaded Car or an Empty Car without Empty/Load.

Note: If a car is empty and equipped with an Empty/Load, go to paragraph 3.16.4.

Original—3.16.4 Completing Test on an empty car equipped with empty/load and a brake cylinder test gauge.

Note: If car has defective slack adjuster, change slack adjuster and test according to Sect 4.1, and then continue test with section 3.16.4.1.

Modification—3.16.4 Completing Test on an empty car equipped with empty/load

Note: If car has defective slack adjuster, change slack adjuster and test according to Sect 4.1, and then continue test with section 3.16.4.1.

Original—3.16.5 If brake cylinder gauge was installed in 3.1.2.6, make certain that gauge is removed at this time. Soap male brake cylinder pressure tap. No leakage is allowed. If leakage is present, drain brake cylinder, release brake and replace the brake cylinder pressure tap per section 4.4.

Modification—3.16.5 Make certain that the brake cylinder pressure gauge is removed at this time. Soap male brake cylinder pressure tap. No leakage is allowed. If leakage is present, drain brake cylinder, release brake and replace the brake cylinder pressure tap per section 4.4.

Paragraphs 3.17.2 through 3.17.5 The contents of these paragraphs have not changed. Paragraph 3.17.2 was divided into two paragraphs, therefore causing the other paragraphs to be renumbered.

Modification—3.17.2 To prevent possible overcharge problems, drain car reservoirs.

Modification—3.17.3 If empty/load device on an empty car was set to loaded position and was not set to empty position in section 3.16.2, return setting to empty position.

Modification—3.17.4 Shut off air supply to test device, or place device handle in Position 3.

Modification—3.17.5 Open $\frac{3}{8}$ -inch cock, and disconnect test device. Remove dummy coupling.

Modification—3.17.6 If required, secure the car to prevent movement.

Original—4.5 Brake Cylinder Leakage Test Using Gauge

Note: If the car is equipped with an empty/load device, the car must be set to the LOADED position. If the car is equipped with a brake cylinder pressure tap, install a brake cylinder pressure gauge. If the car does not have a tap, go to section 4.2, Retaining Valve Test.

Modification—4.5 Brake Cylinder Leakage Test

Note: If the car is equipped with an empty/load device, the car must be set to the loaded position. Install a brake cylinder pressure gauge.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. All communications concerning these proceedings should identify the appropriate docket number (e.g., Docket Number FRA-2004-17566) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. Comments received within 60 days of the date of this notice will be considered by FRA before final action is taken. Pursuant to § 232.307(d), if no comment objecting to the requested modification is received during the 60-day comment period, or if FRA does not issue a written objection to the requested modification, the modification will become effective 15 days after the close of the 60-day comment period. 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>.

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). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on May 17, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

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In early December 2003, Amtrak changed the status of the aforementioned station tracks from other than main track to main track, thereby voiding the provisions of the original waiver. Blue signal protection is now shifted from § 218.27, Workers on Other Than Main Track, to § 218.25, Workers on Main Track.

Metra is requesting FRA to consider allowing the provisions of the old Milwaukee Road waiver to be expanded to include the provisions of § 218.25 for all stub-ended tracks at Chicago Union Station. This will permit the railroad to connect and disconnect standby power to the cab car or locomotive end of the train(s) which are at or near the bumping post of the former "other than main track," when they are in the same position on the new stub ended tracks.

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-2003-16891) 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 30 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>.

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Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2094-17894]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Request for emergency approval process.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) to request an emergency approval process. FTA requested approval of this ICR by 30 days from the date of publication of this notice.

DATES: Comments must be submitted before June 21, 2004.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION:

Title: United We Ride State Coordination Grants.

Type of Request: Emergency Approval Request.

OMB Control Number: 2132-New.

Form(s): N/A.

Affected Public: State agencies.

Abstract: FTA provides financial assistance to states, local governments, private nonprofit agencies, and public bodies through 49 U.S.C. 5314 for transportation services designed to meet the needs of elderly persons and persons with disabilities. The General Accounting Office (GAO) issued two reports on Transportation for Disadvantaged Populations (June 2003 and February 2004). In these reports, GAO identified 62 federal programs that support transportation services for individuals with disabilities, older adults and persons with lower incomes. GAO also identified a significant number of obstacles and barriers to coordinating services.