

troller from a fail-safe console that is designed to logically monitor voice and data messages so transmitted.

B&O proposes to implement this Voice Train Control System in the following territory:

Between Willard and Newark, Ohio on the Lake Erie's subdivision; between Newark and Bellaire, Ohio on the Central Ohio Subdivision; between Zanesville and Belpre, Ohio on the O. & L. K. subdivision; and between Columbus and Midland City, Ohio on the Midland subdivision—all on the Ohio-Newark division; between Dayton and Musselman (near Chillicothe), Ohio on the Wellston subdivision of the Toledo/Indianapolis division; between Warwick and Holloway, Ohio on the C.L. & W. subdivision of the Akron-Chicago division; between Holloway, Ohio and Benwood Junction, West Virginia (including the Egypt Valley subdivision) of the C.L. & W. subdivision of the Monongah division. This territory consists of approximately 520 miles of train order and time table operation and about 4 miles of traffic control system operation.

The FRA Railroad Safety Board has decided that a public hearing be held before entering its decisions in these proceedings. Accordingly, a public hearing is hereby set for 10:00 a.m. on January 22, 1974, Room 2230, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590. Persons desiring additional information prior to the hearing concerning the proposed Voice Train Control System may examine the petitions at the locations specified below.

The hearing will be an informal one, and will be conducted in accordance with Rule 31 of the FRA rulemaking procedures (49 CFR 211.31), by a representative designated by the FRA. The hearing will be a nonadversary proceeding and, therefore, there will be no cross-examination of persons presenting statements. The representative of the FRA will make an opening statement outlining the scope of the hearing. After all initial statements have been completed, those persons who wish to make brief rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements. Additional procedures, if necessary, for the conduct of the hearing will be announced at the hearing.

Interested persons may also participate in these proceedings by submitting written data, views or comments. Communications should identify the docket and notice numbers, and should be submitted to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Communications received by January 26, 1974, will be considered before the FRA acts on these Petitions. Comments received after that date will be considered so far as practicable.

These Petitions and all comments received will be available for examination by interested persons. The dockets may

be examined during regular business hours in Room 5101, Nassif Building, 400 Seventh Street, SW., Washington, D.C. In addition, the Petitions will also be available for inspection by interested persons from 9:00 a.m.—5:00 p.m., Monday—Friday at the following locations:

Office of Supt. Raymond Pomeroy
C&O Railroad Company
2600 Parsons Avenue
Columbus, Ohio 43207

Office of Robert O. Smith, Jr.
Applicant's General Attorney
2 North Charles Street
Baltimore, Maryland 21201

(Sec. 12, 24 Stat. 388, Sec. 441, 41 Stat. 498, sec. 6, 80 Stat. 939, 940; 49 U.S.C. 12, 26, 1655 and § 1.49(g) of the regulation of the Office of the Secretary of Transportation (49 CFR 1.49(g))) •

Issued in Washington, D.C., December 28, 1973.

DONALD W. BENNETT,
Chief Counsel,
Federal Railroad Administration.

[FR Doc.74-285 Filed 1-3-74; 8:45 am]

[FRA E.O. No. 2, Amdt. 2]

UTLX TANK CARS

Conditional Approval of Use

On December 20, 1972, the Federal Railroad Administration (FRA) issued an emergency order under the authority of section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 432) which prohibited the further use by any railroad of certain tank cars numbered as follows: UTLX 83095-83184; UTLX 83267-83339; and UTLX 83341-83449 (37 FR 28311). Based on FRA investigations, these cars were found to have a structural inadequacy which results in cracks in the tank shell and the possible leakage of a dangerous material. The unsafe condition constituted an emergency situation involving a hazard of death or injury to persons which warranted the issuance of the emergency order. On February 9, 1973, FRA amended this order to allow movement of these cars in an empty condition to locations where they could be repaired and tested (Amdt. 1; 38 FR 4529).

The Union Tank Car Co. has developed a modification to correct the structural inadequacy which led to issuance of Emergency Order No. 2. This modification consists of the application of a large steel pad over the problem area, newly designed stub-center sills, and "normalization" of the pad and sill metal to increase low temperature strength and toughness. It also devised and conducted a test program to determine whether the modified tank cars would retain their structural integrity in the railroad service environment. A modified car was instrumented with strain gages placed in high stress areas identified by a brittle lacquer test and then squeeze tested at 1,000,000 pounds, impact tested at 1,500,000 pounds, and road tested for 1,300

miles. Although a fatigue analysis conducted by Union Tank Car Co. found that the modified car should have a service life of about 4 years, FRA notes that some of the strain gages near the stub-center sill registered readings sufficiently high to indicate that the performance of the modified cars should be monitored to assure early detection of any further difficulties.

Accordingly, after carefully reviewing the test data and the fatigue analysis, I have determined that Emergency Order No. 2 should be amended as set forth below.

Effective 12:01 a.m., Emergency Order No. 2 is hereby amended to permit use of the cars listed in the original order which have been modified and repaired in accordance with Association of American Railroads (AAR) Application No. C-737019, including revisions A-E, approved by the AAR Tank Car Committee on November 7, 1973, subject, however, to the following conditions:

(1) Before being returned to rail service, each car must be—

(a) Inspected to assure that the modification has been made in accordance with the approved AAR application; and

(b) Stenciled "Modified-FRA E.O. 2" above each DOT specification number in letters at least 2 inches high;

(2) The modified area of each car must be inspected by radiograph for cracks at least once between the initial 20,000 and 25,000 miles travelled by the car after it has been returned to rail service;

(3) The modified area of 28 of these cars with car numbers ending in "0" or "5" must also be inspected by radiograph for cracks at least once between the initial 40,000 and 50,000 miles and again between the initial 65,000 and 75,000 miles, travelled by each car after it has been returned to rail service;

(4) The modified area of at least 5 of the 28 cars inspected under condition 3 must be inspected by radiograph for cracks at least once between the initial 90,000 and 100,000 miles travelled by each car after it has been returned to rail service;

(5) FRA must be furnished a written report of the findings of each inspection made under conditions 1(a), 2, 3 and 4, not later than 30 days after the date of each inspection;

(6) FRA must be immediately notified in writing if any car subject to Emergency Order No. 2 shows any sign of cracking or evidence of excessive strain whether detected in inspections made under conditions 1(a), 2, 3 and 4, or otherwise.

Except as provided herein, Emergency Order No. 2, as amended, remains in effect in all other respects. The penalty provisions included as part of the original order apply with equal force to this amendment.

(Sec. 203, 84 Stat. 972, 45 U.S.C. 432; and § 1.49(n) regulations of the Office of the Secretary of Transportation, 49 CFR 1.49(n)).

Issued in Washington, D.C. on December 27, 1973.

JOHN W. INGRAM,
Administrator.

[FR Doc.74-284 Filed 1-3-74; 8:45 am]