

amount of superelevation that would have to be added to the existing superelevation in order for the forces to be balanced (same on both rails) as the train negotiates a curve. In practice, trains seldom operate at a balanced speed for the given curvature and superelevation. CSXT points out in its petition that the RTL-II has been successfully tested at curving speed producing more than 6 inches of cant deficiency and the wheel unloading was well within established limits.

CSXT states that the new track safety standards limit the roll angle when the coaches are placed on an elevated track corresponding to the amount of cant deficiency to 5.7 degrees. The standards also limit the roll angle to 8.6 degrees when the vehicle is placed on seven inches of superelevation. The measurements for the RTL coaches are 7.5 degrees and 8.8 degrees, respectively. The roll angle between the floor of a passenger-carrying vehicle's floor and the horizontal results in a limitation on the amount of "g's" felt by passengers in a lateral direction. However, considering the long operating history, CSXT and Amtrak believe the equipment will be acceptable for the testing and demonstration runs requested in this petition.

The CSXT petition contained a test plan prepared by Amtrak which addresses a number of safety-related

items which were included in the testing back in 1995 and 1996. Each public or private highway/grade crossing not equipped with active warning devices and where the test speeds will be more than 10 mph greater than the maximum timetable speed would be flagged or barricaded.

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 2000-7783) 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 ERA 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 August 16, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-21348 Filed 8-21-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF VETERANS AFFAIRS

Advisory Committee on Prosthetics and Special-Disabilities Programs, Notice of Charter Renewal

This gives notice under the Federal Advisory Committee Act (Public Law 92-463) of October 6, 1972, that the Advisory Committee on Prosthetics and Special-Disabilities has been renewed for a 2-year period beginning August 2, 2000, through August 2, 2002.

Dated: August 8, 2000.

By direction of the Acting Secretary.

Marvin R. Eason,

Committee Management Officer.

[FR Doc. 00-21310 Filed 8-21-00; 8:45 am]

BILLING CODE 8320-01-M