

Final Report
Federal Railroad Administration

Monday
April 30, 1979

A-96-01
III-A-18

Part III

**Environmental
Protection Agency**

Noise Emission Standards for
Transportation Equipment; Interstate Rail
Carriers

ENVIRONMENTAL PROTECTION AGENCY

[40 CFR Part 201]

Noise Emission Standards for Transportation Equipment; Interstate Rail Carriers

AGENCY: Environmental Protection Agency.

ACTION: Correction to Notice of Proposed Rulemaking.

SUMMARY: This is a notice of corrections to the Federal Register published April 17, 1979 at pages 22960 to 22972, titled "Environmental Protection Agency [40 CFR Part 201] Noise Emission Standards for Transportation Equipment; Interstate Rail Carriers."

FOR FURTHER INFORMATION CONTACT: Dr. William E. Roper, Office of Noise Abatement and Control, (703) 557-7747.

Corrections

Errors were made to: Line 67, column 3 on page 22963, Line 2, column 2 on

page 22964, Table 4.1 on page 22964, Table 4.3 on page 22965-22972, Table 4.4 on page 22968, Paragraph 201.28(d)(1) on page 22971, Figures 2 and 3 were deleted

Corrected line 67, column 3 on page 22963 is as follows: "we reviewed" several types of descriptors"

Corrected line 2, column 2 on page 22968 is as follows: "and rely on assumptions regarding"

Corrected Tables 4.1, 4.3, and 4.4 and corrected paragraph 201.28(d)(1) are as follows:

Table 4.1.—Noise Abatement Techniques To Limit Flat and Hump yard Noise to $L_{eq} = 70$

Technique	Flat yard	Hump yard
Refrigerator car Treatment	X	X
Switch Engine Treatment	X	X
Relocate or Enclose Load Cell Test Site	X	X
Relocate or Shut Down Idling Locomotives	X	X
Retain Noise barriers	X	X

(d) Alternative Microphone Locations:

(1) If the criteria of Sec. 201.23 do not permit measurements at the distances defined above, the measurement location may be adjusted within the distance limits listed in Table 3 below. When such an alternate location is selected, the measured maximum sound level shall be adjusted by addition of the amount listed in Table 3 for the appropriate distance.

The deleted Figures 2 and 3 are attached.

Dated: April 19, 1979.

Edward F. Tuck,
Acting Assistant Administrator for Air, Noise and Radiation (ANR-44)
[Docket No. CHAC 79-01; FRL 1038-6]
BILLING CODE 5640-01-8

Table 4.3.—Cost Estimates for Noise Abatement of U.S. Railroads to Reach $L_{eq} = 70$

Noise sources		Control techniques		
Type	Type	Unit cost	Capital costs (\$'000)	Annualized costs (\$'000)
Hump Yards: 124:				
Master Retarders	Barrier Sets	\$22,500	\$2,700	\$584
Group Retarders	Barrier Sets	15,000	11,160	2,374
Switch Engines	Mufflers and Fan Treatment	1,200	372	170
Load Test Site	Relocate or Enclose	90,000	2,790	878
Measurement	Instrumentation	10,000	1,240	527
Subtotal—Hump yard costs			18,362	4,506
Flat Classification Yards: 1112:				
Switch Engines	Mufflers and Fan Treatment	1,200	3,340	1,527
Load Test Site	Relocate or Enclose	90,000	16,950	3,400
Measurement				1,013
Subtotal—Flat classification yard costs			10,000	5,970
Industrial Yards: 1381:				
Switch Engines	Mufflers and Fan Treatment	1,200	4,142	1,884
Measurement	Instrumentation	10,000	4,630	4,311
Subtotal—Industrial yards				6,772
Refrigerator Cars	Mufflers and Fan Treatment	110	2,640	320
Grand Total			48,754	18,790

Table 4.4.—Additional Costs for Hump Yard Facilities To Go From $L_{eq} = 70$ to 65

Hump Yards: 124:				
Master and Group Retarders	Ducts Iron Shoes	\$112,000		\$13,661
Inert Retarders	Release Retarders	10,000	20,000	10,406
Total—Hump yard costs			20,000	24,567

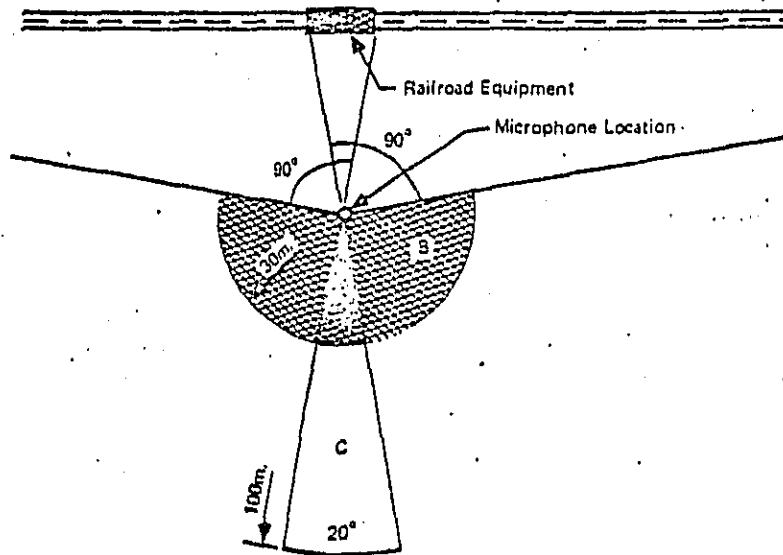


Figure 2. Microphone Location and Areas of Consideration for Retarder, Car Coupling and Refrigerator Car Tests

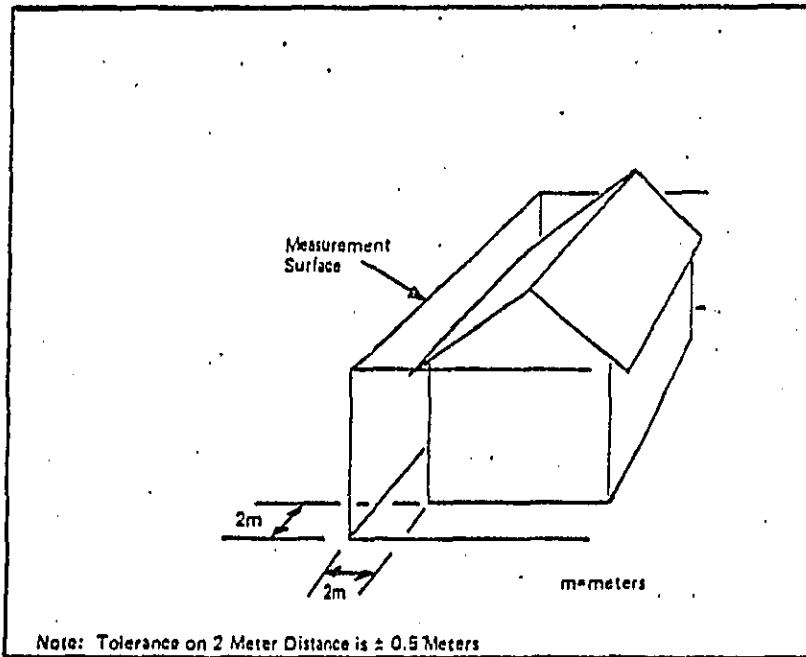


Figure 3. Example of Residential Dwelling Measurement Surface
(FR Doc. 79-12031 Filed 04-27-79; 8:13 am)
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