

Office of Safety Assurance and Compliance (RRS-12), Federal Railroad Administration, U.S. Department of Transportation, 1120 Vermont Avenue, NW., Washington, DC 20590-0001 or to our e-Mail address at [hmassist@fra.dot.gov](mailto:hmassist@fra.dot.gov). Additional information, including accident/incident information, guidance, and telephone contact numbers, is also available on our Web site at <http://www.fra.dot.gov>.

Issued in Washington, DC, on January 17, 2003.

**George A. Gavalla,**

*Associate Administrator for Safety.*

[FR Doc. 03-1468 Filed 1-22-03; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

#### Docket Number FRA-2002-13950

*Applicant:* Burlington Northern and Santa Fe Railway, Mr. William G. Peterson, Director Signal Engineering, 4515 Kansas Avenue, Kansas City, Kansas 66106.

The Burlington Northern and Santa Fe Railway (BNSF) seeks relief from the requirements of the Rules, Standard and Instructions, Title 49 CFR, part 236, Section 236.312, on the Crescent Bridge at Rock Island, Illinois, on the Illinois Division, Barstow Subdivision, LS 7, milepost 253.89 to the extent that BNSF is neither required to detect proper rail surface and alignment to within three-eighths ( $\frac{3}{8}$ ) of an inch, nor be required to detect that the wedges are within one inch of being fully driven before a signal governing movements over the bridge can display an aspect to proceed.

*Applicant's justification for relief:* The expense associated with modifying this unique and antiquated bridge design to fully comply with these requirements, and FRA's indication that it would be receptive to a waiver request as conveyed in the denial decision of

Docket FRA-2002-11370, which requested discontinuance and removal of the interlocking.

Any interested party desiring to protest the granting of an application shall set forth, specifically, the grounds upon which the protest is made and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590-0001.

Communications received within 45 days of the date of this notice will be considered by the 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 available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC on January 15, 2003.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

#### Docket Number FRA-2002-13952

*Applicant:* Canadian National Railroad, Mr. John P. Rath, Manager of Signal Installations, 3000 Minnesota Avenue, Stevens Point, Wisconsin 54481.

The Canadian National Railroad seeks approval of the proposed discontinuance and removal of the interlocked signal system on the single main track, Fox River Swing Bridge, at milepost 2.4, on the Wisconsin Central Division, Luxemburg Subdivision near Green Bay, Wisconsin.

The reason given for the proposed changes is that the track now has minimal usage.

Any interested party desiring to protest the granting of an application shall set forth, specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590-0001.

Communications received within 45 days of the date of this notice will be considered by the 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>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on January 15, 2003.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

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