

interlockings required by the FRA place an undue burden on the railroad. Due to train traffic, some large control points can take a month or more to complete the 2-year locking tests. Once a processor-based system has been tested and locking tests documented on installation, re-testing should not be required since the logic continues to operate in the same manner as it did when installed and the operation does not change.

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 docket number FRA-2007-27287 and may be submitted by one of the following methods:

- *Web site:* <http://dms.dot.gov>.
- Follow the instructions for submitting comments on the DOT electronic site;
- *Fax:* 202-493-2251;
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001; or
- *Hand Delivery:* Room PL-401 on the Plaza Level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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 wishes to inform all potential commenters that 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) or you may visit <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 April 9, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2006-23687]

Notice of Informational Filing

For informational purposes only, the Federal Railroad Administration (FRA) is providing notice that it has received an informational filing from BNSF Railway Company (BNSF) to test the next version of the railroad's Electronic Train Management System (ETMS) submitted pursuant to Title 49 Code of Federal Regulations (CFR) part 236.913. The informational filing is described below, including the submitting party and the requisite docket number where the informational filing and any related information may be found. The document is also available for public inspection; however, FRA is not accepting public comment on the document.

BNSF Railway Company (BNSF)

[Docket Number FRA-2006-23687]

BNSF has submitted an informational filing to FRA to continue operational testing of the next version of the railroad's ETMS. This continued testing will allow BNSF to obtain the necessary information required to amend its current Product Safety Plan (PSP) for a future submittal to the FRA. The informational filing has been placed in the Docket Number FRA-2006-23687, and is available for public inspection.

All documents in the public docket are available for examination during regular business hours (9 a.m.-5 p.m.) at the DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC. 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>.

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 April 9, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2007-27599]

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.

Applicant: CSX Transportation, Incorporated, Mr. C. M. King, Chief Engineer, Communications and Signals, 500 Water Street, SC J-350, Jacksonville, Florida 32202.

CSX Transportation, Incorporated (CSXT) seeks approval of the proposed modification of the traffic control system, on the main track and yard tracks, at CP-Bowl, milepost 000-384.3, on the Atlanta Division, Boyles Terminal Subdivision, near Birmingham, Alabama. The proposed changes consist of a reduction to the limits of the traffic control system, including the following: discontinuance of all controlled signals at CP-Bowl, conversion of all remaining power-operated switches to hydraulic type switches under the jurisdiction and control of the local yardmaster, and designation of the trackage to Yard Limits, CSXT Operating Rule 193, for train movement authority.

The reason given for the proposed changes is that present day operation, along with the proposal to modify the track configuration, including installation of an additional main track between Black Creek and Mary Lee, does not warrant retention of the power-operated switches and signals.

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