

CSX Transportation, Incorporated seeks approval of the proposed modification of the signal systems on the two main tracks between Barney Street, milepost BAM0.0 and Leadenhall, milepost BAM0.5, on the Baltimore Service Lane, Baltimore Terminal Subdivision, near, Baltimore, Maryland, consisting of the discontinuance of the present traffic control system (TCS) Rules 265–272 and Yard Limit Rule 93 which are in effect, and establish the sole method of operation as Rule 105 (Other than main track) and Rule 46 (Operating Speeds on other than main tracks).

The reason given for the proposed changes is that present day operation does not warrant retention of the TCS.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain 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 PI–401, 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 DOT Central Docket Management Facility, Room PI–401 (Plaza Level), 400 Seventh Street, S.W., Washington, D.C. 20590–0001. 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 May 29, 2002.

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

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

[FR Doc. 02–14048 Filed 6–4–02; 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 Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroads have 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–2002–12177.

*Applicant:* CSX Transportation, Incorporated, Mr. Eric G. Peterson, Assistant Chief Engineer, Signal Design and Construction, 4901 Belfort Road, Suite 130 (S/C J–370), Jacksonville, Florida 32256.

CSX Transportation, Incorporated (CSX) seeks relief from the requirements of the Rules, Standard and Instructions, Title 49 CFR, Part 236, Section 236.312, to the extent that CSX not be required to install bridge locking devices at either end of Bridge 407, milepost BIF 40.7, on the single main track near Joliet, Illinois, on the Chicago Division, New Rock Subdivision, Western Region.

Applicant's justification for relief: The end locking devices have not been in place since the late 1960's. The movable bridge is a vertical lift span type, and has been field checked and is in balance; there has been no inclination for the bridge to rise from the seated position or not seat fully when lowered. The present functional signal controls checks the vertical position of the rail when the bridge is lowered and will not permit a signal for train movements if the rail position is not verified. The 298 foot lift span bridge is tended while trains pass and the maximum authorized speed is 10 mph. The bridge has no tendency to rise from the seated position while carrying train load, and the when the bridge is in the seated position, the mechanical motor brakes are applied, preventing the bridge from raising while engaged.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain 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 PI–401, 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 DOT Central Docket Management Facility, Room PI–401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590–0001. 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 May 29, 2002.

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

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

[FR Doc. 02–14052 Filed 6–4–02; 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 Requirements

Pursuant to title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroads have 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–2002–12267.

*Applicant:* Kansas City Southern Railway, Mr. Vernon A. Jones, Signal Engineer, 4601 Blanchard Highway, Shreveport, Louisiana 71107–5799.

Kansas City Southern Railway seeks approval of the proposed modification of the Mississippi River Drawbridge, milepost 274.50 on Mid-Continent Division, near Louisiana, Missouri, consisting of the removal of the antiquated pipeline driven rail lock surface detection system; allowing proximity sensors attached to the self-



aligning Conley joints, monitored by logic controllers, to continuity detect and verify rail surfaces and alignment.

The reason given for the proposed changes is to improve safety and reliability.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain 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 PI-401, Washington, D.C. 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 DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC. 20590-0001. 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, D.C. on May 29, 2002.

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

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

[FR Doc. 02-14049 Filed 6-4-02; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

[Docket: RSPA-98-4957]

### Information Collection; Request for Comments and OMB Approval

**AGENCY:** Research and Special Programs Administration, Department of Transportation.

**ACTION:** Request for comments and OMB approval.

**SUMMARY:** This notice seeks comments from the public regarding the need for the Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) to collect paperwork information from gas distribution service line operators to ensure that those operators who do not maintain all of their piping notify their customers that they must maintain the piping. This notice is published to measure the need for the proposed paperwork collection, ways to minimize the burden on operators who must respond, ways to enhance the quality of the information collected, and to verify the accuracy of the agency's estimate of the burden (measured in work hours) on the regulated industry. By advising customers of the need to maintain their buried gas piping, the notices reduce the risk of accidents. RSPA/OPS published a notice on March 5, 2002, requesting public comment. No comments were received. This notice also seeks approval from the Office of Management and Budget to renew the existing approval of this paperwork collection.

**DATES:** Comments on this notice must be received by July 5, 2002, to be assured of consideration.

**FOR FURTHER INFORMATION CONTACT:** Marvin Fell, OPS, RSPA, Department of Transportation (DOT), 400 Seventh Street, SW., Washington, DC 20590 or call at (202) 366-6205 by e-mail to [marvin.fell@rspa.dot.gov](mailto:marvin.fell@rspa.dot.gov).

#### SUPPLEMENTARY INFORMATION:

*Title of Information Collection:* Customer-Owned Service Lines, Customer Notification.

*Type of Request:* Existing information collection.

*Abstract:* RSPA regulation (49 CFR 192.16) requires operators of gas service lines who do not maintain buried customer piping up to building walls or certain other locations to notify their customers of the need to maintain that piping. Congress directed DOT to take this action in view of service line accidents. By advising customers of the need to maintain their buried gas piping, the notices may reduce the risk of further accidents.

In addition, each operator must make the following records available for inspection by RSPA/OPS or a State agency participating under 49 U.S.C. 60105 or 60106: (1) A copy of the notice currently in use; and (2) evidence that notices have been sent to customers within the previous 3 years.

As used in this notice, the terms "information collection" and

"paperwork collection" are synonymous, and include all work related to preparing and disseminating information related to this customer notification requirement including completing paperwork, gathering information and conducting telephone calls.

*Estimate of Burden:* Minimal.

*Respondents:* Gas transmission and distribution operators.

*Estimated Number of Respondents:* 1,590.

*Estimated Number of Responses per Respondent:* 350.

*Estimated Total Annual Burden on Respondents:* 9,137 hours.

**ADDRESSES:** You must identify the docket number RSPA-98-4957 at the beginning of your comments. Comments can be mailed directly to the Office of Regulatory Affairs, OMB, 726 Jackson Place, NW., Washington, DC 20503, ATTN: Desk Officer for the Department of Transportation.

You may review the public docket containing comments in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday except Federal Holidays. The Dockets Office is on the plaza level of the NASSIF Building at DOT at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov/search>. Once on the search page, type in the last four digits of the docket number shown at the beginning of this notice (in this case 4957) and click on "search."

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques.

Issued in Washington, DC, on May 30, 2002.

**Stacey L. Gerard,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 02-14046 Filed 6-4-02; 8:45 am]

BILLING CODE 4910-60-P