

**Original—4.1.4** Install block(s) between brake shoe and wheel or remove brake shoe(s) at one end of car. Cars with multiple slack adjusters must have blocks installed at each slack adjuster location.

**(Modification—4.1.4)** Install block(s) between brake shoe and wheel at one end of car. Cars with multiple slack adjusters must have blocks installed at each slack adjuster location.

**Original—4.1.8** Place device handle in Position 1 and completely recharge car. Remove block(s) or reinstall brake shoe(s).

**(Modification—4.1.8)** Place device handle in Position 1 and completely recharge car. Remove block(s) between shoe(s) and wheel(s).

**Original—4.4.3** Complete air brake test as described in 3.17.

**(Modification—4.4.3)** If empty/load device on an empty car was set to loaded position, return to empty position. Complete air test as described in 3.17.

**(Modification—**The following paragraphs have been added:)

**(Modification—4.5)** Brake Cylinder Leakage Test Using Gauge.

**Note:** If the car is equipped with an empty/load device, the car must be set to the LOADED position. If the car is equipped with a brake cylinder pressure tap, install a brake cylinder pressure gauge. If the car does not have a tap, go to section 4.2, Retaining Valve Test.

**(Modification—4.5.1)** With the control valve cut in, move test device handle to Position 1 and fully charge the system to 90 psi. Move the reducing valve handle to the low-pressure position while leaving device handle in Position 1. Brake pipe pressure will continue to drop to 80 psi. After the brake pipe pressure has stabilized at 80 psi, wait 3 minutes, then note pressure on brake cylinder gauge. Wait another one minute, then recheck brake cylinder gauge. No more than 1 psi increase or decrease in brake cylinder pressure is allowed. If brake cylinder pressure decreases, probable cause is a leak in the brake cylinder or its associated piping. If brake cylinder pressure increases, probable cause is either a defective service portion or a defective emergency portion, finish test as described in Paragraph 3.17.

**Note:** To determine which portion may be defective, move the device handle to position 5 and increase the brake application to a 30 psi reduction, then return the device handle to position 3. After the brake pipe pressure has stabilized, wait 2 minutes, then note brake cylinder gauge. Wait another one minute, then check brake cylinder gauge. If the brake cylinder pressure has increased, the emergency portion is defective, or an internal

leak exists in the reservoir separation plate between the auxiliary and emergency reservoirs. If the brake cylinder pressure did not increase, then the service portion is defective.

**(Modification—4.6)** Empty/Load Test.

**Note:** When empty/load equipment is installed on a car, the equipment must be installed and adjusted according to OEM instructions. The following test is to be used after empty/load equipment has been replaced.

**(Modification—4.6.1)** Install brake cylinder pressure tap on car unless the car is already so equipped. Install brake cylinder pressure gauge. Begin test with car fully charged and device handle in Position 1. Make sure the empty/load equipment is set for LOADED position.

**(Modification—4.6.2)** Move the reducing valve handle to the low-pressure position while leaving device handle in Position 1. Brake pipe pressure will continue to drop to 80 psi. After the brake pipe pressure has stabilized at 80 psi, wait 3 minutes, then note pressure on brake cylinder gauge. Wait another one minute, then recheck brake cylinder gauge. No more than a 1 psi increase or decrease in brake cylinder is allowed. If brake cylinder pressure decreases, probable cause is a leak in the brake cylinder or its associated piping. Correct leakage and continue test. If brake cylinder pressure increases, probable cause is either a defective service portion or a defective emergency portion. Replace service and/or emergency portion and make a complete single car test.

**Note:** To determine which portion may be defective, move the device handle to Position 5 and increase the brake application to a 30 psi reduction, then return the handle to Position 3. After the brake pipe pressure has stabilized, wait 2 minutes, then note brake cylinder gauge. Wait another one minute, then recheck brake cylinder gauge. If brake cylinder pressure has increased, the emergency portion is defective, or an internal leak exists in the reservoir separation plate between the auxiliary and emergency reservoirs. If the brake cylinder pressure did not increase, then the service portion is defective.

**(Modification—4.6.3)** Place the reducing valve handle to the high-pressure position and recharge the car until the flowrator ball floats below the top of the tube. Apply the brakes with a 30 psi reduction with device handle in Position 5. Record the brake cylinder pressure.

**(Modification—4.6.4)** Place the device handle to Position 1 and recharge the car until the flowrator ball floats below the top of the tube. Set the empty/load equipment to EMPTY position.

**(Modification—4.6.5)** Place device handle in Position 5 and allow the brake pipe pressure to decrease to zero psi. The brake cylinder pressure must be at least 20 psi lower than the final full service pressure noted in Paragraph 4.6.3. Probable cause for failure to the empty/load equipment, if the equipment has a separate sensing device, is in the adjustment of the sensor device or the sensor device itself, and the next most likely cause is the empty/load valve itself. Finish test as described in Paragraph 3.17.

Interested parties are invited to submit written views, data, or comments. All communications concerning these proceedings should identify the appropriate docket number (e.g., Docket Number FRA-2001-10819) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street SW., Washington, DC 20590-0001. Comments received within 60 days of the date of this notice will be considered by FRA before final action is taken. Pursuant to § 232.307(d), if no comment objecting to the requested modification is received during the 60-day comment period or if FRA does not issue a written objection to the requested modification, the modification will become effective 15 days after the close of the 60-day comment period. 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 October 23, 2001.

**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 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-2001-10658**

*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 seeks approval of the proposed modification of the traffic control system, on the Number 1 Main Track and Side Track, at Gauley, West Virginia, milepost CA-415.50 on the New River Subdivision, C&O Division, consisting of the discontinuance and removal of the controlled electric locks from the hand-operated switch and derail at the location, while retaining the derail and dwarf signal.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

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 (9:00 a.m.—5:00 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 October 23, 2001.

**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 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-2001-10659**

*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 seeks approval of the proposed modification of the traffic control system, on the single main track, at N.E. Minturn, milepost SH-282.2 and S.E. Minturn, milepost SH-283.2, South Carolina, on the Andrews Subdivision, Florence Service Lane, consisting of the discontinuance and removal of controlled absolute signals H2821 and H2822 at N.E. Minturn, and controlled absolute signals H2831 and H2832 at S.E. Minturn.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

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 (9:00 a.m.—5:00 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, S.W., 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 October 23, 2001.

**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 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-2001-10657**

*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 seeks approval of the proposed modification of the traffic control system on the single main track at North End Market, milepost S-823.90, on the Yeoman Subdivision, Florida Business Unit, consisting of the discontinuance and removal of the electric lock from switch 113, and removal of associated signals R114, LA114, and LD114.