

identical inspection should not be necessary solely for the purpose of complying with § 236.586 when UltraCab equipment is involved. Therefore, NS contends that the cab signal equipment (including the receiver bars) already receives a visual inspection each day, as well as an electronic inspection each time prior to entering cab signal territory.

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 March 26, 2002.

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-2002-11501]

Applicant: Rail America, Incorporated, Saginaw Valley Railway and Huron & Eastern Railway, Mr. Larry Ross, General Manager, 101 Enterprise Drive, Vassar, Michigan 48768.

Rail America Incorporated seeks approval of the proposed discontinuance and removal of the automatic interlocking near Vassar, Michigan, were the single main track of the Saginaw Valley Railway's Brown City Line, at milepost 19.70, crosses at grade with the Huron and Eastern Railway's Millington Industrial Spur, at milepost 85.95. The proposed changes include the discontinuance and removal of all associated signals, and installation of a swing gate with two stop signs and locks governed by operating rules.

The reasons given for the proposed changes is the severe reduction in traffic and it is not feasible to justify the high maintenance costs required of the antiquated equipment used.

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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 March 26, 2002.

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-2002-11743]

Applicant: South Central Florida Express, Incorporated, Ms. Sally C. Conley, General Manager, 900 South W.C. Owen, Clewiston, Florida 33440.

The South Central Florida Express, Incorporated seeks approval of the proposed discontinuance of the Automatic Block Signal Rules which are currently in effect and supplement the Direct Traffic Control Rules between mileposts K39.28 and K40.95, near Port Mayaca, Florida. The proposed changes include conversion of the operative approach signals to inoperative type with "APP Markers", and the speed between the home signals has been reduced to 20 mph.

The reason given for the proposed changes is that present day operation does not warrant retention of the signal system, and the Drawbridge remains up for water traffic.

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