

application form are available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Mr. Bruce H. Schmidt, Executive Director of NBSAC, telephone 202-267-0955, fax 202-267-4285.

SUPPLEMENTARY INFORMATION: The National Boating Safety Advisory Council (NBSAC) is a Federal advisory committee under 5 U.S.C. App. 2. It advises the Coast Guard regarding regulations and other major boating safety matters. NBSAC members are drawn equally from the following three sectors of the boating community: State officials responsible for State boating safety programs, recreational boat and associated equipment manufacturers, and national recreational boating organizations and the general public. Members are appointed by the Secretary of Transportation.

NBSAC normally meets twice each year at a location selected by the Coast Guard. When attending meetings of the Council, members are provided travel expenses and per diem.

We will consider applications for the following six positions that expire or become vacant in December 2002: Two representatives of State officials responsible for State boating safety programs, two representatives of recreational boat and associated equipment manufacturers, and two representatives of national recreational boating organizations. Applicants are considered for membership on the basis of their particular expertise, knowledge, and experience in recreational boating safety. Each member serves for a term of 3 years. Some members may serve consecutive terms.

In support of the policy of the Department of Transportation on gender and ethnic diversity, we encourage qualified women and members of minority groups to apply.

If you are selected as a member who represents the general public, we will require you to complete a Confidential Financial Disclosure Report (OGE Form 450). We may not release the report or the information in it to the public, except under an order issued by a Federal court or as otherwise provided under the Privacy Act (5 U.S.C. 552a).

Dated: May 30, 2002.

Kenneth T. Venuto,

Rear Admiral, U.S. Coast Guard, Director of Operations Policy.

[FR Doc. 02-14053 Filed 6-4-02; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Twin Cities and Western Railroad Company

[Docket Number FRA-2002-12113]

The Twin Cities and Western Railroad Company (TC&W) seeks relief for a temporary test waiver of compliance from Control Circuits requirements of the *Grade Crossing Signal System Safety Standards*, 49 CFR part 234, section 234.203, which requires that all control circuits that affect the safe operation of a highway-rail grade crossing warning system shall operate on the fail-safe principle. The waiver request is to permit TC&W and its project partners to develop, test and implement technology designed to activate highway-rail grade crossing warning devices. The fail-safe principle requires that such circuits shall operate so that the failure of any part or component shall cause the warning system to activate.

The application section of 234.203 states that a crossing warning system activated by means other than train detection track circuit may not comply with this section. TC&W contends that the system under development is designed to meet the spirit and intent of the fail-safe principle through a means other than track circuit based train detection, and the system operation is being examined in every mode of failure. The designed system will operate so that the failure of any part or component shall cause the warning system to activate or warn the train crew so that the train can be stopped before reaching the crossing. TC&W indicates the ability of the system to warn the train crew of a crossing failure is made possible by redundant radio based technology. TC&W states they fully intend to comply with the fail-safe intent of 234.203 and will provide regulatory authorities the opportunity to review the system, its design and test results, in order to determine if the fail-safe principle has been met.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2002-12113) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC, 20590-0001. Communications received within 45 days of the date of this notice will be considered by 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>.

Issued in Washington, DC, on May 29, 2002.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 02-14051 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-2002-12176.

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 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-