

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-2002-12269.**

*Applicant:* CSX Transportation, Incorporated, Mr. N. Michael Choat, Assistant Chief Engineer of Signal Maintenance, 4901 Belfort Road, Suite 130 (S/C J-370), Jacksonville, Florida 32256.

CSX Transportation, Incorporated (CSXT) seeks relief from the requirements of the Rules, Standard and Instructions, 49 CFR, part 236, section 236.110, to the extent that each test record need not be signed by the person making the inspection or test, in lieu of implementing an electronic system to record and maintain Signal inspection records that provide inherent security measures that uniquely identify the person as the author of the record. Once a record is entered and verified, it cannot be modified. In conjunction with this relief, CSXT also requests the utilization of an electronic system for recording and maintaining applicable inspection and test records as defined in 49 CFR, part 234, subject to approval by the Associate Administrator for Safety, as required by section 234.273.

Applicant's justification for relief: CSXT believes that the electronic system will serve the best interest of CSXT and the Federal and State Inspection authorities that are required to inspect records, and anticipate the system will provide many benefits, including:

- Improved availability of test records
- Improved management reporting of compliance
- Improved consistency for filing records
- A reduction in the need for paper documentation

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 July 8, 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-2002-12314.

*Applicant:* Union Pacific Railroad Company, Mr. Phil M. Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

Union Pacific Railroad Company seeks approval of the proposed modification of the traffic control system, at milepost 250.1 on the Dallas Subdivision, Centennial Yard, in Fort Worth, Texas. The proposed changes consist of the discontinuance and removal of automatic signal 2501 and inoperative approach signal 2500, associated with the 7,500 foot block reduction at the entrance of CTC territory. The 7,500 foot track circuit, protected by signal 2501, will be shortened and used to approach light controlled signal WB at milepost 251.5.

The reason given for the proposed changes is that the signals presently disrupt switching operations due to the need to get permission from the dispatcher to pass signal 2501 if it is red, and changes in the methods of operation have made signal 2501 unnecessary.

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Issued in Washington, DC, on July 8, 2002.

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

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

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