

of-way employees on railroad bridges, including for "bridge safety equipment" such as nets, walkways, handrails, and safety lines, and requirements for the use of vessels when work is performed on bridges located over bodies of water. FRA has added 49 CFR part 214 to establish minimum workplace safety standards for railroad employees as they apply to railroad bridges. Specifically, section 214.15(c) establishes standards and practices for safety net systems. Safety nets and net installations are to be drop-tested at the job site after initial installation and before being used as a fall protection system, after major repairs, and at six-month intervals if left at one site. If a drop-test is not feasible and is not performed, then a written certification must be made by the railroad or railroad contractor, or a designated certified person, that the net does comply with the safety standards of this section. FRA and State inspectors use the information to enforce Federal regulations. The information that is maintained is at the job site promotes safe bridge worker practices.

Annual Estimated Burden Hours: 1 hour.

Addressee: Send comments regarding any of these information collections to the Office of Information and Regulatory

Affairs, Office of Management and Budget, 725 Seventeenth Street, NW., Washington, DC 20503, Attention: FRA Desk Officer.

Comments are invited on the following: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

Authority: 44 U.S.C. 3501-3520.

Issued in Washington, DC on June 25, 2003.

Kathy A. Weiner,

Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 03-16558 Filed 6-30-03; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Designation of Repair Locations

In accordance with Part 232 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for designating repair locations as prescribed in § 232.15 (g).

The Canadian Pacific Railway Company

[Docket Number FRA-2002-13651]

Pursuant to 49 CFR 232.17, the Canadian Pacific Railway Company (CP), on behalf of their Soo Line Railroad Subsidiary, seeks FRA's approval to designate locations on their Soo Line property where brake system repairs will be performed, as prescribed in § 232.15(g) of the Federal Regulations, *Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment*. CP has identified the following sites as the designated repair locations:

Location	Milepost/ Subdivision	Distance	Facility
St. Paul Service Area			
Harvey, ND	MP 396.5, Portal Sub	152.5 mi from Portal	Repair track.
Enderlin, ND	MP 257.3, Carrington Sub	139.2 mi. from Harvey	Road truck.
Thief River Falls, MN	MP 307.4, Detroit Lakes Sub	79.1 mi. from Noyes	Road truck.
Glenwood, MN	MP 120.3, Elbow Lake Sub	137.1 mi. from Enderlin	Road truck.
St. Paul Yard, MN	MP 0, Merriam Park Sub	127.5 mi. from Glenwood	Repair track.
Chicago Service Area			
Lacrosse, WI	MP 281.2, Tomah Sub	130.6 mi. from St. Paul	Road truck.
Portage, WI	MP 178.2, Tomah Sub	103 mi. from Lacrosse	Road truck.
Milwaukee, WI	MP 85.4, Watertown Sub	92.8 mi. from Portage	Repair track.
Bensenville, IL	MP 15.5, Elgin Sub	104.8 mi. from Milwaukee	Repair track.
Latta, IN	MP 204.2, Latta Sub	131.7 mi. from Louisville	Road truck.

CP states that all repair track locations will have full-time qualified car men on duty and these locations will be equipped with yard air plants, jacking pads and single car test devices. They may not be enclosed repair shops. All road truck locations are serviced regularly by qualified car men with fully equipped repair trucks that include compressors, jacks, and single car test devices. These locations may or may not have jacking pads. All of the above locations have tracks that are readily and safely accessible for the car men to make repairs. All locations are commonly serviced by through trains,

reducing the need for additional switching and the related hazards. All locations can make repairs to most part 215, 231 and 232 defects to include performing single car air tests. All road truck locations are in reasonable proximity to their home base, which will accommodate the availability of material, effective and timely repair, and accessibility in adverse weather conditions. Furthermore, designating the above locations as the repair locations will not diminish CP's ability to effect emergency repairs at other locations, where cars cannot be safely moved to a designated location,

including, but not limited to, cars set off as a result of wayside inspections and trackside warning detectors.

Pursuant to 49 CFR 232.17, CP affirms that a copy of their petition to designate the above locations as their repair locations has been provided to the following labor organizations that represent the employees working for the CP: Brotherhood of Railway Carmen, Brotherhood of Locomotive Engineers and the United Transportation Union.

Interested parties are invited to submit written comments to FRA. All written communications concerning this petition should identify the appropriate

docket number (e.g., Docket Number FRA-2002-13651) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. Comments received within 30 days of the date of this notice will be considered by FRA before any final action is taken. Although FRA does not anticipate scheduling a public hearing in connection with these proceedings, 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 written communications concerning these proceedings are available for examination during regular business hours (9 a.m.—5 p.m.).

All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site <http://dms.dot.gov>. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) at <http://dms.dot.gov>.

Issued in Washington, DC on June 24, 2003.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 03-16557 Filed 6-30-03; 8:45 am]

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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.

Farmrail System, Incorporated (Waiver Petition Docket Number FRA-2001-9998)

The Farmrail System owns three passenger coaches which were built in

1954-56. These coaches are not used in regular service but only on a limited seasonal basis primarily in conjunction with the Oklahoma Tourism and Recreation Department's resort and conference center located at Quartz Mountain State Park.

The cars operate on trackage owned by the Oklahoma Department of Transportation for which Farmrail acts as lessee-operator. The excursion trains operate from a station near the entrance to Quartz Mountain State Park and run northward around Lake Lugert through a sparsely populated area to Lone Wolf, Oklahoma and back. Farmrail requests relief from the requirements of Title 49 Code of Federal Regulations (CFR) 223.15 Requirements for existing passenger cars due to the infrequent use of the cars, the planned usage for excursion service, and the cost of installing compliant glazing.

The cars are former VIA Rail Canada equipment and have a double-pane combination of ¼-inch thick safety glass inside and plate glass outside. This glazing system remains the standard in Canada for passenger equipment, and the petitioner believes that the operation of these cars, as equipped, would not pose a safety hazard to passengers or employees.

FRA granted Farmrail relief from the requirements of CFR 223.15 to operate their three passenger cars, numbers FMRC 5627, 5478, and 5560, without FRA compliant glazing on a limited basis for a period of five years on May 24, 2002. Subsequent to FRA granting the subject waiver, Farmrail restated the intended area of operation for these excursion/charter trains to include the entire 354 mile System. This is a major modification to the original waiver request. The additional proposed area of operation was not included in the original safety evaluation. Therefore, Farmrail requested reopening of this docket and petitions for the expanded area of operation.

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-2001-9998) and must be submitted to the Docket Clerk, DOT Docket Management

Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. 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 FRA's temporary docket room located at 1120 Vermont Avenue, NW., Room 7051, Washington, DC 20005.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 03-16556 Filed 6-30-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on Transportation Improvements Within the North Corridor in Metropolitan Columbus, Ohio

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) and the Central Ohio Transit Authority (COTA) are issuing this notice to advise interested agencies and the public that, in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, an Environmental Impact Statement (EIS) is being prepared for the proposed transportation improvements in the North Corridor and adjacent areas in the City of Columbus and Franklin, and Delaware Counties, within the metropolitan area of Columbus, Ohio.

The EIS will evaluate the following alternatives: a no-build alternative; a transportation system management (TSM) alternative; build alternatives consisting of light rail transit in one of several alignment options combined