Legal description: The South 150 feet of the North 158.98 feet (except the West 20 feet thereof) of Lot 7 in the Subdivision of the West half of the Southwest quarter of Section 16, Township 40 North, Range 12 East of the Third Principal Meridian (except that part lying Northerly of Irving Park Road) situated in Cook County, Illinois.

Issued in Chicago Airport District Office, Chicago, IL, on September 19, 2013.

James G. Keefer,
Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2013–23671 Filed 9–26–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on the Proposed U.S. 50 Study Crossing Over Sinepauxent Bay in the Town of Ocean City, Worcester County, Maryland

Correction

In notice document 2013–22541 appearing on page 58382 in the issue of Monday, September 23, 2013, make the following correction:

On page 58382 in the second column, in the eighteenth line, “February 20, 2013” should read “February 20, 2014”.

[FR Doc. C1–2013–22541 Filed 9–26–13; 8:45 am]
BILLING CODE 1505–01–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2013–0088]

Notice of Application for Approval of Railroad Safety Program Plan and Product Safety Plan

In accordance with Part 236 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated May 26, 2013, the Alabama and Tennessee River Railway (ATN) petitioned the Federal Railroad Administration (FRA) for approval of a Railroad Safety Program Plan (RSPP) and Product Safety Plan (PSP) for the Railsoft TrackAccess System. FRA assigned the petition Docket Number FRA–2013–0088.

The TrackAccess System is a processor-based dispatch system developed to be operated in autonomous mode (without dispatcher intervention) for low-density rail lines. The system provides a processor-based methodology of requesting and issuing track authority to either qualified train crewmembers or roadway workers. It does so while increasing railroad productivity and significantly improving the safety of train operations, roadway workers, and other railroad equipment. FRA is providing public notice that the ATN RSPP Version 1, dated April 12, 2013, and related documents have been placed in Docket Number FRA–2013–0088 and are available for public inspection. FRA is not accepting public comment on the RSPP documents; notice regarding these documents is provided for information only.

4.0 were previously approved by FRA on the respective dates of May 15, 2009 (Docket FRA–2009–0017), and February 9, 2013 (Docket FRA–2011–0055).

ATN’s PSP provides descriptions of the TrackAccess System itself. ATN states that in the case of Marquette Rail, FRA found that the PSP demonstrates that the TrackAccess System was designed in a highly safe manner and was sufficiently tested to verify that fact. Based on this, FRA approved the use of the Railsoft TrackAccess System in autonomous mode for the Marquette Rail. ATN asserts that since ATN’s RSPP Version 1.0 and PSP Version 1.0 contain the same programmatic and technical information as the previously approved Marquette Rail RSPP Version 3.0 and the Marquette Rail PSP Version 4.0, authorizing autonomous TrackAccess operations, the ATN should also be allowed to use TrackAccess in an autonomous mode.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

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 and may be submitted by any of the following methods:

- Web site: www.regulations.gov. Follow the online instructions for submitting comments.
- Hand Delivery: 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Comments received by November 12, 2013 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Analyze this section


In its petition, CN requests an extension of its existing waiver of compliance, pursuant to 49 CFR 241.7(c), to allow the continuation of Canadian dispatching of that part of the Sprague Subdivision located in the United States, extending between Baudette and International Boundary, MN, approximately 43.8 miles; and on those parts of the Strathroy and Flint Subdivisions located in the United States, forming a continuous line between London, ON, Canada, and Port Huron, MI, a distance of 61.7 miles, a 3.1-mile portion of which is located in the United States. Approximately 26 trains per day are operated over this segment. Each train that traverses this territory is operated by the same crew.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590.