

subjected to the same provisions as outlined in a waiver (H-95-3) granted to New York Air Brake Company (NYAB) for their CCB brake equipment, which extended the time requirements for cleaning, repairing and testing of brake components listed in § 229.27(a)(2) and § 229.29(a), to a period not to exceed five years or 1,840 days.

Amtrak claims that the HHP8 electronic brake equipment is similar in arrangement and function to the NYAB CCB system. It also incorporates a number of the same components used in the CCB system. Amtrak believes that the five-year interval is justified on the basis of the duty cycle and FMECA performed for the Acela brake system, of which this system is a direct variant set up for double end control and includes the locomotive independent brake and quick release functions. This five-year maintenance interval is also currently outlined in the maintenance plan for the Acela Train Sets under 49 CFR Part 238, Tier II requirements. Further, the HHP8 locomotive is equipped with an air quality (dryers and filters) system that meets current industry standards. Amtrak would like to maintain the HHP8 locomotive brake equipment with the same conditions and time intervals as specified in waiver H-95-3, which has been re-numbered and re-issued as waiver number FRA-2000-7367.

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-2001-10596) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, D.C. 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 (9:00 a.m.—5:00 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 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 No. FRA-2002-11635]

Applicant: Norfolk Southern Corporation, Mr. Brian L. Sykes, Chief Engineer, C&S Engineering, 99 Spring Street, SW., Atlanta, Georgia 30303

The Norfolk Southern Corporation (NS) seeks approval of the proposed discontinuance and removal of the automatic block signal system on the two main track Stanley Secondary between milepost DK-1.8 and milepost DK-4.8, near Toledo, Ohio, on the Dearborn Division. The proposed changes include the removal of the existing four automatic block signals, and installation of back to back fixed approach signals near milepost DK-3.2.

The reason given for the proposed changes is to eliminate facilities no longer needed for present day operation. Both tracks are predominately used for storage, and there have been no through train movements on the Stanley Secondary since June 1, 1999.

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, D.C. 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 No. FRA-2002-11633]

Applicant: Norfolk Southern Corporation, Mr. G. A. Thelen, Assistant Vice President—Mechanical, 185 Spring Street, SW., Atlanta, Georgia 30303-3703.

The Norfolk Southern Railway Company (NS) seeks relief from the requirements of the Rules, Standards and Instructions, Title 49 CFR, part 236, section 236.586, "Daily or after trip test" in its entirety for locomotives equipped with Ultra Cab equipment, including the associated record keeping requirements of the 236.586 test contained in Section 236.110.

Applicant's justification for relief: NS believes that a "proper visual inspection" is redundant to inspections already being performed, and a second