

Form number	Respondent universe	Total annual responses (forms)	Average time per response (minutes)	Total annual burden hours	Total annual burden cost
FRA F 6180.4g—Check List Sec. 231.6.	100 Fed'l & State Inspectors	30	60	30	1,470
FRA F 6180.4h—Check List 231.7 ...	100 Fed'l & State Inspectors	5	60	5	245
FRA F 6180.4i—Check List Sec. 231.8.	100 Fed'l & State Inspectors	5	60	5	245
FRA F 6180.4j—Check List Sec. 231.9.	100 Fed'l & State Inspectors	5	60	5	245
FRA F 6180.4k—Check List Sec. 231.21.	100 Fed'l & State Inspectors	50	60	50	2,450
FRA F 6180.4l—Check List Sec. 231.27.	100 Fed'l & State Inspectors	25	60	25	1,225
FRA F 6180.4m—Check List Sec. 231.28.	100 Fed'l & State Inspectors	10	60	10	490

Respondent Universe: Federal and State Safety Inspectors.

Frequency of Submission: On occasion.

Total Responses: 240 Forms.

Estimated Total Annual Burden: 240 hours.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR §§ 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. §§ 3501–3520.

Issued in Washington, DC on August 27, 2004.

Kathy A. Weiner,

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

[FR Doc. 04–20069 Filed 9–1–04; 8:45 am]

BILLING CODE 4910–06–P

Red River Valley & Western Railroad Company, and Red River Grain

[Waiver Petition Docket Number FRA–2004–17993]

The Red River Valley & Western Railroad Company (RRVW) and Red River Grain (RRG) petitioners propose to operate a diesel electric locomotive, number RRVW 1213, with laminated safety glass glazing, which is non-compliant with current Federal Safety Regulations. The locomotive, Model SW1200, built by General Motors' Electro Motive Division (EMD) at LaGrange, Illinois in 1959, is proposed to operate in switching and industrial operations. The above mentioned locomotive is owned by RRG of Breckenridge, Minnesota and is also named as the co-petitioner for this waiver. RRVW operates 456 miles of mainline track primarily in North Dakota, with a switching/interchange yard located in Breckenridge, Minnesota. The towns that RRVW operates in and through are sparsely populated rural areas that are primarily utilized for agricultural or ranching purposes. Presently, the maximum track speed is 25 MPH.

The RRVW began operations in 1987 by acquiring branch lines from the Burlington Northern Railroad Company. Since that time, petitioners have reported that there have been no acts of vandalism inflicted on any of their locomotives. This includes rock throwing and gunfire directed at locomotive while moving or stationary.

The petitioners request relief from the requirements of Title 49 Code of Federal Regulations (CFR) 223.11 *Requirement for existing locomotives* because the locomotive operates in rural areas and is primarily utilized in switching or industrial service. Both petitioners report that their records indicate that no acts of vandalism have occurred to any of their locomotives. The petitioners also report that replacement of the

glazing at this time would create an unnecessary financial burden.

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–2004–17993) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL–401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590. Communications received within 30 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 site at <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). The statement may also be found at <http://dms.dot.gov>.

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 regulations. 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.

Issued in Washington, DC on August 27, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

[FR Doc. 04-20064 Filed 9-1-04; 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 the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has 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-2004-18894]

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

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Wellton, Arizona, milepost 770.8 and Arlington, Arizona, milepost 861.3, on the Gila and Phoenix Subdivisions, in the El Paso area, a distance of approximately 91 miles. The proposed changes include removal of signals and switch point and fouling protection in the area; conversion of westward signals 40RA and 38RB at Wellton, and eastward signal 8617 at Arlington, to red-green aspects; and conversion of eastward approach signal 7719 at Wellton, and westward approach signal 8608 at Arlington, to red-yellow aspects. This is a request to reopen docket number BS-AP-No. 3440, which was denied on July 7, 1998.

The reason given for the proposed changes is that the semaphore signals on the line are obsolete and repair parts are difficult to obtain. There are only two trains a day in each direction, which does not justify upgrading the signal system to modern equipment.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include 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 PL-401 (Plaza Level), 400 7th Street, SW., 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 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>.

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>.

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 August 27, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

[FR Doc. 04-20065 Filed 9-1-04; 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 the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has 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-2004-18740

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

The Union Pacific Railroad Company seeks approval of the proposed modification of the interlocked, single main track moveable bridge, at milepost 89.0 on the Peoria Subdivision, Chicago Area, at South Pekin, Illinois. The proposed changes consist of the removal of the bridge locks from the top of the span bridge structure; installation of new bridge locks on the bridge track deck; and removal of the existing switch machine activated rail locks. The rail lock machines will be reused to activate the new bridge locks.

The reason given for the proposed changes is to allow safer conditions for personnel adjusting and inspecting the bridge locks, and also provides better assurance of proper bridge alignment with the bridge locks mounted on the track deck itself rather than on the girder structure above the bridge. In addition, the switch machine activated rail locks are no longer required since self-aligning Conley frogs and circuit controllers are used to assure rail ends are properly aligned and within 3/8 inch of correct surface.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include 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 PL-401 (Plaza Level), 400 7th Street, SW., 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 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>.

FRA wishes to inform all potential commenters that anyone is able to