

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.

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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