

**DATES:** Comments must be received on or before March 21, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Sandra D. LaMothe, Airport Manager, of the Houghton County Airport Committee at the following address: Route 1, Box 94, Calumet, Michigan 49913.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Houghton County Airport Committee under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Houghton County Memorial Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On December 18, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Houghton County Airport Committee was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 27, 1996.

The following is a brief overview of the application.

*PFC Application No.:* 96-04-C-00-CMX.

*Level of the proposed PFC:* \$3.00.  
*Proposed charge effective date:* July 1, 1996.

*Proposed charge expiration date:* December 31, 1997.

*Total estimated PFC revenue:* \$73,895.00.

*Brief description of proposed project(s):* Rehabilitate airport rescue fire fighting track vehicle; Rehabilitate airport electrical vault; Airport boundary survey and monumentation, Update existing Exhibit "A" Property Map; PFC Administration.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Not applicable.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Houghton County Airport Committee.

Issued in Des Plaines, Illinois, on February 12, 1996.

Benito De Leon,

*Manager, Planning/Programming Branch, Airports Division, Great Lakes Region.*

[FR Doc. 96-3728 Filed 2-16-96; 8:45 am]

**BILLING CODE 4910-13-M**

### 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 CFR Part 236

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, 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.

Block Signal Application (BS-AP)—No. 3380

*Applicant:* Twin Cities and Western Railroad Company, Mr. William F. Drusch, President, 2925—12th Street East, Glencoe, Minnesota 55336

The Twin Cities and Western Railroad Company (TCW) seeks approval of the proposed discontinuance and removal of the traffic control signal system (TCS), on the single main track, between Glencoe, Minnesota, milepost 466.9 and Tower E-14, near Hopkins, Minnesota, milepost 435.0, a distance of approximately 32 miles, and operate trains by track warrant control.

The reason given for the proposed changes is that the character of the former Milwaukee Road trackage has changed substantially since the installation of the TCS, with the present traffic density and 30 mph maximum authorized speed, TCS is no longer required for safe operation.

BS-AP—No. 3381

*Applicant:* Central Oregon and Pacific Railroad, Mr. George LaValley, General Manager, P.O. Box 10831416 Dodge Street, Room 1000, Roseburg, Oregon 97507

The Central Oregon and Pacific Railroad seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Ashland, Oregon, milepost 429.1 and Glendale, Oregon, milepost 510, on the Siskiyou Line, a distance of approximately 81 miles.

The reason given for the proposed changes is that current traffic and the maximum authorized speed of 25 mph do not justify continuation of the automatic block signal system.

BS-AP—No. 3382

*Applicant:* Central Oregon and Pacific Railroad, Mr. George LaValley, General Manager, P.O. Box 10831416 Dodge Street, Room 1000, Roseburg, Oregon 97507

The Central Oregon and Pacific Railroad seeks approval of the proposed discontinuance and removal of the automatic block 4 signal system, on the single main track, between Cornutt, Oregon, milepost 538.8 and Springfield Junction, Oregon, milepost 644.3, on the Siskiyou Line, a distance of approximately 105.5 miles.

The reason given for the proposed changes is that current traffic and the maximum authorized speed of 25 mph do not justify continuation of the automatic block signal system.

BS-AP—No. 3383

*Applicant:* Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410

Consolidated Rail Corporation (Conrail), seeks approval of the proposed discontinuance and removal of the traffic control signal system, on the single main track Carman Branch, between Conrail's Chicago Line, "CP-156", milepost 0.0, near Carman, New York and Conrail's Selkirk Branch, "CP-SH", milepost 3.7, near Schenectady, New York, Albany Division. The proposed changes consist of the removal of intermediate signals 18E and 18W, and redesignation of the track to the Carman Running Track.

The reason given for the proposed changes is to retire facilities no longer required for present operation.

BS-AP—No. 3384

*Applicant:* Montana Rail Link, Incorporated, Mr. Richard L. Keller, Chief Engineer, P. O. Box 8779, Missoula, Montana 59807

The Montana Rail Link, Incorporated seeks approval of the proposed modification of the traffic control signal system, on the single main track,

between East Hope, milepost 102.7 and West Kootenai, milepost 118.04, Idaho, on the Fourth Subdivision; consisting of the discontinuance and removal of 10 automatic intermediate block signals and installation of 8 automatic intermediate block signals, associated with the installation of electronic coded track circuits and pole line elimination.

The reason given for the proposed changes is to upgrade the signal system and improve train operations.

BS-AP-No. 3385

*Applicant:* Chesapeake and Albemarle Railroad Company, Mr. Jeff Forster, General Manager, 214 N. Railroad Street, Ahoskie, North Carolina 27910

The Chesapeake and Albemarle Railroad Company seeks approval of the proposed discontinuance and removal of the interlocking signals at the A & C Canal Draw Bridge, milepost 9.5, near Chesapeake, Virginia and at the Pasquotank River Swing Bridge, milepost 41.5, near Camden, North Carolina, replacing the absolute signals with stop signs.

The reason given for the proposed changes is that the railroad has experienced much vandalism on a regular basis.

BS-AP-No. 3386

*Applicants:* CSX Transportation, Incorporated, Mr. D. G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202  
Soo Line Railroad Company, Mr. J. A. Inshaw, Chief Engineer, Soo Line Building, Box 530, Minneapolis, Minnesota 55440

CSX Transportation, Incorporated and Soo Line Railroad Company jointly seek approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Bedford, Indiana, milepost Q245.8 and Mitchell, Indiana, milepost Q255.3, Louisville Division, Hoosier Subdivision. In addition the proposed changes include conversion of "Bedford Interlocking" from automatic to stop board operation, conversion of the power-operated switch at milepost Q245.91 to hand operation, and govern train operation under DTC Rules.

The reason given for the proposed changes is that traffic density does not warrant retention of the signal system.

BS-AP-No. 3387

*Applicants:* Norfolk Southern Corporation, Mr. C. M. Golias, Chief Engineer—S&E Engineering, Communication and Signal Department, 99 Spring Street, S.W., Atlanta, Georgia 30303

CSX Transportation, Incorporated, Mr. D. G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

The Norfolk Southern Corporation (NS) and CSX Transportation, Incorporated (CSX) jointly seek approval of the proposed reduction to the traffic control system limits, on the Winding Gulf Branch secondary track, Princeton Deepwater District, Pocahontas Division, near Stotesbury, West Virginia; consisting of the relocation of controlled holdout signal 66R from milepost WG-16.1 to milepost WG-12.2 and installation of an approach distance signal at milepost WG-14.2.

The reason given for the proposed changes is to allow for control of traffic interchange between CSX and NS at Helen siding.

Rules Standards & Instructions

Application (RS&I-AP)—No. 1099

*Applicant:* Union Pacific Railroad Company, Mr. L.A. Roach, Director—Operating Practices/FRA, 1416 Dodge Street, Room 625, Omaha, Nebraska 68179

The Union Pacific Railroad Company (UP) seeks relief from the requirements of Section 236.566 (49 CFR, 236.566) of the Rules, Standard and Instructions to the extent that UP be permitted to operate foreign or system, non-equipped automatic cab signal/automatic train stop (ACS/ATS) locomotives, involved in detour movements, in UP ACS/ATS territory as a result of derailments, natural disasters, etc., for a period of up to seven days subject to train operations under provisions of the General Code of Operating Rules, Rules 11.1 and 11.2, Absolute Block, and notification of the FRA within 24 hours of the beginning of each such movement.

Applicant's justification for relief: To permit continued operations under such circumstances as natural disasters, derailments, or extraordinary service interruptions, for a limited length of time, without the need to obtain individual waivers or emergency provision, outside normal business hours, while relieving workload on both the UP and FRA in processing these repetitive waiver requests.

RS&I No. 1100

*Applicant:* Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410

Consolidated Rail Corporation (Conrail) seeks relief from the requirements of the Rules, Standard and

Instructions to the extent that they be allowed to operate non-equipped locomotives in automatic cab signal territory, on the two main tracks between "Rochester" Interlocking, milepost 25.9, near Rochester, Pennsylvania and "CP Alliance", milepost 83.2, near Alliance, Ohio, on the Fort Wayne Line, Pittsburgh Division, for the following operations:

1. Wire trains, work trains, wreck trains, and ballast cleaners to and from work;
2. Engines and Rail diesel cars moving to and from shops; and
3. Engines used in switching and transfer service, with or without cars, not exceeding 20 miles per hour.

Applicant's justification for relief: Exemptions are already authorized for operation of non-equipped locomotives in cab signal territory at other locations on Conrail, and this relief request would be an extension of the already existing exemptions.

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 protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without 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, D.C. on February 14, 1996.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

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