

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 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 17, 1999.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 99-7046 Filed 3-22-99; 8:45 am]

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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 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. 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.

*Docket No. FRA-1998-4925.*

*Applicant:* CSX Transportation, Incorporated, Mr. R. M. Kadlick, Chief Engineer Train Control, 4901 Belfort Road, Suite 130 (S/C J-350), Jacksonville, Florida 32256.

CSX Transportation Incorporated (CSXT) seeks approval of the proposed discontinuance and removal of the traffic control and automatic block signal systems, on the two main tracks between milepost BAV-0.0, Hagerstown, Maryland, and milepost BAV-32.2, Lurgan, Pennsylvania, on the Lurgan Subdivision, Baltimore Division,

a distance of approximately 32.2 miles, and operate under CSXT Operating Rules 105 and 46.

The reason given for the proposed changes is that a publicly funded project designed to eliminate several highway-rail grade crossings in Chambersburg, Pennsylvania, will cause all but a small portion of the involved CSXT traffic to be re-routed over a roughly parallel Conrail Line. The minimum remaining rail traffic on the CSXT line will no longer warrant operation of a wayside signal system.

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 Protester 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, DC 20590-0001.

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Issued in Washington, DC on March 17, 1999.

**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 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. 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.

*Docket No.:* FRA-1998-4761.

*Applicant:* Delray Connecting Railroad Company Mr. Harold Sebastian, General Manager, P.O. Box 32538, Detroit, Michigan 48232.

The Delray Connecting Railroad Company seeks approval of the proposed modification of Short Cut Bridge Interlocking, near Detroit, Michigan, consisting of the discontinuance and removal of the No. 1 power-operated derail, and relocation of the No. 9 power-operated derail to a new position 266.5 feet south of Shortcut Bridge, associated with combining the provided protection into one derail.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

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 Protester in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

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Issued in Washington, DC, on March 17, 1999.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 99-7041 Filed 3-22-99; 8:45 am]

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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 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. 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.

*Docket No.:* FRA-1998-4821.

*Applicant:* Duluth, Missabe and Iron Range Railway Company, Mr. D. B. Moore, Chief Engineer, Engineering Department, 329 Second Street, Proctor, Minnesota 55810-1091.

The Duluth, Missabe and Iron Range Railway Company (DMIR) seeks relief from the requirements of § 236.51 of the Rules, Standards, and Instructions (49 CFR 236.51), to the extent that DMIR be permitted to utilize wheel count-based trap circuits, on steel deck bridges in signaled territory, in lieu of maintaining the existing track circuits.

Applicant's justification for relief: The insulated bridge pads are approaching the end of their useful life, and replacement pads are only available from an Australian supplier in large quantities, at high cost; the steadily increasing annual cost for maintenance and train delays associated with troubleshooting and repairs, make it impracticable to maintain the existing track circuits; and presently, rail size is limited to 115-pound and cannot be upgraded to DMIR's 136-pound, main line track standard.

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. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

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Issued in Washington, DC on March 17, 1999.

**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 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. 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.

*Docket No.:* FRA-1998-4926.

*Applicant:* Union Pacific Railroad Company, Mr. Phil Abaray, Chief

Engineer—Signal/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

Union Pacific Railroad Company seeks approval of the proposed modification of the signal system, on the main track and siding, between W.E. Irving, milepost 652.2 and E. E. Irving, milepost 653.3, on the Brooklyn Subdivision, near Eugene, Oregon. The proposal includes the discontinuance and removal of controlled signals 12LA, 12LB, and 12R at W. E. Irving; reduction of the traffic control system limits by approximately 1,700 feet; and the associated extension of the automatic block signal system eastward approximately 1,700 feet to E. E. Irving.

The reason given for the proposed changes is that there is no longer a need for the controlled signals at W. E. Irving because the switch has been permanently removed.

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. 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, 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 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>.

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