

and comment prior to a formal public hearing.

To ensure that the full range of issues related to this project are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.204, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this proposed action)

Issued on: May 22, 1995.

Roberto Fonseca—Martinez,

Division Administrator, Richmond, Virginia.
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BILLING CODE 4910-22-M

Federal Railroad Administration

Petition for Exemption or Waiver of Compliance

In accordance with Title 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received requests for exemptions from or waivers of compliance with requirements of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

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 LI-95-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Communications received within 45 days of the date of publication 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.) in Room 8201, Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

The individual petitions seeking an exemption or waiver of compliance are as follows:

Union Pacific Railroad Company (UP), Chicago and North Western Railway Company (CNW) (Waiver Petition Docket Number LI-95-5)

Union Pacific Railroad Company (UP) and Chicago and North Western Railway Company (CNW) jointly seek a temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (Title 49 CFR Part 229) for certain locomotives. UP/CNW are seeking relief from the requirements of §§ 229.5 and 229.135 that all trains operating over 30 mph shall be equipped with an event recorder that records cab signal indications, when equipped with cab signals, by May 5, 1995. UP/CNW requests an extension of 12-months.

The Locomotive Safety Standards were revised on July 8, 1993, to require each lead locomotive of trains operating over 30 mph to be equipped with an event recorder by May 5, 1995. An event recorder, by definition, shall record cab signal aspects where the locomotive is so equipped. UP/CNW each have cab signal systems, however, the two systems are not compatible. Locomotives which operate jointly in cab signal territory on both railroads are equipped with both types of cab signals but record only the cab signal aspect of the owning railroad. If a CNW locomotive operates in the lead position when in UP cab signal territory, the train will be under the control of the cab signals, however, the aspects will not be recorded. Likewise, if a UP locomotive is in the controlling position when operating in CNW cab signal territory, the signal aspect will not be recorded.

To record both cab signal systems will require extensive modifications. UP/CNW have been working on a resolution to the issues, however, they will not have a solution in place by the May 5 requirement deadline. To permit the necessary time to resolve certain issues and complete the modifications in a manner that is efficient, reasonably economical and, above all, safe, UP and CNW request a temporary waiver until May 5, 1996.

National Railroad Passenger Corporation (Amtrak) (Waiver Petition Docket Number LI-95-3)

The National Railroad Passenger Corporation (Amtrak) seeks waivers of

compliance with certain provisions of the Locomotive Safety Standards (Title 49 CFR Part 229) for their locomotives. Amtrak is seeking relief from the requirements of § 229.5 which requires that locomotive event recorders record the direction of motion and from Section 229.135 which requires that all trains operating over 30 mph shall be equipped with an event recorder by May 5.

The Locomotive Safety Standards were revised on July 8, 1993, to require each lead locomotive of trains operating over 30 mph to be equipped with an event recorder by May 5. The railroad states that although material is on hand to equip all of their passenger locomotives, the seven to ten days out-of-service time required for each installation will extend the completion date beyond the May 5 deadline. Thirty switcher locomotives used in work train service must also be equipped since they operate over 30 mph. Amtrak is requesting a 24-month extension to bring all recording systems into compliance.

Section 229.5 specifies the parameters which must be recorded by the event recorders. Amtrak does not record the direction of motion on their passenger locomotives, as required, since these locomotives almost never operate only in the reverse direction on mainline track. With the limited capacity of recorders, Amtrak feels that other parameters (such as horn or alerter cutout) are more important to their operation. Therefore, Amtrak is requesting a waiver from the requirement to record direction of motion on their passenger locomotives. The 30 switcher locomotives will be in full compliance with the regulation. The railroad estimates it would cost approximately \$500 per locomotive to retrofit the direction feature to their recorders.

Crab Orchard and Egyptian Railroad (COER) (Waiver Petition Docket Number RSGM-95-6)

The Crab Orchard and Egyptian Railroad (COER) seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive is an EMD Model SW-1 switcher built in 1953 and is presently equipped with safety glass. The railroad has upgraded the recently purchased locomotive to FRA standards; however, it indicates that it has been unable to secure the exact glass and hardware to comply with Part 223. The COER operates on approximately 15 miles of track in rural southern Illinois. The railroad states

there have been no incidents of vandalism regarding glazing.

C&S Railroad Corporation (CSKR)
(Waiver Petition Docket Number RSGM-95-7)

The C&S Railroad Corporation (CSKR) seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, STRT 11, an EMD 900 HP switcher built in 1937, is currently covered by waiver Docket Number RSGM-88-19 on the Stewartstown Railroad. The locomotive will be transferred to operate on CSKR. The CSKR operates on approximately 18 miles of track between Packerton Junction, Jim Thorpe and Haucks, Pennsylvania. Maximum track speed is 15 mph through the mostly rural area. The locomotive will be used approximately once per week.

Issued in Washington, D.C. on May 25, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-13427 Filed 5-31-95; 8:45 am]

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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 Title 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3354

Applicants: CSX Transportation, Incorporated, Mr. D.G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202; Norfolk Southern Corporation, Mr. J.W. Smith, Chief Engineer—C&S Communication and Signal Department, 99 Spring Street, S.W., Atlanta, Georgia 30303.

CSX Transportation, Incorporated (CSX) and Norfolk Southern Corporation (NS) jointly seek approval of the proposed discontinuance and removal of the automatic interlocking at 29th Street, milepost 737.0, Birmingham, Alabama, CSX Mobile Division, Boyles Subdivision, where the single CSX main track crosses at grade the single NS yard track. The proposed

changes consist of the discontinuance and removal of four interlocking signals, installation of a swing gate normally lined for CSX movements, and government of train operations by Yard Limit Rules.

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

BS-AP-No. 3355

Applicants: Consolidated Rail Corporation, Mr. J.F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410; Norfolk Southern Corporation, Mr. J.W. Smith, Chief Engineer—C&S, Communication and Signal Department, 99 Spring Street, S.W., Atlanta, Georgia 30303; Indiana Harbor Belt Railroad Company, Mr. C.H. Allen, General Manager, 2721-161st Street, P. O. Box 389, Hammond, Indiana 46325; Northern Indiana Commuter Transportation District, Mr. Victor R. Babin, General Manager, 601 North Roeske Avenue, Michigan City, Indiana 46360-2669.

Consolidated Rail Corporation (Conrail), Norfolk Southern Railway Company (NS), Indiana Harbor Belt Railroad Company (IHB), and Northern Indiana Commuter Transportation District (NICD) jointly seek approval of the proposed modifications to the signal system, on Conrail's S.C. & S Branch, Dearborn Division, between "Hegewisch" Interlocking, milepost 3.9 and "Calumet Park", milepost 5.5, South Chicago, Illinois, consisting of the following:

1. The discontinuance and removal of the traffic control system on the single main track between "Hegewisch" Interlocking and "Calumet Park", and operate as an Industrial Track;
2. The discontinuance and removal of "Hegewisch" Interlocking, milepost 3.9;
3. The conversion of Conrail's 2N and 2S signals at "Burnham" Interlocking, milepost 4.6, from operator controlled to automatic operation;
4. The conversion of NICD's 4E, 4W, 6E, and 6W signals at "Burnham" Interlocking, milepost 4.6, from operator controlled to automatic operation; and
5. The relocation of control to the NS Bridge Operator of the remaining NS signals and switches at "Burnham" Interlocking, milepost 4.6.

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

BS-AP-No. 3356

Applicants: Norfolk Southern Corporation, Mr. J.W. Smith, Chief Engineer—C&S, 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 discontinuance and removal of the automatic interlocking at South Lima Yard, Ohio, milepost SP91.5, on the NS Lake Division, Frankfort District, where a single CSX yard track intersects with two NS yard tracks and one NS main track, through a series of hand-throw crossover switches. The proposed changes consist of the discontinuance and removal of all associated signals and government of train operations by Yard Limit Rules.

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

Rules Standards & Instructions Application (RS&I-AP) No. 1095

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, 49 CFR, Part 236, § 236.566, to the extent that Conrail be permitted to operate non-equipped Norfolk Southern locomotives, with or without cars, not exceeding 20 mph, on Track No. 1 and Track No. 2, between milepost 131.3, "Landover" Interlocking and milepost 136.7, "CP Virginia" Interlocking, near Washington, D.C. on the Landover Line, Harrisburg Division.

The applicant's justification for relief is to seek similar easement for the NS on this line, predicated upon existing relief for Conrail work trains and trains operating in switching service, as well as CSX trains, between "CP Anacostia" and "CP Virginia."

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, SW., Washington, DC 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.