

Issued on: June 6, 1996.

Robert Arnold,

*District Engineer, Albany.*

[FR Doc. 96-15086 Filed 6-13-96; 8:45 am]

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## Federal Railroad Administration

[Docket Number H-95-1]

### Addendum to a Test Program for a Conditional Waiver; National Railroad Passenger Corporation (Amtrak)

In accordance with 49 CFR Part 211, notice is hereby given that Amtrak has requested an addendum to the previously granted temporary waiver of compliance with specific requirements of certain parts of Title 49 of the Code of Federal Regulations in order to conduct a limited demonstration of a passenger trainset, the IC3 "Flexiliner".

Amtrak was granted conditional waivers from sections of Railroad Safety Appliance Standards (49 CFR Part 231), Railroad Safety Glazing Standards (49 CFR Part 223) and Railroad Track Safety Standards (49 CFR Part 213) (see FR 28011, May 26, 1995, for complete description). The waivers permit Amtrak, and a number of potential sponsors, including state departments of transportation and commuter agencies, to demonstrate and operate in revenue service the Flexiliner trainset, a three-car, articulated, diesel hydraulic, multiple unit trainset built by ABA Scandia A/S for the Danish State Railway (DSB).

The conditional waiver pertained to one 3-unit IC3 Flexiliner trainset, and since that time a second trainset has been added. Amtrak says this is necessary because of the limited amount of seating available on one trainset, and the expected passenger loads on the proposed routes require more seating.

Amtrak requested relief from the Railroad Locomotive Safety Standard, 49 CFR 229.131, Sanders, which requires that each locomotive shall be equipped with operable sanders that deposit sand on each rail in front of the first powered operated wheel set in the direction of movement. The IC3 Flexiliner trainsets are not equipped with sanders. They are equipped with magnetic track brakes which are activated when the train brakes are applied in emergency. Air pressure forces the brakes to the rail and battery voltage causes a strong magnetic field to develop a significant retardation force. Magnetic track brakes are common in Europe and were used in this country on the X2000 and ICE trainsets during their recent demonstration trials.

Due to the impending arrival of the IC3 Flexiliner trainsets at the Port of Baltimore, Maryland, FRA has, on a temporary basis, conditionally waived compliance with the relevant portions of the rail safety regulations. FRA has, however, reserved the right to withdraw such approval upon receipt by FRA of public comment raising substantial issues of safety.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding 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 H-95-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Communications received within 30 days of the date of publication of this notice will be considered 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, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on June 10, 1996.

Phil Olekszyk,

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

[FR Doc. 96-15116 Filed 6-13-96; 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. 3396

*Applicant:* Soo Line Railroad Company, Mr. J. C. Thomas, S&C District Manager, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks, on the two main track Kinnickinnic River movable bridge, at Milwaukee, Wisconsin, Gateway Division, C&M Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP-No. 3397

*Applicant:* Soo Line Railroad Company, Mr. J. C. Thomas, S&C District Manager, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks, on the two main track Menomonee River movable bridge, at Milwaukee, Wisconsin, Gateway Division, C&M Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP-No. 3398

*Applicant:* Wisconsin Central Limited, Mr. Glenn J. Kerbs, Vice President Engineering, P.O. Box 5062, Rosemont, Illinois 60017-5062.

The Wisconsin Central Limited (WC) seeks approval of the proposed discontinuance and removal of the interlocking plant, at Menasha, Wisconsin, milepost MA 1.20, Manitowoc Subdivision, where a single main track of the WC crosses at grade a single yard track of the WC. The proposal includes installation of a swing gate with a stop sign, in the southwest quadrant, normally lined to foul the yard track.

The reason given for the proposed changes is that both tracks are owned by the WC, and the only through train movements are on the single main track at timetable speed of 10 mph.

BS-AP-No. 3399

*Applicants:* National Railroad Passenger Corporation, Ms. Alison Conway-