

and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed action.)

Issued On: December 8, 1997.

Edward S. Sundra,

*Environmental/Air Quality Engineer,
Richmond, Virginia.*

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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.

Block Signal Application (BS-AP)—No. 3438

Applicant: CSX Transportation, Incorporated, Mr. R. M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of the traffic control system, on the two main tracks, near East Garrett, Indiana, milepost BI-126.1, Garrett Subdivision, Chicago Service Lane, consisting of the discontinuance and removal of controlled signals A34E, B34E, C34E, A34W, and B34W, the discontinuance and removal of the power-operated right turnout on Main Track No. 1, and conversion of the power-operated crossover between Main Tracks No. 1 and 2 to electrically locked hand operation.

The reason given for the proposed changes is the installation of a third main track.

BS-AP-No. 3439

Applicants: SOO Line Railroad Company, Mr. Roscoe VanPelt, District Coordinator Signals & Communications, Canadian Pacific Railway, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440. Burlington Northern Santa Fe, Mr. D. G. Boll, Assistant Vice President Signal Engineering, 1900 Continental Plaza,

777 Main Street, Fort Worth, Texas 76102-5384.

Wisconsin Central Limited, Mr. John R. Lamz, Chief Engineer Communications & Signals, P.O. Box 96, Stevens Point, Wisconsin 54481.

The SOO Line Railroad Company (SOO), Burlington Northern Santa Fe (BNSF), and Wisconsin Central Limited, jointly seek approval of the proposed discontinuance and removal of the smash boards from the home signals, at Bald Eagle Interlocking, milepost 18.11, Bald Eagle, Minnesota, where the SOO single main track crosses at grade the BNSF single main track, on the SOO's Paynesville Subdivision, including installation of a FPC monitor.

The reason given for the proposed changes is to reduce maintenance associated with smash boards.

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., Mail Stop 25, Washington, D.C. 20590 within 45 calendar days of the date of publication 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 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, D.C. on December 10, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-32910 Filed 12-16-97; 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.

Block Signal Application (BS-AP)—No. 3440

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Wellton, milepost 770.8 and Arlington, milepost 861.6, Arizona, on the Gila Subdivision, Phoenix Line, former Southern Pacific Lines, a distance of approximately 91 miles. The proposed changes include removal of signals; switch point, and fouling protection; conversion of Signals 7719 and 8608 to inoperative D signals; conversion of Signals 40RA and 38RB at Wellington to red-lunar aspects; and conversion of Signal 8617 at Arlington to a lunar aspect.

The reason given for the proposed changes is that this portion of the Phoenix Line has been shut down for a period of time and does not have any more rail traffic; the trackage will no longer be a main track, but will be used as a storage track.

BS-AP-No. 3441

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Port Chicago, milepost 40.9 and Tracy, milepost 78.7, California, on the Martinez Subdivision, Mococo Line, former Southern Pacific Lines, a distance of approximately 38 miles. The proposed changes include removal of signals, switch point, and fouling protection; conversion of Signal 433 to an operative D signal; conversion of Signal FA at Port Chicago to red-green aspect; and designation of the trackage to DTC operations.

The reason given for the proposed changes is that this portion of the Mococo Line does not have rail traffic to warrant the signal system.

BS-AP-No. 3442

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge