

Washington, DC 20591; Telephone number (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Physiological Training.
OMB Control Number: 2120-0101.
Type of Request: Extension of currently approved collection.
Form(s): AC Form 3150-7.
Affected Public: Individuals or households.

Abstract: This collection of information is used to determine if the applicants meet the qualifications for the voluntary physiological training under the FAA/USAF training agreement.

Annual Estimated Burden Hours: 458 hours.

Addressee: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, D.C. on June 12, 1998.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 98-16145 Filed 6-17-98; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[RST-97-5]

The New Jersey Transit Rail Operations, Incorporated

The New Jersey Transit Rail Operations, Inc., (NJT) has petitioned the Federal Railroad Administration (FRA) seeking a waiver of compliance with the requirements of Title 49 CFR Part 213.233(c). NJT proposes to substitute the operation of a track

geometry measuring car over main track and sidings quarterly in place of one of the currently required twice weekly visual inspections.

The FRA issued two public notices seeking comments of interested parties. After examining the railroad's proposal and the available facts, FRA has determined that a public hearing is necessary before a final decision is made on this proposal.

Accordingly, a public hearing is hereby set for 9:00 a.m. EDT, on Tuesday, August 4, 1998 in the Peter W. Rodino Federal Building, 970 Broad Street, Rooms 204-205, in Newark, New Jersey. Interested parties are invited to present oral statements at the hearing.

The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (Title 49 CFR part 211.25), by a representative designated by the FRA.

The hearing will be a nonadversary proceeding and, therefore, there will be no cross-examination of persons presenting statements. The FRA representative will make an opening statement outlining the scope of the hearing. After all initial statements have been completed, those persons wishing to make brief rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements. Additional procedures, if necessary for the conduct of the hearing, will be announced at the hearing.

Issued in Washington, D.C. on June 8, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 98-16158 Filed 6-17-98; 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.

3472

Applicants:

Burlington Northern and Santa Fe Railway Company, Mr. William G. Peterson, Director Signal Engineering, 4515 Kansas Avenue, Kansas City, Kansas 66106
Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000

Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad Company, jointly seek approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between Sherman, Texas, milepost 645.9 and South Sherman, Texas, milepost 649.9, on the Texas Division, Madill Subdivision, including conversion of three power-operated switches to hand operation, removal of all associated signals, and implementation of Track Warrant Control Rules as the method of operation.

The reasons given for the proposed changes are to improve operating efficiency and reduce maintenance costs of plants no longer needed.

BS-AP-No. 3473

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 temporary discontinuance of the signal system, on the two main tracks, at "J Tower," milepost BI-3.10, in Willard, Ohio, on the Willard Terminal Subdivision, Baltimore Service Lane, for approximately 120 days, and govern train movements by Yard Limit Rules under the direction of a Switch Tender. The proposal is associated with major modifications in track and signal arrangements, including installation of a traffic control system.

The reason given for the proposed changes is to safely and efficiently expedite train movements during construction and cut-over.

BS-AP-No. 3474

Applicant: Wisconsin Central Limited, Mr. Glenn J. Kerbs, Vice President Engineering, 3000 Minnesota Avenue, Stevens Point, Wisconsin 54481

Wisconsin Central Limited seeks approval of the proposed modification of the signal system, on the two main tracks and siding, near Slinger, Wisconsin, milepost CM122.60, Chicago Subdivision, consisting of the removal of the existing interlocking plant, installation of two power-operated switches for the new connection tracks