

Issued in Washington, DC on May 3, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 99-11623 Filed 5-7-99; 8:45 am]

BILLING CODE 4910-06-P

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-1999-4992

Applicants:

Consolidated Rail Corporation,
Mr. J. F. Noffsinger,
Chief Engineer—C&S Assets,
2001 Market Street, P.O. Box 41410,
Philadelphia, Pennsylvania 19101-
1410

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

Consolidated Rail Corporation (Conrail) and CSX Transportation, Incorporated (CSXT) jointly seek approval of the proposed discontinuance and removal of the traffic control system, on the single main track Lurgan Branch, between "CP Ship" Interlocking, milepost 40.2 and CP Lurgan," milepost 42.4, near Lurgan, Pennsylvania, on the Conrail's Philadelphia Division. The proposed changes include the discontinuance and removal of "CP Lurgan" and intermediate signal P413; conversion of signal P412 to an inoperative approach signal; and extension of the manual block from CSXT to "CP Ship."

The reason given for the proposed change is to retire facilities no longer required for present 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 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 (9:00 a.m.-5:00 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 May 3, 1999.

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[FR Doc. 99-11621 Filed 5-7-99; 8:45 am]

BILLING CODE 4910-06-P

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-1999-4991.

Applicant: Maine Coast Railroad Corporation, Ms. Sharon S. White, President, P.O. Box 614, Wiscasset, Maine 04578.

Maine Coast Railroad Corporation seeks approval of the proposed temporary discontinuance of the Bath Interlocking, Carlton Drawbridge, on the single main track, at Bath, Maine, on the Rockland Branch, associated with the

rehabilitation of the damaged interlocking. Once the shipment of necessary parts and materials for the redesigned interlocking arrive, work will begin, with an expected April 1999 completion.

The reason given for the proposed changes is that the drawbridge interlocking was severely damaged on or around August 31, 1998, and was removed from service. Maine Coast Railroad Corporation now believes that the removal of the interlocking from service will exceed the six month period described in 49 CFR 235.7(a)(4), pending rehabilitation of the interlocking.

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 (9:00 a.m.-5:00 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 May 3, 1999.

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[FR Doc. 99-11622 Filed 5-7-99; 8:45 am]

BILLING CODE 4910-06-P