

testing to determine the reliability of the system in regular revenue service.

In view of the significant delays encountered in developing the full validation and verification, Amtrak now would like to commence testing the system in revenue service. They propose that the system actually be placed in daily service for a significant "burn-in" period with close monitoring to develop the availability/reliability of the system. This would be done in parallel with the ongoing validation and verification effort, and would be done in such a way that it would not have an adverse impact on the revenue service trains. Initially, revenue service trains would be ITCS equipped and operated through the ITCS test territory with the P2A valve cut out and no ITCS operating rules in effect, at speeds not to exceed 79 MPH. After this first 90 day period the P2A valve would be cut in and ITCS operating rules would be in effect, with maximum speed being 79 MPH for an additional 90 days. Further, Amtrak requests that the limits of the test bed for the purpose of this waiver, be extended as wayside equipment is cut-over, eastward from Signal 175 to Signal 150 west of Oshtemo, Michigan, and westward from Signal 195 to Signal 216, west of Three Oaks, Michigan.

Amtrak's proposed timetables are:

ITCS Cutover, P2A valve cut out

- Estimated Duration—90 days
- Maximum Passenger Speed—79 MPH
- Location—Signal 175 (M.P. 175.2) to Signal 195 (M.P. 195.55)
- ITCS Operating Rules not in effect
- Commence—April 1999

P2A valve cut-in

- Estimated Duration—90 days
- Maximum Passenger Speed—79 MPH
- Location—Signal 175 (M.P. 175.2) to Signal 195 (M.P. 195.55)
- ITCS Operating Rules in effect
- Commence—July 1999

ITCS data from the following sources will be evaluated via remote modem technology from Harmon's Grain Valley technical facility:

- Departure Test Devices
- Wayside Interface Units and Wayside Interface Unit-Servers
- Locomotive and Non-Powered Control Units On-board Computer
- Home and Intermediate Signals
- Grade Crossings

Revenue Service, Limited

- Estimated Duration—300 days
- Maximum Passenger Speed—90 MPH
- Location—Signal 150 to Signal 216
- ITCS Operating Rules in effect
- Commence—October 1999

FRA feels that Amtrak can continue, under H-96-1 existing conditions, with ITCS Cutover, P2A Cut-Out. This is a 90 day period allowing for wayside equipment cutover, and on-board data gathering within the 20 mile test bed and at speeds not to exceed 79 MPH, with no ITCS rules in effect, and the P2A valve not cut-in to the ITCS. This period is to commence in April 1999.

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 this proceedings should identify by the docket number (1) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001. Communications received within 30 days 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 (9:00 a.m.-5:00 p.m.) at DOT Central Docket Management Facility, Room PL-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>.

Issued in Washington, DC on May 3, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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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.

Docket No.: FRA-1999-4990.

Applicant: Colorado and Kansas Railroad Company, Mr. John A. Stiehl, Authorized Agent for Board of Directors, P.O. Box 128, Louisville, Colorado 80027.

Colorado and Kansas Railroad Company seeks approval of the proposed temporary discontinuance of the automatic block signal system, on the main track and siding, between NA Junction, milepost 869.40 and Towner, milepost 747.50, Colorado, on the Hoisington Subdivision, with restoration by January 1, 2001.

The reason given for the proposed changes is to enable the Colorado and Kansas Railroad Company start-up operation to begin in advance of completion of costly signal repairs.

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.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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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.

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 Protestor 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.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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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.

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 Protestor 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.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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