

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration**

[Docket No. FRA-1999-5102]

Notice of Public Hearing; The Southeastern Pennsylvania Transportation Authority

The Southeastern Pennsylvania Transportation Authority (SEPTA) has petitioned the Federal Railroad Administration (FRA) seeking a waiver of compliance with the requirements of Title 49 CFR 213.233(c). SEPTA proposes to substitute the operation of a track geometry measuring car over main track and sidings constructed with continuously welded rail in place of one of the currently required twice weekly visual inspections.

The FRA issued a public notice 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 Wednesday, August 25, 1999 in the Wanamaker Building, 100 Penn Square East, Tenth Floor Training Center, in Philadelphia, Pennsylvania. 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.

Issued in Washington, DC on July 16, 1999.

Edwards R. English,

Director, Office of Safety Assurance and Compliance.

[FR Doc. 99-19032 Filed 7-23-99; 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-1999-5628.

Applicant: Burlington Northern and Santa Fe Railway, Mr. William G. Peterson, Director Signal Engineering, 4515 Kansas Avenue, Kansas City, Kansas 66106.

Burlington Northern and Santa Fe Railway seeks approval of the proposed modification of the signal systems, on the single main track and sidings, between milepost 636.5, South Denison, Texas and milepost 650.9, near South Sherman Junction, Texas, on the Texas Division, Madill Subdivision, associated with the removal of the crossing diamond and Tower 16 Interlocking at Sherman, Texas. The proposed changes consist of the following:

1. Conversion of the power-operated switches at South Sherman Junction, Hank, Old Frisco Main, and TNER to hand operation, including removal of all associated signals;

2. Discontinuance and removal of the derails at existing TNER and South Sherman siding;

3. Conversion of the power-operated switches at North Sherman and South Sherman to spring switches;

4. Removal of the "Restricted Limits" between mileposts 650.9 and 649.9, the traffic control system between mileposts 649.9 and 647.7, the "Restricted Limits" between mileposts 647.7 and 645.6, and the traffic control system between mileposts 645.6 and 644.2, associated with the conversion to a track warrant control method of operation; and

5. Removal of the traffic control system between mileposts 644.2 9 and 637.1, and the "Restricted Limits" between mileposts 637.1 and 636.5, associated with the conversion to a track warrant control, supplemented by an automatic block signal system, method of operation.

The reason given for the proposed changes is that the switches involved in the application are now controlled by the interlocking operator at Tower 16, which will be retired with the removal of the crossing diamond.

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 July 19, 1999.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 99-19031 Filed 7-23-99; 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-1999-5623.

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 4901 Belfort Road, Suite 130 (S/C J-350), Jacksonville, Florida 32256.

CSX Transportation Incorporated seeks approval of the proposed modification of the traffic control system, on the two main tracks, at E.E. Hurricane, West Virginia, milepost CA-477.9, on the Kanawha Subdivision, C&O Business Unit, consisting of the following:

1. Conversion of the power-operated switch to hand operation;

2. Discontinuance and removal of absolute controlled signals 40RA, 40RC, and 40L; and