

providing switching service between North Force Avenue on the east to Suttle Road on the west, a distance of 1 mile, and ¼ mile south to an interchange point with the Burlington Northern Santa Fe and Union Pacific Railroads.

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 these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number 2000-7269) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW, Washington, DC 20590. Communications received within 30 days of the date 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 a.m.-5 p.m.) at the above facility. 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 25, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Relco Locomotives, Inc.; (Waiver Petition Docket Number FRA-2000-7256)

Relco Locomotives, Inc., submitted a request on behalf of Aimcor, Inc., seeking a permanent waiver of compliance from certain provisions of the Safety Glazing Standards, 49 CFR 223.9, which requires certified glazing, for two locomotives utilized in switching service in Port Arthur, Texas. The locomotives are identified as RE 1267 and RE 1270. Relco indicates that both locomotives are used for switching within Aimcor's facility located at the north end of Houston Avenue in Port Arthur. The locomotives also operate over a Union Pacific Railroad (UP) industrial track within the port facility. The industrial track is used by Aimcor, Rail Serve, and UP for movements between different areas of the port.

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 these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number 2000-7256) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW, Washington, DC 20590. Communications received within 30 days of the date 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 a.m.-5 p.m.) at the above facility. 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>.

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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. 20502(a), 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-2000-7037]

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 traffic control system, on the single main track, between Clontarf, Minnesota, milepost 138.5 and Tintah, Minnesota, milepost 192.7, on Dakota Division, Morris Subdivision, consisting of the following:

1. Conversion of the power-operated switch to hand operation, and discontinuance and removal of associated controlled signals 53LA, 53LB, and 53R, at West Clontarf, near milepost 138.5;

2. Conversion of the power-operated switch to hand operation, equipped with an electric lock, and discontinuance and removal of associated controlled signals 39RA, 39RB, and 39L, at East End Herman, near milepost 176.2; and

3. Conversion of the power-operated switch to hand operation, and discontinuance and removal of associated controlled signals 31RA, 31RB, and 31L, at East End Tintah, near milepost 192.7.

The reasons given for the proposed changes are that the siding switches at East Clontarf and West Tintah, were removed in the late 70's; the West End of Herman was converted to hand operation, equipped with an electric lock, when the siding was converted to a Unit Grain Facility, and the switch relocated; and the proposed changes are in conjunction with a pole line elimination project.

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