

Applicant: Missouri and Northern Arkansas Railroad, Company, Incorporated, Mr. David L. Smoot, Vice President and Regional General Manager, 514 North Orner, P.O. Box 776, Carthage, Missouri 64836.

Missouri and Northern Arkansas Railroad Company, Incorporated (MNA) seeks approval of the proposed discontinuance and removal of the automatic interlocking and associated signals, at Carthage, Missouri, milepost 526.85, where the single main track of the MNA Aurora Subdivision, cross at grade, the single main track of the MNA Carthage Industrial Track, including installation of a swing gate and stop signs normally lined and locked against the industrial track.

The reasons given for the proposed changes are that the MNA now has control of both rail lines; all through train movements are north and southbound on the Aurora Subdivision; the east and west interlocking approaches are now part of the Carthage Industrial Track, and used to access industry switching locations and rail car storage tracks; and all trains operating through the interlocking limits are MNA trains.

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 a.m.-5 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 <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 25, 2000.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 00-14050 Filed 6-5-00; 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. 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-2000-6889]

*Applicant:* Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000

Union Pacific Railroad Company seeks approval of the proposed modification of the traffic control system, on two main and running tracks, between milepost 3.6 and milepost 4.0, in Omaha, Nebraska, consisting of the the following:

1. Removal of the power-operated crossover at milepost 3.6, between Main Tracks No. 1 and No. 2;
2. Conversion of the power-operated crossover at milepost 3.9, between Main Track No. 1 and the North Running Track, to hand operation, equipped with an electric switch lock for the main track;
3. Removal of the power-operated derail on the North Running Track near milepost 3.9; and
4. Discontinuance and removal of eastbound controlled signals No's 112, 124, 126, 132, and 142, and westbound controlled signals No's 130, 136, 144, and 146.

The reason given for the proposed changes is that due to changes in operation the power crossovers are no longer used, and their associated signals are no longer needed; the proposed changes will increase efficiency and

improve train handling by increasing block lengths.

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, D.C. 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 a.m.-5 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 25, 2000.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

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## DEPARTMENT OF THE TREASURY

### Fiscal Service

#### Surety Companies Acceptable on Federal Bonds: Termination—Frontier Insurance Company

**AGENCY:** Financial Management Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This is Supplement No. 21 to the Treasury Department Circular 570; 1999 Revision, published July 1, 1999, at 64 FR 35864.

**FOR FURTHER INFORMATION CONTACT:** Surety Bond Branch at (202) 874-6779.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the Certificate of Authority issued by the Treasury to the above named Company, under the United States Code, Title 31, Sections 9304-9308, to qualify as an acceptable surety on Federal bonds is terminated effective today.

The Company was last listed as an acceptable surety on Federal bonds at 64 FR 35875, July 1, 1999.

With respect to any bonds, including continuous bonds, currently in force

with above listed Company, bond-approving officers should secure new bonds with acceptable sureties in those instances where a significant amount of liability remains outstanding. In addition, in no event should bonds that are continuous in nature be renewed.

The Circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570/index.html>. A hard copy may be purchased from the Government Printing Office (GPO), Subscription Service, Washington, DC, telephone (202) 512-1800. When ordering the

Circular from GPO, use the following stock number: 048-000-00527-6.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6A04, Hyattsville, MD 20782.

Dated: May 31, 2000.

**Judith R. Tillman,**

*Assistant Commissioner, Financial Operations, Financial Management Service.*

[FR Doc. 00-14188 Filed 6-5-00; 8:45 am]

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