

discontinuance and removal of the traffic control system on the main tracks and sidings, between milepost CB0.7 and milepost CB17.2, on the Dean Subdivision, Detroit Service Lane, near Dean, Michigan, a distance of approximately 16.5 miles. The proposed changes consist of the conversion of all power-operated switches to hand operation, removal of all existing electric locks, all signals, and govern train movements by Direct Traffic Control Rules.

The reason given for the proposed changes is that traffic density does not warrant retention of the signal system.

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 party 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 29, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-13932 Filed 6-1-01; 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 Requirements

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-2001-9419]

Applicant: CSX Transportation, Incorporated, Mr. Eric G. Peterson, Assistant Chief Engineer, Signal Design and Construction, 4901 Belfort Road, Suite 130 (S/C J-370), Jacksonville, Florida 32256.

CSX Transportation, Incorporated seeks approval of the proposed modification of the signal system on the main tracks and sidings, between Braddock, milepost BF 319.0 and Marion Junction, milepost BF 324.9, on the P&W Subdivision, Cumberland Division, near Braddock, Pennsylvania, consisting of the following:

1. Elimination of Glenwood Junction Interlocking, milepost BF 323.0, converting all power-operated switches to hand operation and removal of associated signals;
2. Discontinuance and removal of the traffic control system between Braddock Junction and Glenwood Junction and between Marion Junction and Glenwood Junction on Main Track No. 2, and operate under Rule 105, "Other Than Main Track"; and
3. Installation of back to back holdout signals on Main Track No. 1 at Glenwood Junction.

The reason given for the proposed changes is that the interlocking facility and the traffic control system on Main Track No. 2 are no longer needed in present day train 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 party 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.

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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, D.C. on May 29, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-13933 Filed 6-1-01; 8:45 am]

BILLING CODE 4910-06-U

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From Requirements

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-2001-9400]

Applicant: NJ Transit Rail Operations, Incorporated.

Mr. John F. Vogler, Jr. P.E., Chief Engineer C&S, One Penn Plaza East, Newark, New Jersey 07105-2246

Mr. William R. Knapp, Vice President and General Manager-Rail, One Penn Plaza East, Newark, New Jersey 07105-2246

NJ Transit Rail Operations, Incorporated seeks approval of the proposed modification of Beach Interlocking, milepost 57.5, on the Atlantic City Line, near Atlantic City, New Jersey, consisting of the