

and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed action.)

Issued On: December 8, 1997.

Edward S. Sundra,

*Environmental/Air Quality Engineer,
Richmond, Virginia.*

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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.

Block Signal Application (BS-AP)—No. 3438

Applicant: CSX Transportation, Incorporated, Mr. R. M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of the traffic control system, on the two main tracks, near East Garrett, Indiana, milepost BI-126.1, Garrett Subdivision, Chicago Service Lane, consisting of the discontinuance and removal of controlled signals A34E, B34E, C34E, A34W, and B34W, the discontinuance and removal of the power-operated right turnout on Main Track No. 1, and conversion of the power-operated crossover between Main Tracks No. 1 and 2 to electrically locked hand operation.

The reason given for the proposed changes is the installation of a third main track.

BS-AP-No. 3439

Applicants: SOO Line Railroad Company, Mr. Roscoe VanPelt, District Coordinator Signals & Communications, Canadian Pacific Railway, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440. Burlington Northern Santa Fe, Mr. D. G. Boll, Assistant Vice President Signal Engineering, 1900 Continental Plaza,

777 Main Street, Fort Worth, Texas 76102-5384.

Wisconsin Central Limited, Mr. John R. Lamz, Chief Engineer Communications & Signals, P.O. Box 96, Stevens Point, Wisconsin 54481.

The SOO Line Railroad Company (SOO), Burlington Northern Santa Fe (BNSF), and Wisconsin Central Limited, jointly seek approval of the proposed discontinuance and removal of the smash boards from the home signals, at Bald Eagle Interlocking, milepost 18.11, Bald Eagle, Minnesota, where the SOO single main track crosses at grade the BNSF single main track, on the SOO's Paynesville Subdivision, including installation of a FPC monitor.

The reason given for the proposed changes is to reduce maintenance associated with smash boards.

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. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Mail Stop 25, Washington, D.C. 20590 within 45 calendar days of the date of publication of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

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 December 10, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-32910 Filed 12-16-97; 8:45 am]

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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.

Block Signal Application (BS-AP)—No. 3440

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Wellton, milepost 770.8 and Arlington, milepost 861.6, Arizona, on the Gila Subdivision, Phoenix Line, former Southern Pacific Lines, a distance of approximately 91 miles. The proposed changes include removal of signals; switch point, and fouling protection; conversion of Signals 7719 and 8608 to inoperative D signals; conversion of Signals 40RA and 38RB at Wellington to red-lunar aspects; and conversion of Signal 8617 at Arlington to a lunar aspect.

The reason given for the proposed changes is that this portion of the Phoenix Line has been shut down for a period of time and does not have any more rail traffic; the trackage will no longer be a main track, but will be used as a storage track.

BS-AP-No. 3441

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Port Chicago, milepost 40.9 and Tracy, milepost 78.7, California, on the Martinez Subdivision, Mococo Line, former Southern Pacific Lines, a distance of approximately 38 miles. The proposed changes include removal of signals, switch point, and fouling protection; conversion of Signal 433 to an operative D signal; conversion of Signal FA at Port Chicago to red-green aspect; and designation of the trackage to DTC operations.

The reason given for the proposed changes is that this portion of the Mococo Line does not have rail traffic to warrant the signal system.

BS-AP-No. 3442

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge

Street, Room 1000, Omaha, Nebraska 68179-1000.

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the rail locks and associated power-operated switch machines, on the Barge Canal Bridge, milepost 216.1, near Bloomington, Texas, on the Brownsville Subdivision.

The reason given for the proposed changes is to modernize the operation of the Barge Canal Bridge.

BS-AP-No. 3443

Applicants:

Arkansas and Missouri Railroad, Mr. G. B. McCready, Vice President and General Manager, 306 East Emma, Springdale, Arkansas 72764
 Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000

The Arkansas and Missouri Railroad and Union Pacific Railroad Company jointly seek approval of the proposed discontinuance and removal of the traffic control system on the single main track, from the Arkansas River Bridge, milepost 410.6 to North Fort Smith, Arkansas, milepost 412.1, First Subdivision. The proposed changes include the discontinuance and removal of the North Fort Smith Control Point and the three controlled signals, conversion of the power-operated switch to hand operation, installation of an approach signal near milepost 411.3, and conversion of the remotely controlled lift span bridge to local control utilizing radio signals to activate the automatic bridge lowering sequence.

The reason given for the proposed changes is that the current traffic levels do not warrant the complexity, expense, and occasional delays of the existing CTC system controlled by the BNSF dispatcher in Ft. Worth, Texas.

BS-AP-No. 3444

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of the signal system, on the single main track, near Harpers Ferry, West Virginia, Shenandoah Subdivision, Baltimore Service Lane, consisting of the replacement of Automatic Block Signal System Rules 243-247, between milepost BAD-1.0 and milepost BAD-0.0, with Yard Limit Rule 93, and conversion of the 5R automatic block signal to an inoperative approach signal.

The reason given for the proposed changes is to enhance switching operations and increase efficiency.

BS-AP-No. 3445

Applicant: Buffalo and Pittsburgh Railroad, Incorporated, Mr. David C. Baer, Chief Engineer, 201 North Penn Street, Punxsutawney, Pennsylvania 15767.

The Buffalo and Pittsburgh Railroad, Incorporated seeks approval of the proposed discontinuance and removal of the traffic control and automatic block signal system, on the main tracks, between Ashford Junction, New York, milepost 43.3 and Riker, Pennsylvania, milepost 223.5, on the Main Line Subdivision, a distance of approximately 180.2 miles, consisting of the removal of all governing signals, 16 power-operated switches, and 3 electric switch locks within the above milepost limits.

The reason given for the proposed changes 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 protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Mail Stop 25, Washington, D.C. 20590 within 45 calendar days of the date of publication of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

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 December 10, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-97-3221]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before February 17, 1998.

FOR FURTHER INFORMATION CONTACT: Thomas M.P. Christensen of the Office of National Security Plans, Maritime Administration, MAR-720, Room P1-1303, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-5900 or FAX 202-488-0941. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Voluntary Tanker Agreement.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0505.

Form Number: NONE.

Expiration Date of Approval: September 30, 1998.

Summary of Collection of Information: The collection consists of a request from MARAD that each participant in the Voluntary Tanker Agreement submit a list of the names of ships owned, chartered, or contracted for by the participant, and their size and flags of registry. There is no prescribed format for this information.

Need and Use of the Information: The collected information is necessary to evaluate tanker capability and make plans for the use of this capability to meet national emergency requirements. This information will be used by both MARAD and Department of Defense to establish overall contingency plans.

Description of Respondents: The respondents are tanker companies that operate in international trade and who have agreed to participate in the Voluntary Tanker Agreement.

Annual Responses: 20.

Annual Burden: One hour for each respondent.

Comments: Signed, written comments should refer to the docket number that appears at the top of this document and