

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from the Requirements of Signal System Regulations**

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. 3446

Applicant: SOO Line Railroad Company,
Mr. Roscoe VanPelt,
District Coordinator Signals & Communications,
Canadian Pacific Railway,
105 South 5th Street, Box 530,
Minneapolis, Minnesota 55440

The SOO Line Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signals, on the single main track, between milepost 12.27 and milepost 16.55, near St. Paul, Minnesota, on the Paynesville Subdivision, consisting of the removal of signals No. 2 and No. 3.

The reason given for the proposed changes is that the facilities are no longer needed for present operations and to reduce maintenance.

BS-AP-No. 3447

Applicant: Central Kansas Railway, L.L.C.,
Mr. L. R. Mitchell,
Superintendent,
1825 West Harry Street,
Wichita, Kansas 67213.

The Central Kansas Railway, L.L.C. seeks approval of the proposed discontinuance and removal of the automatic block signal (ABS) system, on the single main track, between Bridgeport, Kansas, milepost 491.2 and Towner, Colorado, milepost 747.5.

The reason given for the proposed changes is that the present train traffic in the area does not warrant the need for the ABS system, and the signal pole line is in fragile condition and will not survive the first ice storm of the season.

BS-AP-No. 3448

Applicant: Burlington Northern and Santa Fe Railway,
Mr. William G. Peterson,

Director Signal Engineering,
4515 Kansas Avenue,
Kansas City, Kansas 66106.

The Burlington Northern and Santa Fe Railway seeks approval of the proposed modification of the traffic control system, on the No. 2 Main Track, between 30th Street and Bravo, milepost 2.2 and milepost 5.6, near Kansas City, Kansas, Fort Scott Subdivision, Kansas Division, consisting of the discontinuance and removal of automatic absolute signal 6RB, which is located on the elevator track and controlled by the switch position of the Electric Lock 7.

The reason given for the proposed changes is to improve train operations in the area, and that the switch is electrically locked in CTC territory, and does not require a signal.

BS-AP-No. 3449

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 single main track Morley Bridge, milepost 95.0, near Morley, Louisiana, on the Alexandria Subdivision.

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

BS-AP-No. 3450

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 single main track Melville Bridge, milepost 129.7, near Melville, Louisiana, on the Alexandria Subdivision.

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

BS-AP-No. 3451

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 hand-operated electric rail locks, on the single main track Ouachita River Bridge, milepost 528.2, approximately 27 miles south of Monroe, Louisiana, on the Monroe Subdivision.

The reason given for the proposed changes is to modernize the operation of the Ouachita River Bridge.

BS-AP-No. 3452

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 single main track Canal Bridge, milepost 6.2, near Port Allen, Louisiana, on the Avoyelles Branch.

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

BS-AP-No. 3453

Applicant: National Railroad Passenger Corporation,
Mr. R. C. VanderClute,
Vice President, Operations,
60 Massachusetts Avenue, N.E.,
Washington, D.C. 20002.

The National Railroad Passenger Corporation seeks approval of the proposed conversion of a portion of "R" Interlocking, at Sunnyside Yard, milepost E3.7, Queens Borough, New York, on the Metropolitan Division of the Northeast Corridor, to a modern Yard Switching Center, with yard switches and route indicators to authorize non-passenger train movements to and from the yard. The proposed changes include reliable logic to protect against conflicting routes, yard switches locked for movements with non-vital logic, and route indicators which will not permit movements exceeding Restricted Speed.

The reasons given for the proposed changes are that the original electro-pneumatic switches with mechanical locking bed at "R" Interlocking is 87 years old and in need of replacement, and maintenance of the interlocking in a yard area, where no train movements carry revenue passengers, can no longer be justified.

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

National Highway Traffic Safety Administration

[Docket Nos. 97-060; Notice 2; 97-061; Notice 2; 97-064; Notice 2; 97-065; Notice 2; 97-068; Notice 2; 97-069; Notice 2; NHTSA-97-3021]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of decision by NHTSA that certain nonconforming motor vehicles are eligible for importation.

SUMMARY: This notice announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and/or sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

DATES: These decisions are effective as of the date of their publication in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

NHTSA received petitions from registered importers to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions. No comments were received in response to these notices. Based on its review of the information submitted by the petitioners, NHTSA has decided to grant the petitions.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all

applicable Federal motor vehicle safety standards, is substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States, and certified under 49 U.S.C. 30115, as specified in Annex A, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: December 19, 1997.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

Annex A.—Nonconforming Motor Vehicles Decided To Be Eligible for Importation

1. Docket No. 97-060
Nonconforming Vehicles: 1991-1996
Lexus SC300 and SC400
Substantially similar U.S.-certified
vehicles: 1991-1996 Lexus SC300
and SC400
Notice of Petition published at: 62 FR
48709 (September 16, 1997)
Vehicle Eligibility Number: VSP-225
2. Docket No. 97-061
Nonconforming Vehicles: 1979 Jeep
CJ-7
Substantially similar U.S.-certified
vehicles: 1979 Jeep CJ7
Notice of Petition published at: 62 FR
48711 (September 16, 1997)
Vehicle Eligibility Number: VSP-224
3. Docket No. 97-064
Nonconforming Vehicles: 1990-1993
BMW K1 Motorcycles
Substantially similar U.S.-certified
vehicles: 1990-1993 BMW K1
Motorcycles
Notice of Petition published at: 62 FR
51177 (September 30, 1997)
Vehicle Eligibility Number: VSP-228
4. Docket No. 97-065
Nonconforming Vehicles: 1986-1997
Suzuki GSXR 1100 Motorcycles
Substantially similar U.S.-certified
vehicles: 1986-1997 Suzuki GSXR
1100 Motorcycles
Notice of Petition published at: 62 FR
51178 (September 30, 1997)
Vehicle Eligibility Number: VSP-227
5. Docket No. 97-068
Nonconforming Vehicles: 1990-1991
Mercedes Benz 420 SE
Substantially similar U.S.-certified
vehicles: 1990-1991 Mercedes Benz
420 SEL
Notice of Petition published at: 62 FR
53047 (October 10, 1997)
Vehicle Eligibility Number: VSP-230
6. Docket No. 97-069
Nonconforming Vehicles: 1987-1995
BMW K75S Motorcycles
Substantially similar U.S.-certified
vehicles: 1987-1995 BMW K75S