

Washington, DC 20591; Telephone number (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

##### Federal Aviation Administration (FAA)

*Title:* Physiological Training.

*OMB Control Number:* 2120-0101.

*Type of Request:* Extension of currently approved collection.

*Form(s):* AC Form 3150-7.

*Affected Public:* Individuals or households.

*Abstract:* This collection of information is used to determine if the applicants meet the qualifications for the voluntary physiological training under the FAA/USAF training agreement.

*Annual Estimated Burden Hours:* 458 hours.

*Addressee:* Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

*Comments are invited on:* whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, D.C. on June 12, 1998.

**Phillip A. Leach,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 98-16145 Filed 6-17-98; 8:45 am]

BILLING CODE 4910-62-P

#### DEPARTMENT OF TRANSPORTATION

##### Federal Railroad Administration

[RST-97-5]

##### The New Jersey Transit Rail Operations, Incorporated

The New Jersey Transit Rail Operations, Inc., (NJT) has petitioned the Federal Railroad Administration (FRA) seeking a waiver of compliance with the requirements of Title 49 CFR Part 213.233(c). NJT proposes to substitute the operation of a track

geometry measuring car over main track and sidings quarterly in place of one of the currently required twice weekly visual inspections.

The FRA issued two public notices seeking comments of interested parties. After examining the railroad's proposal and the available facts, FRA has determined that a public hearing is necessary before a final decision is made on this proposal.

Accordingly, a public hearing is hereby set for 9:00 a.m. EDT, on Tuesday, August 4, 1998 in the Peter W. Rodino Federal Building, 970 Broad Street, Rooms 204-205, in Newark, New Jersey. Interested parties are invited to present oral statements at the hearing.

The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (Title 49 CFR part 211.25), by a representative designated by the FRA.

The hearing will be a nonadversary proceeding and, therefore, there will be no cross-examination of persons presenting statements. The FRA representative will make an opening statement outlining the scope of the hearing. After all initial statements have been completed, those persons wishing to make brief rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements. Additional procedures, if necessary for the conduct of the hearing, will be announced at the hearing.

Issued in Washington, D.C. on June 8, 1998.

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

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

[FR Doc. 98-16158 Filed 6-17-98; 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. 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.

3472

*Applicants:*

Burlington Northern and Santa Fe Railway Company, Mr. William G. Peterson, Director Signal Engineering, 4515 Kansas Avenue, Kansas City, Kansas 66106  
Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000

Burlington Northern and Santa Fe Railway Company and Union Pacific Railroad Company, jointly seek approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between Sherman, Texas, milepost 645.9 and South Sherman, Texas, milepost 649.9, on the Texas Division, Madill Subdivision, including conversion of three power-operated switches to hand operation, removal of all associated signals, and implementation of Track Warrant Control Rules as the method of operation.

The reasons given for the proposed changes are to improve operating efficiency and reduce maintenance costs of plants no longer needed.

BS-AP-No. 3473

*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 temporary discontinuance of the signal system, on the two main tracks, at "J Tower," milepost BI-3.10, in Willard, Ohio, on the Willard Terminal Subdivision, Baltimore Service Lane, for approximately 120 days, and govern train movements by Yard Limit Rules under the direction of a Switch Tender. The proposal is associated with major modifications in track and signal arrangements, including installation of a traffic control system.

The reason given for the proposed changes is to safely and efficiently expedite train movements during construction and cut-over.

BS-AP-No. 3474

*Applicant:* Wisconsin Central Limited, Mr. Glenn J. Kerbs, Vice President Engineering, 3000 Minnesota Avenue, Stevens Point, Wisconsin 54481

Wisconsin Central Limited seeks approval of the proposed modification of the signal system, on the two main tracks and siding, near Slinger, Wisconsin, milepost CM122.60, Chicago Subdivision, consisting of the removal of the existing interlocking plant, installation of two power-operated switches for the new connection tracks

at the northeast and southwest quadrants, relocation of the east end of siding at Slinger to the west out of the curve, and conversion of the east and west siding switches to hand operation, equipped with electric locks.

The reason given for the proposed changes is to eliminate the blockage of a state highway and traffic in the town of Slinger, associated with interchange switching movements. The proposed new alignment and construction of a set out track at Ackerville will remove switching moves from Slinger.

BS-AP-No. 3475

*Applicant:* Burlington Northern and Santa Fe Railway Company, Mr. William G. Peterson, Director Signal Engineering, 4515 Kansas Avenue, Kansas City, Kansas 66106

Burlington Northern and Santa Fe Railway Company seeks approval of the proposed modification of the traffic control system, on the north main track, at milepost 55.7, near Lincoln, Nebraska, on the Nebraska Division, Creston Subdivision, consisting of the discontinuance and removal of Holding Signal N55.71

The reason given for the proposed changes is that the upgrade of the highway crossing warning devices at milepost 55.8 has eliminated the need for Holding Signal N55.71.

BS-AP-No. 3476

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

Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between milepost 185 and milepost 195, near Houston, Texas, on the Houston Subdivision, consisting of the removal of Signals: D (milepost 185.7), 21, 32, 37, 38, 52, 56, 59, 69, 78, 79, 88, 89, 98, 99, and 108; conversion of Signal 25 to a D signal; installation of a new D signal at milepost 188.2; and the establishment of Yard Limits as the method of operation.

The reason given for the proposed changes is that signals are no longer required under train operating practices.

BS-AP-No. 3477

*Applicant:* Paducah & Louisville Railway, Incorporated, Mr. C. D. Edwards, General Supervisor of Signals and Structures, 1500 Kentucky Avenue, Paducah, Kentucky 42003

Paducah & Louisville Railway, Incorporated seeks approval of the proposed discontinuance and removal

of the automatic block signal system, on the single main track, between Charolais, milepost J154.18 and Dawson Springs, milepost J163.73, in Hopkins County, Kentucky, consisting of the removal of all existing signals in the area, and installation of an operative approach signal near milepost J163.8.

BS-AP-No. 3478

*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 discontinuance and removal of the automatic block signal system, on the single main track, between Ames, Indiana, milepost 00Q-148.4 and Greencastle, Indiana, milepost 00Q-176.7, on the Monon Subdivision, Chicago Service Lane, and operate exclusively under a Direct Traffic Control Block System. The proposal includes the installation of operative approach signals at Ames and Greencastle.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

BS-AP-No. 3479

*Applicant:* South Orient Railroad Company, LTD., Mr. Roy D. Williams, Chief Operating Officer, 210 South Main Street, Brownwood, Texas 76801

The South Orient Railroad Company, LTD. seeks approval of the proposed permanent discontinuance and removal of the traffic control system, on the single main track, between Birds Siding, milepost 1.3 near Fort Worth, Texas, and Rickers, milepost 134.5, near Brownwood, Texas, on the Dublin Subdivision.

The reason given for the proposed changes is that the railroad's operation does not warrant a 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 Protester 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 30 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 June 9, 1998.

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

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

[FR Doc. 98-16177 Filed 6-17-98; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-98-3813; Notice 1]

#### Application for Determination of Inconsequential Noncompliance to Federal Motor Vehicle Safety Standard 108—Lamps, Reflective Devices and Associated Equipment

General Motors Corporation (GM), has determined that blackout paint on the rear window of the 1997 GM EV1 (electric vehicle) may cause the center high-mounted stop lamp (CHMSL) to fail to meet the photometric requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 108—*Lamps, Reflective Devices and Associated Equipment*. Pursuant to 49 U.S.C. 30118 and 30120, GM has applied to the National Highway Traffic Safety Administration (NHTSA) for a decision that the noncompliance is inconsequential as it relates to motor vehicle safety. GM has submitted a noncompliance notification to the agency pursuant to 49 CFR Part 573, "Defects and Noncompliance Reports."

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

During the inclusive manufacturing dates from August 1996 to June 1997, GM produced 624 model year 1997 EV1 electric cars, that may have CHMSLs that fail to meet FMVSS No. 108.

GM claims that only 290 of the vehicles in the field are covered by this application, and that the other vehicles are within GM's control, and will be remedied before delivery to retail customers.

GM states that the EV1 CHMSL meets the requirements of FMVSS No. 108 Figure 10—Photometric Requirements for Center High-Mounted Stop Lamps. However, when the CHMSL is mounted in the vehicle, the blackout paint on the rear window may inadvertently obscure