

(1) Are those U.S. measures more or less trade restrictive than the foreign measure in question?

(2) Are there any known scientific or other legitimate reasons for any difference between the foreign measure in question and the comparable U.S. measures?

B. What SPS measures, if any, do other governments apply in order to address the same or similar health concerns? Are these measures more or less restrictive than the measure in question?

C. Is there any other reasonably available measure or risk mitigation strategy which, taking into account technical and economic feasibility, would achieve the intended level of health protection (as determined by the government applying the measure) in a less trade-restrictive manner? Please provide any available scientific evidence which would demonstrate the efficacy of such alternatives.

#### IX. Other Information

A. Is there any other relevant information not asked for in previous questions, or information you believe to be pertinent that has not been provided in response to the previous questions?

B. Information in the following categories is particularly useful:

(1) Chronology of actions leading to the adoption and implementation of the measure.

(2) Chronology of any consultations between U.S. traders or U.S. government representatives and the government applying the measure in question.

(3) Any available documentation of the specific requirements imposed under the measure and of the health justification identified by the government applying the measure.

(4) A technical summary of any available scientific evidence which calls into question the scientific basis for the measure.

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

**The Federal Aviation Administration (FAA) Satellite Operational Implementation Team (SOIT) Hosted Forum on the Capabilities of the Global Positioning System (GPS)/Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)**

AGENCY: Federal Aviation Administration, DOT.

#### ACTION: Notice of meeting.

**SUMMARY:** The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approvals and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by a question and answer session. Those planning to attend are invited to submit proposed discussion topics. Requests to make presentations to the assembled forum should be made to the point of contact listed.

**DATES:** November 16-17, 1998, 9 a.m.-5 p.m.

**ADDRESSES:** The meeting will be held at the Holiday Inn Fair Oaks Hotel, 11787 Lee Jackson Memorial Highway, Fairfax, VA 22033, adjacent to the Fair Oaks Mall.

**POINT OF CONTACT:** Registration, submission of suggested discussion topics and requests to make presentations may be made to Mr. Steven Albers, phone (202) 267-7301, fax (202) 267-5086, or e-mail at [steven.albers@faa.gov](mailto:steven.albers@faa.gov).

**SUPPLEMENTARY INFORMATION:** Open to the aviation industry with attendance limited to space available. Participants are requested to register their intent to attend this meeting by October 30, 1998. Names, affiliations, telephone and facsimile numbers should be sent to the point of contact listed.

Dated: September 22, 1998.

**Hank Cabler,**  
SOIT Co-Chairman.

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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.

#### Docket No. FRA-1998-4694

Block Signal Application (BS-AP)-No. 3484

**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, at South Yard, milepost S-1.7, Richmond, Virginia, on the Bellwood Subdivision, Florence Service Lane, consisting of the conversion of the power-operated crossover to hand operation equipped with an electric locked turnout, and the discontinuance and removal of absolute controlled signals L10, R10, L14, and R14.

The reason given for the proposed changes is that present day traffic does not warrant the retention of the remote controlled location.

#### Docket No. FRA-1998-4695

BS-AP-No. 3485

**Applicant:** Port of Pend Oreille, dba Pend Oreille Valley Railroad, Mr. Clifford G. Robbins, Port Operations Manager, 1981 Black Road, Usk, Washington 99180

Port of Pend Oreille, dba Pend Oreille Valley Railroad seeks approval of the proposed discontinuance and removal of all slide detectors and indicators, on the former Burlington Northern and Santa Fe Railway Company's Newport Branch, between Dover, Idaho, milepost 1406 and Newport, Washington, milepost 1431, at five separate locations. The proposed changes include the installation of permanent "restricted speed" signs at proper locations.

The reasons given for the proposed changes are: the lack and prohibitive installation costs of A.C. power, replacement and disposal costs of primary batteries every 18 months, high vandalism rates, and to facilitate the cleaning of debris from the ditches.

#### Docket No. FRA-1998-4696

BS-AP-No. 3486

**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 seeks approval of the proposed retirement of Tower 16 Interlocking, milepost 645.6, and the approximately 400-foot reduction of the traffic control system limits, on the single main track,

near South Sherman, Texas, milepost 645.5, on the Texas Division, Madill Subdivision, associated with the removal of the TNER crossing diamond. The proposed changes consist of the discontinuance and removal of all associated controlled and interlocked signals, conversion of the Old Frisco Main, power-operated switch to a spring switch, conversion of existing TNER power-operated switch to hand operation, discontinuance and removal of the power-operated derail on the TNER connection, and designation of the existing "Restricted Limits" operations between South Sherman, milepost 645.5 and Hank, milepost 647.7, to Track Warrant Control.

The reason given for the proposed changes is that the switches involved are presently controlled by the Interlocking operator, which will be retired with removal of the diamond.

**Docket No. FRA-1998-4697**

BS-AP-No. 3487

*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 single main, between milepost Z-37.0 and milepost Z-38.0, near Dante, Virginia, on the KP Subdivision, Appalachian Division, consisting of the conversion discontinuance and removal of controlled signals 38L and 38R.

The reason given for the proposed changes is to increase operating efficiency.

**Docket No. FRA-1998-4698**

BS-AP-No. 3488

*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 and two main tracks, between FD Cabin, milepost CLS-65.2 and Huff Junction, milepost CLS-78.9, West Virginia, on the Logan Subdivision, C&O Business Unit, a distance of approximately 13.7 miles. The proposed method of operation will be by a Direct Traffic Control Block System between milepost CLS-67.1 and milepost CLS-78.9, and Rule 105 between milepost CLS-65.2 and milepost CLS-67.1.

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

**Docket No. FRA-1998-4699**

BS-AP-No. 3489

*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 and automatic block signal systems, on the two main tracks, between a milepost BG-89 and milepost BG-107, near Newton Falls, Ohio, on the New Castle Subdivision, Cumberland Division, consisting of the following:

1. Discontinuance and removal of absolute controlled signals 3R, L3A, and L3B, at West Switch, milepost BG-105.31, and conversion of the power-operated switch to hand operation;

2. Discontinuance and removal of absolute controlled signals R5A, L5, R11, L11A, and L11B, at FS Tower, milepost BG-103.90, and conversion of the three power-operated switches to hand operation;

3. Discontinuance and removal of absolute controlled signals R13A, R13B, and LB, at East Switch, milepost BG-102.52, and conversion of the power-operated switch to hand operation;

4. Discontinuance and removal of absolute controlled signals 2R, 2L, and E, near milepost BG-98.5, and conversion of the existing spring switch to hand operation;

5. Discontinuance and removal of absolute controlled signals 6RA, 6RB, and 6L, near milepost BG-96.2, and conversion of the power-operated switch to hand operation;

6. Discontinuance and removal of absolute controlled signals 18LA, 18LB, and 14R, near milepost BG-95.65, and conversion of the power-operated switch to hand operation; and

7. Discontinuance and removal of absolute controlled signals 20RA, 20RB, W1, near milepost BG-94.5, and conversion of the existing spring switch to hand operation.

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

**Docket No. FRA-1998-4700**

BS-AP-No. 3491

*Applicant:* Consolidated Rail Corporation, CSX Transportation, Incorporated, and Norfolk Southern Corporation, Mr. J.F. Noffsinger, Chief Engineer—C&S Assets, 2001 Market

Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410.

The Consolidated Rail Corporation (Conrail), CSX Transportation, Incorporated, and Norfolk Southern Corporation, jointly seek approval of the proposed discontinuance and removal of "CP Short" Interlocking, milepost 17.9, near Cleveland, Ohio, on Conrail's Dearborn Division, where two main tracks of the Short Line, cross at grade, the single main track of the Clark Branch. The proposal consists of the discontinuance and removal of all controlled signals, and conversion of the all remaining switches to hand operation.

The reason given for the proposed changes is to retire facilities no longer needed 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 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 October 30, 1998.

**Grady C. Cothen, Jr.**

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

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**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[Finance Docket No. 33556]

**Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—Control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company**

**AGENCY:** Surface Transportation Board.