the locomotives are equipped with FRA glazing in the windshields but the original safety glass has been retained in other locations for historical purposes. The locomotives are used primarily in excursion passenger service but will be used in very limited freight service. The ATRW operates on the Southern Railroad of New Jersey.

West Jersey Railroad (WJ)

(Waiver Petition Docket Number RSGM-95-11)

The WJ seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, WJ 7803, an ALCO model RS–3 road switcher built in 1952, will be operated on 15 miles of track between Hartford and Paw Paw, Michigan. The area is very rural and not subject to vandalism.

Decatur Junction Railway Company (DT)

(Waiver Petition Docket Number RSGM-95–12)

The DT seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, WJ 7804, an ALCO model RS-3 road switcher built in 1952, was formerly used on the West Jersey Railroad in Salem, New Jersey. The locomotive will be operated on 15.4 miles of track between Cisco and Green's Switch. Decatur. Illinois. and 16.6 miles between Elwin and Assumption, Illinois. The area is rural farm country. The DT has trackage rights on the Illinois Central Railroad between Elwin and Green's Switch and operate over this area no more than one or two times per week.

Vandalia Railroad Company (VRRC)

(Waiver Petition Docket Number RSGM-95-13)

The VRRC seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, number 56, is an ALCO Model T–6 switcher. Waiver RSGM 94– 21 was recently granted to the West Jersey Railroad for operation of this locomotive at Salem, New Jersey. The locomotive has now been moved to the affiliated VRRC. The locomotive will be operated over approximately 2.54 miles of track at Vandalia, Illinois. This is a small rural farming community with very little vandalism. Massachusetts Central Railroad Corporation (MCER)

(Waiver Petition Docket Number RSGM-95–14)

The MCER seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, number 4243, is an ALCO road switcher. The MCER operates on approximately 24.8 miles of track between Palmer and South Barre, Massachusetts, and 2.6 miles on the Bondsville Branch between Forest Lake Junction and Bondsville, Massachusetts. The railroad states there have been no incidents of broken glass due to vandalism.

Florida Central Railroad (FCEN)

(Waiver Petition Docket Number RSGM-95-15)

The FCEN seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for four passenger cars. The cars were recently acquired from the New Georgia Railroad. The cars will be operated four to five times per week in excursion or dinner train service.

Southeastern Pennsylvania Transportation Authority (SEPTA)

(Waiver Petition Docket Number H–95– 5)

The SEPTA is seeking a five year test waiver of compliance from Section 229.29(a) of the Railroad Locomotive Safety Standards, (Title 49 CFR Part 229) for 33 electric MU locomotives. SEPTA is requesting that it be permitted to extend the clean, oil, test and stencil (COT&S) period from 24 months to 60 months on 8 test cars equipped with 26-R Brake Equipment and 25 test cars with PS-68 Brake Equipment. The test cars represent approximately 10 percent of their fleet of 304 electric MU locomotives. SEPTA states that the condition of the brake equipment at the two year overhaul indicates the maintenance cycle could be increased.

The test locomotives would be selected from those due COT&S at the inception of the test. Each test car will be so identified and its computer work report will show the test status. Major valvular components will be sealed so that tampering or changes can be detected. Monitoring will consist of a weekly check of road failure reports and computer work order records as well as any special failure reports, and a check at each periodic inspection to ensure that the original test components are intact. The test locomotives will be run beyond their two year COT&S cycle with one 26–R and two PS–68 locomotives being overhauled at three and four year intervals after their last overhaul. Each valve will be tested prior to a tear down inspection which will be witnessed by SEPTA's project manager, manufacturer's representatives and FRA. Failed components will be analyzed to determine if the failure could have been prevented by a two year COT&S period. Final analysis of the data will be used to determine if the COT&S cycle can be extended.

Issued in Washington, DC on December 4, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation. [FR Doc. 95–29929 Filed 12–7–95; 8:45 am] BILLING CODE 4910–06–P

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 CFR Part 236

Pursuant to Title 49 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 Title 49 CFR Part 236 as detailed below.

- Block Signal Application (BS–AP)–No. 3367
- Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, Fort Worth, Texas 76102–5304.

The Burlington Northern Railroad Company seeks approval of the proposed modification of the traffic control system, on the two main tracks, between milepost 337.1, near Chariton, Iowa, and milepost 310.0, near Halpin, Iowa, on the Northern Corridor, Galesburg Division, Ottumwa Subdivision; consisting of the discontinuance and removal of 18 automatic signals and installation of 34 automatic signals.

The reason given for the proposed changes is to respace signals associated with the installation of electronic coded track circuits.

BS-AP-No. 3368

Applicant: CSX Transportation, Incorporated, Mr. D. G. Orr, 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