

business hours (9 a.m.–5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

The waiver petition is as follows:

Little Kanawha River Rail (LKRR)

FRA Waiver Petition Docket No. RSEQ-95-4

The LKRR seeks a waiver of compliance with Title 49, Code of Federal Regulations (49 CFR), Part 240, "Qualifications for Locomotive Engineers." LKRR is a rural railroad operating over approximately 2.8 miles of track near the Little Kanawha River in Wood County, West Virginia. LKRR operates using a 1200 HP locomotive, No. 1205. LKRR employs 3 part time employees, has a maximum speed of 10 MPH and a 5 MPH restriction over crossings and bridges. The LKRR operates approximately 16 hours per week handling coke into Marietta Industrial Enterprises and scrap metal from Ames Corporation.

LKRR handles about 55 cars per month. LKRR has 4 crossings at grade on its property and interchanges with the CSXT near the end of its line. LKRR states that granting this waiver will not have a negative impact on safety.

Issued in Washington, D. C. on December 18, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation

[FR Doc. 95-31116 Filed 12-20-95; 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. 3370

Applicant: Portland and Western Railroad, Incorporated, Mr. A.W. Mogitych, President and General Manager, P.O. Box 942, Albany, Oregon 97321

The Portland and Western Railroad, Incorporated (PNWR) seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track and controlled siding, between Greton, milepost 757.0 and St. Marys, milepost 751.8, Oregon,

a distance of approximately 5 miles, and operate trains by track warrant control.

The reason given for the proposed changes is that of the 106 miles of main line track that PNWR operates, only 5 miles of trackage is controlled by CTC. The maintenance of the CTC imposes a unnecessary cost burden upon PNWR, and frequent and costly train delays are experienced because of difficulties in establishing communications with the SP dispatching personnel in Denver. PNWR is the only operating carrier within the CTC limits and the carrier's track warrant system utilized on 83.2 miles of other trackage, is adequate to safely handle PNWR traffic in lieu of CTC. Acquisition and installation of CTC controls to operate from PNWR's Albany, Oregon, dispatching office would be prohibitively expensive.

BS-AP-No. 3371

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001

The Union Pacific Railroad Company seeks approval of the proposed modification of the automatic block signal system, on the single main track, at North End of Travis, milepost 253.9, near San Antonio, Texas, Austin Subdivision; consisting of the discontinuance and removal of automatic block signal 2539-2 and absolute signal 2540-2, conversion of absolute signal 2545-2 to automatic operation, and relocation of automatic signal 2546-2.

The reason given for the proposed changes is that Travis siding is no longer used for the meeting and passing of trains.

BS-AP-No. 3372

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001

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 two main track Baring Cross Bridge, milepost 345.4, near North Little Rock, Arkansas, Little Rock Subdivision.

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

BS-AP-No. 3373

Applicant: Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer—Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001

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 Montana Junction, Idaho, milepost 136.7 and Idaho Falls, Idaho, milepost 189.4, Montana Subdivision, approximately 53 miles; consisting of the discontinuance and removal of 81 automatic block signals and conversion of signals 1382 and "BW Hold" to operative distant signals.

The reason given for the proposed changes is that traffic density does not warrant an automatic block signal system.

BS-AP-No. 3374

Applicant: Southern Pacific Lines, Mr. J. A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

The Southern Pacific Lines seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the No. 2 main track, between Valley Blvd X-Overs, milepost B-485.5 and Taylor Junction B-482.8, California, Los Angeles Division, Basin Subdivision, West Line; consisting of the discontinuance and removal of automatic block signal 4846 and designation of the No. 2 main track to a yard track.

The reason given for the proposed changes is that due to minimum track usage, the automatic block signal system is no longer required.

BS-AP-No. 3375

Applicant: Southern Pacific Lines, Mr. J. A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

The Southern Pacific Lines seeks approval of the proposed conversion of the manual interlocking system to a traffic control system, between Polk, milepost 131.8 and Elvas, milepost 92.1, California, Roseville Division, San Joaquin Subdivision.

The reason given for the proposed changes is to enhance safety by having the operator use the same operating rules as the dispatchers on joining territories.

BS-AP-No. 3376

Applicant: Southern Pacific Lines, Mr. J. A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

The Southern Pacific Lines (SP) seeks approval of the proposed discontinuance and removal of the barricade detectors and installation of