

Krail, in the SP Western Region, at the following dead end street locations:

*Roseville Division*

Brooklyn Subdivision, Valley Line,  
County Road Milepost C-737.8  
Valley Subdivision, East Valley Line,  
Road Milepost C-183.0  
Roseville Subdivision, No.1 Track,  
Forest Street Milepost A-124.7  
Martinez Subdivision, Sacramento Line,  
Road Milepost A-9.4  
Coast Subdivision, Coast Line, Road  
Milepost E-79.7  
San Joaquin Subdivision, Fresno Line,  
Road Milepost B-109.5  
San Joaquin Subdivision, Fresno Line,  
Road Milepost B-204.6  
San Joaquin Subdivision, Sacramento  
Line, Road Milepost A-99.9

*Los Angeles Division*

Salinas Subdivision, Coast Line, Harris  
Road Milepost E-121.8  
Santa Barbara Subdivision, Coast Line,  
Road Milepost E-403.2  
Santa Barbara Subdivision, Coast Line,  
Road Milepost E-422.6

*West Colton Division*

Mojave Subdivision, Bakersfield Line,  
Road Milepost B-384.6  
Mojave Subdivision, Bakersfield Line,  
Road Milepost B-400.0  
Mojave Subdivision, Bakersfield Line,  
Road Milepost B-402.0  
Yuma Subdivision, East Line, Road  
Milepost B-574.3  
Gila Subdivision, Phoenix Line, Road  
Milepost R-922.8

*El Paso Division*

Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1298.2  
Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1300.2  
Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1300.4

The reason given for the proposed changes is that due to the crossings being closed for a number of years, the barricade detectors are no longer required, and will eliminate unnecessary train delays associated with vandalism.

BS-AP-No. 3377

*Applicant:* National Railroad Passenger Corporation, Ms. Alison Conway-Smith, Vice President/Chief Engineer, 30th and Market Streets, Philadelphia, Pennsylvania 19104

The National Railroad Passenger Corporation (Amtrak) and the Massachusetts Bay Transportation Authority (MBTA) jointly seek approval of the proposed modification of the traffic control system, between Hill Interlocking, milepost 219.1 and South

Bay Interlocking, milepost 227.0 near Boston, Massachusetts, Dorchester Branch, New England Division; associated with the installation of a new "Park Interlocking" near milepost 224.0, the discontinuance and removal of the intermediate wayside signals on the No. 1 and No. 2 main tracks between South Bay and Dana Interlocking in favor of operating by cab signals alone, and the installation of NORAC Rule 280(a) signals at South Bay, Park, and Dana interlockings.

The reason given for the proposed changes is that the existing wayside signals are at the end of their useful life span and will require replacement within the next four years. The Dorchester Branch is an extremely high crime and vandalism area, and the elimination of the wayside signals would increase the reliability of the signal system, increase the safety of maintenance personnel, and maintain the safety of railroad traffic.

BS-AP-No. 3378

*Applicant:* Burlington Northern Santa Fe Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, 777 Main Street, Fort Worth, Texas 76102-5304

The Burlington Northern Santa Fe Railroad Company seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between Appleton, Minnesota, milepost 578.93 and Summit, South Dakota, milepost 633.2, Willmar Division, 12th Subdivision, a distance of approximately 54.3 miles; including conversion of Big Stone Control Point, milepost 602.2 to automatic switches, conversion of the remaining power-operated switches to hand operation, removal of all associated signals, and operate train movements by Track Warrant Control. The proposed changes also include the installation of an operative approach signal near milepost 579.5 and installation of a proximity warning system on all locomotives between Appleton, Minnesota and Terry, Montana.

The reasons given for the proposed changes are that reduced traffic patterns do not justify high cost to maintain an aging signal system; a late October snow storm broke miles of pole line, cross arms, and poles which to replace in kind is estimated at \$110,000; large amounts of capital dollars will be required to replace pole line with electronic coded track circuits in the near future; and full radio coverage is reported.

BS-AP-No. 3379

*Applicant:* Burlington Northern Santa Fe Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, Fort Worth, Texas 76102-5304

The Burlington Northern Santa Fe Railroad Company seeks approval of the proposed discontinuance and removal of the traffic control and automatic block signal systems, on the single main track, between Summit, South Dakota, milepost 633.2 and Terry, Montana, milepost 1078.9, Willmar and Yellowstone Divisions, Appleton, Mobridge, and Hettinger Subdivisions, a distance of approximately 445.7 miles; including conversion of West End of Aberdeen Control Point, near milepost 709.1 to automatic switches, conversion of the remaining power-operated switches to hand operation, removal of all associated signals, and operate train movements by Track Warrant Control. The proposed changes also include the installation of a proximity warning system on all locomotives between Appleton, Minnesota and Terry, Montana.

The reasons given for the proposed changes are that reduced traffic patterns do not justify high cost to maintain an aging signal system; large amounts of capital dollars will be required to replace pole line with electronic coded track circuits in the near future; and full radio coverage will be provided.

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, SW., Washington, D.C. 20590 within 45 calendar days of the date of issuance 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 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 18, 1995.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*  
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