

between East Hope, milepost 102.7 and West Kootenai, milepost 118.04, Idaho, on the Fourth Subdivision; consisting of the discontinuance and removal of 10 automatic intermediate block signals and installation of 8 automatic intermediate block signals, associated with the installation of electronic coded track circuits and pole line elimination.

The reason given for the proposed changes is to upgrade the signal system and improve train operations.

BS-AP-No. 3385

Applicant: Chesapeake and Albemarle Railroad Company, Mr. Jeff Forster, General Manager, 214 N. Railroad Street, Ahoskie, North Carolina 27910

The Chesapeake and Albemarle Railroad Company seeks approval of the proposed discontinuance and removal of the interlocking signals at the A & C Canal Draw Bridge, milepost 9.5, near Chesapeake, Virginia and at the Pasquotank River Swing Bridge, milepost 41.5, near Camden, North Carolina, replacing the absolute signals with stop signs.

The reason given for the proposed changes is that the railroad has experienced much vandalism on a regular basis.

BS-AP-No. 3386

Applicants: CSX Transportation, Incorporated, Mr. D. G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

Soo Line Railroad Company, Mr. J. A. Inshaw, Chief Engineer, Soo Line Building, Box 530, Minneapolis, Minnesota 55440

CSX Transportation, Incorporated and Soo Line Railroad Company jointly seek approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track, between Bedford, Indiana, milepost Q245.8 and Mitchell, Indiana, milepost Q255.3, Louisville Division, Hoosier Subdivision. In addition the proposed changes include conversion of "Bedford Interlocking" from automatic to stop board operation, conversion of the power-operated switch at milepost Q245.91 to hand operation, and govern train operation under DTC Rules.

The reason given for the proposed changes is that traffic density does not warrant retention of the signal system.

BS-AP-No. 3387

Applicants: Norfolk Southern Corporation, Mr. C. M. Golias, Chief Engineer—S&E Engineering, Communication and Signal Department, 99 Spring Street, S.W., Atlanta, Georgia 30303

CSX Transportation, Incorporated, Mr. D. G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

The Norfolk Southern Corporation (NS) and CSX Transportation, Incorporated (CSX) jointly seek approval of the proposed reduction to the traffic control system limits, on the Winding Gulf Branch secondary track, Princeton Deepwater District, Pocahontas Division, near Stotesbury, West Virginia; consisting of the relocation of controlled holdout signal 66R from milepost WG-16.1 to milepost WG-12.2 and installation of an approach distance signal at milepost WG-14.2.

The reason given for the proposed changes is to allow for control of traffic interchange between CSX and NS at Helen siding.

Rules Standards & Instructions

Application (RS&I-AP)—No. 1099

Applicant: Union Pacific Railroad Company, Mr. L.A. Roach, Director—Operating Practices/FRA, 1416 Dodge Street, Room 625, Omaha, Nebraska 68179

The Union Pacific Railroad Company (UP) seeks relief from the requirements of Section 236.566 (49 CFR, 236.566) of the Rules, Standard and Instructions to the extent that UP be permitted to operate foreign or system, non-equipped automatic cab signal/automatic train stop (ACS/ATS) locomotives, involved in detour movements, in UP ACS/ATS territory as a result of derailments, natural disasters, etc., for a period of up to seven days subject to train operations under provisions of the General Code of Operating Rules, Rules 11.1 and 11.2, Absolute Block, and notification of the FRA within 24 hours of the beginning of each such movement.

Applicant's justification for relief: To permit continued operations under such circumstances as natural disasters, derailments, or extraordinary service interruptions, for a limited length of time, without the need to obtain individual waivers or emergency provision, outside normal business hours, while relieving workload on both the UP and FRA in processing these repetitive waiver requests.

RS&I No. 1100

Applicant: Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410

Consolidated Rail Corporation (Conrail) seeks relief from the requirements of the Rules, Standard and

Instructions to the extent that they be allowed to operate non-equipped locomotives in automatic cab signal territory, on the two main tracks between "Rochester" Interlocking, milepost 25.9, near Rochester, Pennsylvania and "CP Alliance", milepost 83.2, near Alliance, Ohio, on the Fort Wayne Line, Pittsburgh Division, for the following operations:

1. Wire trains, work trains, wreck trains, and ballast cleaners to and from work;
2. Engines and Rail diesel cars moving to and from shops; and
3. Engines used in switching and transfer service, with or without cars, not exceeding 20 miles per hour.

Applicant's justification for relief: Exemptions are already authorized for operation of non-equipped locomotives in cab signal territory at other locations on Conrail, and this relief request would be an extension of the already existing exemptions.

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, S.W., 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 February 14, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-3730 Filed 2-16-96; 8:45 am]

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Surface Transportation Board¹

[SBT Docket No. AB-167 (Sub-No. 1157X)]

**Consolidated Rail Corporation;
Abandonment Exemption; in Lucas
County, OH**

Consolidated Rail Corporation (Conrail) has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon approximately 2.5-miles of its rail line known as the Olive Industrial Track, from approximately milepost 82.90 to approximately milepost 85.40 in Lucas County, OH.

Conrail has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903.

49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to use of this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on March 21, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,² formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),³ and trail use/rail banking requests under 49 CFR 1152.29⁴ must be filed by March 1, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by March 11, 1996, with: Office of the Secretary, Case

² The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

³ See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

⁴ The Board will accept late-filed trail use requests so long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.

Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: John J. Paylor, Associate General Counsel, Consolidated Rail Corporation, 2001 Market Street, P.O. Box 41416, Philadelphia, PA 19101-1416.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

Conrail has filed an environmental report which addresses the abandonments effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by February 23, 1996. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Surface Transportation Board, Washington, DC 20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927-6248. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Decided: February 13, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

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