

Docket Number FRA-2004-19465

Applicant: Central Oregon and Pacific Railroad, Mr. Dan Lovelady, General Manager, 333 S. E. Mosher, Roseburg, Oregon 97470.

The Central Oregon and Pacific Railroad seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the main track between Roseburg, Oregon, milepost 575.2 and Springfield, Oregon, milepost 644.0, on the System Division, Roseburg Subdivision, a distance of approximately 69 miles, and govern train movements by Track Warrant Control.

The reasons given for the proposed changes are the maximum authorized speed is 25 mph, only five trains daily operate over the trackage, the required capital expense for maintenance of the signal system, and the semaphore signals used on a portion of the line are obsolete and replacement parts are no longer available.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

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, DC on November 5, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

[FR Doc. 04-25563 Filed 11-17-04; 8:45 am]

BILLING CODE 4910-06-P

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. 20502(a), the following railroad has 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 Number FRA-2004-19393

Applicant: CSX Transportation, Incorporated, Mr. N. M. Choat, Chief Engineer, Communications and Signal, 4901 Belfort Road, Suite 130, Jacksonville, Florida 32256.

CSX Transportation, Incorporated seeks approval of the proposed modification of the traffic control system, on the single main track, siding, and auxiliary track, on the LH & STL Subdivision, Louisville Service Lane, in Kentucky, consisting as follows:

1. At W.E. Maceo, milepost HR-104.5, convert the power-operated switch to electrically locked hand operation, remove the three associated controlled signals, and remove the signal system from the siding;

2. At E.E. Maceo, milepost HR-103.8, convert the power-operated switch to electrically locked hand operation, and remove the three associated controlled signals;

3. At Stephensport, milepost HR-65.2, convert the power-operated switch to hand operation, and remove the three associated controlled signals; and

4. Near milepost HR-63.2, remove back-to-back automatic intermediate signals No. 631 and No. 632.

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

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Issued in Washington, DC on November 5, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

[FR Doc. 04-25562 Filed 11-17-04; 8:45 am]

BILLING CODE 4910-06-P