

Issued in Burlington, Massachusetts, on March 9, 2001.

**Jay J. Pardee,**

*Manager, Engine and Propeller Directions, Aircraft Certification Service.*

[FR Doc. 01-6702 Filed 3-16-01; 8:45 am]

**BILLING CODE 4910-13-M**

## 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

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), 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 49 CFR Part 236 as detailed below.

#### Docket No. FRA-2001-8889

*Applicant:* I & M Rail Link, LLC, Mr. Scott F. Woodward, Chief Engineer, Post Office Box 16330, Missoula, Montana 59808-6330

I&M Rail Link, LLC seeks approval of the proposed modification of the traffic control system, on the single main track, between Chillicothe and Braymer, Missouri, on the First Subdivision, consisting of the discontinuance and removal of controlled signals 16RA, and 16L at East Dawn, milepost 431.9; the discontinuance and removal of controlled signals 14R, and 14LA at West Dawn, milepost 432.8; 22R, and the installation of new back to back intermediate signals 4332 and 4333 at milepost 432.35.

The reason given for the proposed changes is that the siding track between East Dawn and West Dawn was retired by the previous owner, thereby eliminating the need for the controlled signals.

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 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 PI-401, 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 (9:00 a.m.-5:00 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590-0001. 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 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, D.C. on March 12, 2001.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioners' arguments in favor of relief.

Minnesota Northern Railroad and St. Croix Valley Railroad (Docket Number FRA-2000-8368)

The Minnesota Northern Railroad and St. Croix Valley Railroad have petitioned for a permanent waiver of compliance for one locomotive, ILSX 904, from the requirements of Safety Glazing Standards, 49 CFR Part 223, which requires certified glazing.

This locomotive is intended for primary use on the St. Croix Valley Railroad in and near Hinkley, Minnesota. The St. Croix Valley Railroad operates in East Central Minnesota, the location of the railroad is largely rural, approximately 50% cultivated farm land and 50% wooded.

Interested parties are invited to participated in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2000-8368) and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room P1-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communication concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at DOT Central Docket Management Facility, Room P1-401 (Plaza Level), 400 7th Street, SW., Washington, DC. All documents in the public docket are available for inspection and copying on the internet at the docket facility's WEB site at <http://dms.dot.gov>.

Issued in Washington, DC on March 12, 2001.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### [STB Ex Parte No. 585]

#### Surface Transportation Board

**AGENCY:** Surface Transportation Board

**ACTION:** Policy statement on use of third-party contracting In preparation of environmental documentation.

**SUMMARY:** This policy statement discusses the Surface Transportation Board's practice of using third-party contractors to aid in preparing environmental documentation necessary to comply with the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. 4321 *et seq.*, and related environmental laws in Board proceedings.

**DATES:** This policy statement is effective upon publication.