

The reason given for the proposed changes is the abandonment of passenger service and changes in freight train service has altered operations, and the maintenance and repair of the signal system is very expensive.

Rules Standards and Instructions Application (RS&I-AP) No. 1095

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

CSX Transportation, Incorporated (CSX) seeks permanent relief from the requirements of the Rules, Standard and Instructions, 49 CFR, Part 236, Section 236.566, to the extent that CSX be allowed to operate non-equipped locomotives for all CSX freight trains, on all main tracks of the RF&P Subdivision, between Richmond, Virginia, milepost CFP 4.8, and Alexandria, Virginia, milepost 110.1; including the discontinuance and removal of all on board automatic cab signal and train control equipment from all CSX freight locomotives.

The applicant's justification for relief is that the 106 mile RF&P Subdivision, is the only subdivision on CSX that requires the use of automatic cab signal and train control equipped locomotives. CSX desires to operate trains on the RF&P Subdivision in exactly the same safe manner as the balance of their 18,000 mile system. CSX has 2,754 road locomotives of which only 51 are equipped with automatic cab signal and train control apparatus. Utilization of these locomotives is severely restricted and requires special locomotive management procedures to ensure that one of the equipped locomotives is in the lead of every freight consist operated over the RF&P Subdivision.

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, DC 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, DC on April 25, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

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Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from the Requirements of 49 CFR Part 236.

Pursuant to 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 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3350

Applicant: Montana Rail Link, Incorporated, Mr. Richard L. Keller, Chief Engineer, PO Box 8779, Missoula, Montana 59807.

The Montana Rail Link, Incorporated seeks approval of the proposed modification of the traffic control signal system, on the single main track, between West Toston, milepost 194.3 and East Louisville, milepost 228.1, Montana, on the Second Subdivision; consisting of the discontinuance and removal of 21 automatic intermediate block signals and installation of 14 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. 3351

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

Southern Pacific Transportation Company, Mr. J.A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

Peninsula Corridor Joint Powers Board, Mr. Jerome Kirzner, Director Rail Services, 1250 San Carlos Avenue, PO Box 3006, San Carlos, California 94105.

The National Railroad Passenger Corporation, Southern Pacific Transportation Company, and the Peninsula Corridor Joint Powers Board

jointly seek approval of the proposed discontinuance and removal of the barricade detectors, from the signal system, at Dumbarton Street, milepost 26.8 and Berkshire Street, milepost 26.9, on the Peninsula Corridor, near San Jose, California, involving the installation of additional mechanical protection to include Jersey Barricades.

The reasons given for the proposed changes is to eliminate a chronic vandalism problem of false activations, resulting in train delays, and history of these detectors reveals no known activations that actually prevented an accident.

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, DC 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, DC on April 25, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

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National Highway Traffic Safety Administration

[Docket No. 93-02; Notice 9]

Federal Motor Vehicle Safety Standards; Compressed Natural Gas Vehicles Laboratory Test Procedure

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of public availability and request for comment.

SUMMARY: On April 25, 1994, NHTSA published a final rule establishing a new Federal Motor Vehicle Safety Standard No. 303, "Fuel System Integrity of Compressed Natural Gas Vehicles," that specifies vehicle performance requirements for the fuel system of