

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.

[FR Doc. 95-11063 Filed 5-4-95; 8:45 am]

BILLING CODE 4910-06-P

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.

[FR Doc. 95-11062 Filed 5-4-95; 8:45 am]

BILLING CODE 4910-06-P

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

vehicles fueled by compressed natural gas (59 FR 19648). The standard enhances the fuel system integrity of compressed natural gas (CNG) vehicles by subjecting the vehicles to crash testing and placing a limit on the post-crash pressure drop in the fuel system. The standard specifies frontal, rear, and lateral barrier crash tests for light vehicles and a moving contoured barrier crash test for school buses with a GVWR over 10,000 pounds. NHTSA anticipates contracting with laboratories to obtain test data to determine whether particular motor vehicles comply with the CNG fuel system integrity requirements, just as it does with the agency's other standards.

The agency has prepared a draft Laboratory Test Procedure for possible use by contractors in testing vehicles for compliance with the CNG fuel system integrity requirements. Because of the complexity of and public interest in issues associated with the test procedure, NHTSA is making the draft available to the public and requesting comment on it. NHTSA will consider any public comments before adopting a final Laboratory Test Procedure.

DATES: The closing date for comments on this notice is June 5, 1995.

ADDRESSES: All comments on this notice should refer to the above docket and notice numbers and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. It is requested that 10 copies be submitted. The Docket hours are 9:30 am to 4 pm, Monday through Friday. The draft Laboratory Test Procedure is available in the docket.

FOR FURTHER INFORMATION CONTACT: Mark Levine, Office of Vehicle Safety Compliance, NHTSA (202-366-5290).

SUPPLEMENTARY INFORMATION: On April 25, 1994, NHTSA published a final rule establishing Federal Motor Vehicle Safety Standard No. 303 that specifies vehicle performance requirements for the fuel system of vehicles fueled by compressed natural gas (CNG). The standard enhances the fuel system integrity of CNG vehicles by subjecting the vehicles to crash testing and placing a limit on the post-crash pressure drop in the fuel system. The standard specifies frontal, rear, and lateral barrier crash tests for light vehicles (passenger cars, vans, and light trucks) and a moving contoured barrier crash test for school buses with a GVWR over 10,000 pounds. The purpose of this new standard is to reduce deaths and injuries caused by fires resulting from fuel leakage during and after crashes involving vehicles fueled by CNG. The

requirements become effective September 1, 1995.

NHTSA anticipates that it will contract with laboratories to obtain compliance test data for the CNG vehicle fuel system integrity requirements as it does for other agency standards. To aid the contracted laboratories in conducting compliance tests for the agency, NHTSA provides them with Laboratory Test Procedures which include a uniform testing and data recording format and suggestions for the use of specific equipment and procedures. In keeping with that practice, NHTSA has prepared a draft Laboratory Test Procedure for the CNG vehicle fuel system integrity procedures and performance requirements of FMVSS No. 303. Normally, the agency would simply proceed to prepare a final version of the Laboratory Test Procedure and make it public. NHTSA typically has not requested public comments on draft Laboratory Test Procedures for other standards in the past because there is no legal requirement to do so since such a document is not a "rule" and there was not so much public interest in prior test procedure documents.

However, because of the complexity of and public interest in issues involved with the test procedure, NHTSA is requesting comment from the public on the document. NHTSA will consider any public comments before adopting a final Laboratory Test Procedure. The agency wishes to emphasize that it does not intend, by issuing this notice, to signal a general change in its practice regarding the establishment of test procedures. NHTSA may choose to adopt or change any Laboratory Test Procedure without allowing an opportunity for public comment.

NHTSA invites interested persons to submit comments on the draft Laboratory Test Procedure for Standard No. 303. The agency requests that persons submit 10 copies of comments. All comments must not exceed 15 pages in length (49 CFR 553.21).

Necessary attachments may be appended to these submissions without regard to the 15-page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion. If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and seven copies from which the purportedly confidential information has been deleted should be

submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation (49 CFR 512).

All comments received before the close of business on the comment closing date indicated above will be considered, and will be available for examination in the docket at the above address. To the extent possible, comments filed after the closing date will also be considered.

Those persons desiring to be notified upon receipt of their comments in the docket should enclosed a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Authority: 49 U.S.C. 30103 and 30162; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: May 2, 1995.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 95-11168 Filed 5-4-95; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY

Public Information Collection Requirements Submitted to OMB for Review.

April 28, 1995.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1980, Public Law 96-511. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

U.S. Customs Service (CUS)

OMB Number: 1515-0005

Form Number: CF 7512, CF 7512-A, and CF 7512-B

Type of Review: Extension

Title: Transportation Entry and Manifest of Goods Subject to Customs Inspection and Permit

Description: 19 USC 1552-1554

authorizes the movement of imported merchandise from the port of importation to another Customs port prior to release of merchandise from