

the locomotives are equipped with FRA glazing in the windshields but the original safety glass has been retained in other locations for historical purposes. The locomotives are used primarily in excursion passenger service but will be used in very limited freight service. The ATRW operates on the Southern Railroad of New Jersey.

West Jersey Railroad (WJ)

(*Waiver Petition Docket Number RSGM-95-11*)

The WJ seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, WJ 7803, an ALCO model RS-3 road switcher built in 1952, will be operated on 15 miles of track between Hartford and Paw Paw, Michigan. The area is very rural and not subject to vandalism.

Decatur Junction Railway Company (DT)

(*Waiver Petition Docket Number RSGM-95-12*)

The DT seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, WJ 7804, an ALCO model RS-3 road switcher built in 1952, was formerly used on the West Jersey Railroad in Salem, New Jersey. The locomotive will be operated on 15.4 miles of track between Cisco and Green's Switch, Decatur, Illinois, and 16.6 miles between Elwin and Assumption, Illinois. The area is rural farm country. The DT has trackage rights on the Illinois Central Railroad between Elwin and Green's Switch and operate over this area no more than one or two times per week.

Vandalia Railroad Company (VRRRC)

(*Waiver Petition Docket Number RSGM-95-13*)

The VRRRC seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, number 56, is an ALCO Model T-6 switcher. Waiver RSGM 94-21 was recently granted to the West Jersey Railroad for operation of this locomotive at Salem, New Jersey. The locomotive has now been moved to the affiliated VRRRC. The locomotive will be operated over approximately 2.54 miles of track at Vandalia, Illinois. This is a small rural farming community with very little vandalism.

Massachusetts Central Railroad Corporation (MCER)

(*Waiver Petition Docket Number RSGM-95-14*)

The MCER seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, number 4243, is an ALCO road switcher. The MCER operates on approximately 24.8 miles of track between Palmer and South Barre, Massachusetts, and 2.6 miles on the Bondsville Branch between Forest Lake Junction and Bondsville, Massachusetts. The railroad states there have been no incidents of broken glass due to vandalism.

Florida Central Railroad (FCEN)

(*Waiver Petition Docket Number RSGM-95-15*)

The FCEN seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for four passenger cars. The cars were recently acquired from the New Georgia Railroad. The cars will be operated four to five times per week in excursion or dinner train service.

Southeastern Pennsylvania Transportation Authority (SEPTA)

(*Waiver Petition Docket Number H-95-5*)

The SEPTA is seeking a five year test waiver of compliance from Section 229.29(a) of the Railroad Locomotive Safety Standards, (Title 49 CFR Part 229) for 33 electric MU locomotives. SEPTA is requesting that it be permitted to extend the clean, oil, test and stencil (COT&S) period from 24 months to 60 months on 8 test cars equipped with 26-R Brake Equipment and 25 test cars with PS-68 Brake Equipment. The test cars represent approximately 10 percent of their fleet of 304 electric MU locomotives. SEPTA states that the condition of the brake equipment at the two year overhaul indicates the maintenance cycle could be increased.

The test locomotives would be selected from those due COT&S at the inception of the test. Each test car will be so identified and its computer work report will show the test status. Major valvular components will be sealed so that tampering or changes can be detected. Monitoring will consist of a weekly check of road failure reports and computer work order records as well as any special failure reports, and a check at each periodic inspection to ensure that the original test components are intact. The test locomotives will be run beyond their two year COT&S cycle

with one 26-R and two PS-68 locomotives being overhauled at three and four year intervals after their last overhaul. Each valve will be tested prior to a tear down inspection which will be witnessed by SEPTA's project manager, manufacturer's representatives and FRA. Failed components will be analyzed to determine if the failure could have been prevented by a two year COT&S period. Final analysis of the data will be used to determine if the COT&S cycle can be extended.

Issued in Washington, DC on December 4, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

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

Pursuant to Title 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 Title 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3367

Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, Fort Worth, Texas 76102-5304.

The Burlington Northern Railroad Company seeks approval of the proposed modification of the traffic control system, on the two main tracks, between milepost 337.1, near Chariton, Iowa, and milepost 310.0, near Halpin, Iowa, on the Northern Corridor, Galesburg Division, Ottumwa Subdivision; consisting of the discontinuance and removal of 18 automatic signals and installation of 34 automatic signals.

The reason given for the proposed changes is to respace signals associated with the installation of electronic coded track circuits.

BS-AP-No. 3368

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 seeks approval of the proposed discontinuance and removal of the

traffic control system, on the single siding, between Demmler, milepost PLY11.6 and Riverton, milepost PLY14.3, Pennsylvania, Cumberland Division, Pittsburgh Subdivision; consisting of the discontinuance and removal of the electric locks from four hand-operated switches, and establish Rule 105 for the method of operation on the siding.

The reason given for the proposed changes is to eliminate signal system no longer needed for present day operation. BS-AP-No. 3369

Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, Fort Worth, Texas 76102-5304.

The Burlington Northern Railroad Company seeks approval of the proposed modification of the traffic control system on the single main track, between milepost 310.0, near Neosho, Missouri, and milepost 345.0 near Afton, Oklahoma, on the Southern Corridor, Springfield Division, Monett Subdivision, consisting of the discontinuance and removal of 15 automatic signals, the discontinuance and removal of 2 absolute signals, and the installation of 20 automatic signals.

The reason given for the proposed changes is to respace signals associated with the installation of electronic coded track circuits.

Rules Standards & Instructions

Application (RS&I-AP)-No. 1098
Applicants: Union Pacific Railroad Company, Chicago and NorthWestern Transportation Company, Mr. A.L. Shoener, Executive Vice President Operations, 1416 Dodge Street, Room 1206, Omaha, Nebraska 68179.

The Union Pacific Railroad Company and Chicago and NorthWestern Transportation Company (CNW) jointly seek relief from the requirements of Section 236.566 (49 CFR, 236.566) of the Rules, Standard and Instructions to the extent that they be allowed to operate non-equipped automatic cab signal/automatic train stop (ACS/ATS) locomotives, in unit coal train service, between Lake Bluff, milepost 30.2 and Waukegan, milepost 35.9, Wisconsin, on the Kenosha Subdivision of the former CNW, in ACS/ATS territory.

Applicant's justification for relief: To eliminate train delay, additional operating costs, and reduced locomotive utilization on the limited fleet of ATS equipped locomotives.

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 December 4, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

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National Highway Traffic Safety Administration

[Docket No. 95-64; Notice 2]

Decision That Nonconforming 1993 Mercedes-Benz 500SL and 1994 and 1995 SL500 Passenger Cars Are Eligible for Importation

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

ACTION: Notice of decision by NHTSA that nonconforming 1993 Mercedes-Benz 500SL and 1994 and 1995 SL500 passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1993 Mercedes-Benz 500SL and 1994 and 1995 SL500 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified versions of the 1993 Mercedes-Benz 500SL and 1994 and 1995 SL500), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective December 8, 1995.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

G&K Automotive Conversion, Inc. of Santa Ana, California (Registered Importer R-90-007) petitioned NHTSA to decide whether 1993 Mercedes-Benz 500SL and 1994 and 1995 SL500 passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on September 26, 1995 (60 FR 49661) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-140 is the vehicle eligibility number assigned to vehicles admissible under this decision.