

Petition Docket Number RST-95-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 30 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 communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on February 19, 1997.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.
[FR Doc. 97-4487 Filed 2-21-97; 8:45 am]

BILLING CODE 4910-06-P

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. 3415

Applicant: Union Pacific Railroad Company, Mr. P. M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001.

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of signals 1636 and 1644, on the single main track automatic block signal system, near Hampton, Iowa, milepost 164.0, on the Mason City Subdivision.

The reason given for the proposed change is that the two signals are no longer needed.

BS-AP-No. 3416

Applicant: Terminal Railroad Association of St. Louis, Mr. C. D. Trice, Manager Signals and Communications, 1201 McKinley Street, Venice, Illinois 62090.

The Terminal Railroad Association of St. Louis seeks approval of the proposed relocation of automatic signal 211, southward a distance of 1,350 feet, near

Brooklyn, Illinois, on the Illinois Transfer District.

The reasons given for the proposed change are that the signal no longer serves the purpose for which it was intended, the relocation will improve functionality of the signal, make signal spacing more uniform and less confusing to train crews, and increase braking distance.

BS-AP-No. 3417

Applicant: Union Pacific Railroad, Mr. J. A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105.

The Union Pacific Railroad (former Southern Pacific Lines, St. Louis and Southwestern Railroad) seeks approval of the proposed modification of the traffic control system, on the single main track and siding, mileposts 339.9 and 340.9, near Herbert, Arkansas, Central Region, Midwest Division, Pine Bluff Subdivision, consisting of the following: discontinuance of East and West Herbert control points; conversion of the power-operated switches to hand operation; discontinuance and removal of controlled signals 62L, 62RA, and 60LA; conversion of controlled signal 60R to back-to-back automatic signals; and retention of the trailing siding signals in lieu of electric locks at each end of the siding.

The reason given for the proposed changes is that Herbert siding is no longer used to meet or pass trains, and is used as a storage track no longer requiring the power-operated switches.

BS-AP-No. 3418

Applicant: Union Railroad Company, Mr. J. J. Lacey, Assistant Vice President and General Manager, 135 Jamison Lane, P.O. Box 68, Monroeville, Pennsylvania 15146.

The Union Railroad Company seeks approval of the proposed discontinuance and removal of a portion of the automatic block signals from the Munhall Branch, near West Mifflin, Pennsylvania, and govern train movements by yard limit rules.

The reason given for the proposed changes is that traffic and train movements have declined during recent years as a result of the retired Homestead Works steel plant, and traffic presently averages between 30 and 35 movements per week.

BS-AP-No. 3419

Applicant: Bessemer and Lake Erie Railroad Company, Mr. J. J. Lacey, Assistant Vice President and General Manager, 135 Jamison Lane, P.O. Box 68, Monroeville, Pennsylvania 15146.

The Bessemer and Lake Erie Railroad Company seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between "KO North End," milepost 93.5, near Adamsville, Pennsylvania and "RX Interlocking," milepost 123.8, near Albion, Pennsylvania, a distance of approximately 30 miles; and the associated installation of a Dispatcher Control Track Warrant System to govern train movements.

The reason given for the proposed changes is that traffic and train movements have declined during recent years with the vast reduction of ore and coal movements associated with declining steel operations, and traffic reductions do not support the expense to maintain the centralized traffic control system.

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 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 February 19, 1997.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.
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DEPARTMENT OF THE TREASURY

Bureau of the Public Debt

Proposed Collection: Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this