

Issued on: June 6, 1996.

Robert Arnold,

District Engineer, Albany.

[FR Doc. 96-15086 Filed 6-13-96; 8:45 am]

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Federal Railroad Administration

[Docket Number H-95-1]

Addendum to a Test Program for a Conditional Waiver; National Railroad Passenger Corporation (Amtrak)

In accordance with 49 CFR Part 211, notice is hereby given that Amtrak has requested an addendum to the previously granted temporary waiver of compliance with specific requirements of certain parts of Title 49 of the Code of Federal Regulations in order to conduct a limited demonstration of a passenger trainset, the IC3 "Flexiliner".

Amtrak was granted conditional waivers from sections of Railroad Safety Appliance Standards (49 CFR Part 231), Railroad Safety Glazing Standards (49 CFR Part 223) and Railroad Track Safety Standards (49 CFR Part 213) (see FR 28011, May 26, 1995, for complete description). The waivers permit Amtrak, and a number of potential sponsors, including state departments of transportation and commuter agencies, to demonstrate and operate in revenue service the Flexiliner trainset, a three-car, articulated, diesel hydraulic, multiple unit trainset built by ABA Scandia A/S for the Danish State Railway (DSB).

The conditional waiver pertained to one 3-unit IC3 Flexiliner trainset, and since that time a second trainset has been added. Amtrak says this is necessary because of the limited amount of seating available on one trainset, and the expected passenger loads on the proposed routes require more seating.

Amtrak requested relief from the Railroad Locomotive Safety Standard, 49 CFR 229.131, Sanders, which requires that each locomotive shall be equipped with operable sanders that deposit sand on each rail in front of the first powered operated wheel set in the direction of movement. The IC3 Flexiliner trainsets are not equipped with sanders. They are equipped with magnetic track brakes which are activated when the train brakes are applied in emergency. Air pressure forces the brakes to the rail and battery voltage causes a strong magnetic field to develop a significant retardation force. Magnetic track brakes are common in Europe and were used in this country on the X2000 and ICE trainsets during their recent demonstration trials.

Due to the impending arrival of the IC3 Flexiliner trainsets at the Port of Baltimore, Maryland, FRA has, on a temporary basis, conditionally waived compliance with the relevant portions of the rail safety regulations. FRA has, however, reserved the right to withdraw such approval upon receipt by FRA of public comment raising substantial issues of safety.

Interested parties are invited to participate in this proceeding by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with this proceeding 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 H-95-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Communications received within 30 days of the date of publication of this notice will be considered 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 a.m.-5 p.m.) in Room 8201, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

Issued in Washington, D.C. on June 10, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-15116 Filed 6-13-96; 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 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. 3396

Applicant: Soo Line Railroad Company, Mr. J. C. Thomas, S&C District Manager, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks, on the two main track Kinnickinnic River movable bridge, at Milwaukee, Wisconsin, Gateway Division, C&M Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP-No. 3397

Applicant: Soo Line Railroad Company, Mr. J. C. Thomas, S&C District Manager, 105 South 5th Street, Box 530, Minneapolis, Minnesota 55440.

The Soo Line Railroad Company seeks approval of the proposed discontinuance and removal of the Conley frog locks, on the two main track Menomonee River movable bridge, at Milwaukee, Wisconsin, Gateway Division, C&M Subdivision.

The reason given for the proposed changes is to reduce maintenance costs associated with maintaining the frog locks, which are not required to be in compliance with applicable rule Part 236.312.

BS-AP-No. 3398

Applicant: Wisconsin Central Limited, Mr. Glenn J. Kerbs, Vice President Engineering, P.O. Box 5062, Rosemont, Illinois 60017-5062.

The Wisconsin Central Limited (WC) seeks approval of the proposed discontinuance and removal of the interlocking plant, at Menasha, Wisconsin, milepost MA 1.20, Manitowoc Subdivision, where a single main track of the WC crosses at grade a single yard track of the WC. The proposal includes installation of a swing gate with a stop sign, in the southwest quadrant, normally lined to foul the yard track.

The reason given for the proposed changes is that both tracks are owned by the WC, and the only through train movements are on the single main track at timetable speed of 10 mph.

BS-AP-No. 3399

Applicants: National Railroad Passenger Corporation, Ms. Alison Conway-

Smith, Vice President / Chief Engineer, 30th Street Station, 4th Floor South, Philadelphia, Pennsylvania 19104.

New Jersey Rail Transit Rail Operations, Mr. R. A. Randall, Vice President-General Manager, One Penn Plaza East, Newark, New Jersey 07150-2246.

The National Railroad Passenger Corporation (Amtrak) and New Jersey Rail Transit Rail Operations jointly seek approval of the proposed modification of Hudson Interlocking, milepost 7.2, near Harrison, New Jersey, Metropolitan Division; consisting of the proposed discontinuance and removal of controlled signals 10L, 10RA, 10RB, 30R, 30LA, and 30LB, and conversion of associated power-operated switches 43 and 29 to hand operation.

The reason given for the proposed changes is that the proposed configuration is part of the Penn Station, New York Access Project, High Density Interlocking System.

BS-AP-No. 3400

Applicants:

Union Pacific Railroad Company, Mr. P. M. Abaray, Chief Engineer-Signals/Quality 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-0001.
Burlington Northern Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 900 Continental Plaza, 777 Main Street, Fort Worth, Texas 76102-5304.

The Union Pacific Railroad Company and Burlington Northern Railroad Company (BN) jointly seek approval of the proposed discontinuance and removal of the traffic control signal system, on the single branch track, between Zangar Junction, C.P. W3 to Wallulla, Washington, on the Wallulla Branch; consisting of the discontinuance and removal of signals 55, L6, RA6, 27, and 28, and installation of an operative approach signal.

The reason given for the proposed changes is that the signals are no longer needed, the switch formerly located at C.P. W3 has been removed and BN no longer operates on the trackage.

BS-AP-No. 3401

Applicants:

Southern California Regional Rail Authority, Mr. H. L. Watson, 818 West Seventh Street, 7th Floor, Los Angeles, California 90017.
National Railroad Passenger Corporation, Mr. John D. Skinner, General Manager, 800 North Alameda Street, Los Angeles, California 90012.
Southern California Regional Rail Authority and National Railroad

Passenger Corporation (Amtrak) jointly seek approval of the proposed reconfiguration and conversion of Los Angeles Union Passenger Terminal Interlocking, in Los Angeles, California, to a centralized traffic control system, including the temporary discontinuance of the signal system during construction of new tracks and installation of new switch machines, new color light signals, and a new relay based signal control system. During the proposed temporary discontinuance: switch tenders will be on duty to align proper routes, all train movements will be authorized by the Riverside Subdivision SCO, all train movements will be controlled by the Terminal Tower Train Director, all train movements will be governed by Rule 6.28 of the General Code of Operating Rules, and train movements will not exceed 10 mph.

The reasons given for the proposed changes are the limited existing track capacity and the significant time and cost reduction in construction effort.

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, DC, on June 10, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-15117 Filed 6-13-96; 8:45 am]

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DEPARTMENT OF THE TREASURY

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 comment on continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Office of International Financial Analysis within the Department of the Treasury is soliciting comments concerning Foreign Currency Forms FC-1 (OMB NO. 1505-0012) Weekly Consolidated Foreign Currency Report of Major Market Participants, FC-2 (OMB No. 1505-0010) Monthly Consolidated Foreign Currency Report of Major Market Participants, and FC-3 (OMB No. 1505-0014) Quarterly Consolidated Foreign Currency Report. The reports are mandatory.

DATES: Written comments should be received on or before August 12, 1996 to be assured of consideration.

ADDRESS: Direct all written comments to T. Ashby McCown, Director, Office of International Financial Analysis, Department of the Treasury 1500 Pennsylvania Avenue, N.W., Room 5124, Washington, D.C. 20220, Telephone (202) 622-2250.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the forms and instructions should be directed to T. Ashby McCown, Director, Office of International Financial Analysis, Department of the Treasury, Washington, D.C. 20220, Telephone (202) 622-2250, FAX (202) 622-0607.

SUPPLEMENTARY INFORMATION:

Title: Weekly Consolidated Foreign Currency Report of Major Market Participants, Foreign Currency Form FC-1.

OMB Number: 1505-0012.

Title: Monthly Consolidated Foreign Currency Report of Major Market Participants, Foreign Currency Form FC-2.

OMB Number: 1505-0010.

Title: Quarterly Consolidated Foreign Currency Report, Foreign Currency Form FC-3.

OMB Number: 1505-0014.

Abstract: Foreign Currency Forms FC-1, FC-2, and FC-3 are required by law, Public Law 93-110 (31 U.S.C. 5315 and 5321(a)(3)), which directs the Secretary of the Treasury to prescribe regulations requiring reports on foreign currency transactions conducted by a United States person or foreign person controlled by a United States person. The regulations governing forms FC-1, FC-2, and F-3 are contained in Title 31 Part 128 of the Code of Federal Regulations (31 C.F.R. 128) which were published in the Federal Register on