

In addition, the Commission believes that the proposal to delete paragraph (a)(iii) to Phlx Rule 1042A and to incorporate that provision into paragraph (a)(ii) will help to clarify the application of the rule.

IV. Conclusion

For the foregoing reasons, the Commission finds that the Phlx's proposal to extend the deadline for the receipt or preparation of a memorandum to exercise, as well as the submission of an exercise advice form, is consistent with the requirements of the Act and the rules and regulations thereunder.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act,⁵ that the proposed rule change (SR-Phlx-95-86) is approved.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.⁶

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 96-9021 Filed 4-10-96; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Commercial Vehicle Information Systems and Networks (CVISN) Model Deployment Program

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Request for information (RFI).

SUMMARY: The FHWA intends to solicit applications for the CVISN Model Deployment Program. CVISN is essentially information system elements that support commercial vehicle operations (CVO). This includes information systems owned and operated by governments, motor carriers, and other stakeholders. CVISN is not a new national information system, but rather a way for existing systems to exchange information through the use of standards and the US commercially available communications infrastructure. CVISN will enable government agencies, the motor carrier industry, and other parties engaged in commercial vehicle operations, safety, and regulation to exchange information and conduct business transactions electronically. The objectives of CVISN include the following elements:

a. Distribution of safety information to computers at the roadside to target high risk carriers;

b. Use of license plate reader(s) at roadside to electronically identify commercial vehicles and carriers to check safety information;

c. Electronic collection of inspection data from the roadside and uploading to SAFETYNET;

d. Electronic application for credentials by motor carriers;

e. Interfacing of State systems to the International Registration Plan (IRP) clearinghouse;

f. Interfacing of State systems to the International Fuel Tax Agreement (IFTA) clearinghouse; and

g. Electronic clearance at fixed and/or mobile sites.

To assist FHWA in preparing the request for applications, the FHWA is publishing this RFI to solicit comment on issues related to the CVISN model deployment program. This RFI has been sent to all State agencies that have major responsibilities for the State transportation system, Motor Carrier Safety Assistance Program (MCSAP), vehicle registration, and vehicle fuel tax. The RFI outlines FHWA's plans for model deployment of CVISN in seven pilot States. A full text of the CVISN RFI is being provided for comments.

DATES: Comments must be received on or before April 22, 1996.

ADDRESSES: Submit comments to: electronic mail to: Mr. Doug McKelvey at DMCKELVEY@INTERGATE.DOT.GOV; Facsimile to FHWA CVISN RFI at (202) 366-7908; or mail to: Mr. Doug McKelvey, Federal Highway Administration, Office of Motor Carriers, 400 7th Street, S.W., HSA-20, Rm. 3419, Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Doug McKelvey, Office of Motor Carriers, (202) 366-0950.

SUPPLEMENTARY INFORMATION: Request for Information on the CVISN Model Deployment Program in support of Intelligent Transportation Systems (ITS) for CVO.

1. Introduction

1.1 Background

Commercial vehicle business practices and systems were originally designed primarily for intrastate trucking, but several factors have changed the way CVO business is conducted. These factors include increased emphasis on safety, improved truck technology, the construction of the Interstate Highway System, the industry's deregulation in 1980, and the interstate agreements for registration and fuel tax being adopted nationwide. The systems supporting CVO operations

have not kept pace. Many of the systems supporting CVO are manual processes requiring redundant data entry and cannot share information within and among States and customers. Additionally, State safety and administrative responsibilities for commercial vehicles are projected to increase over the next several years and State budgets are anticipated to remain stable or face reductions. To address these issues, the United States Department of Transportation (US DOT), through the FHWA, intends to support model deployment of CVISN in a number of States. CVISN is essentially information system elements that support commercial vehicle operations. This includes information systems owned and operated by governments, motor carriers, and other stakeholders. CVISN is not a new information system, but rather a way for existing systems to exchange information through the use of standards and the US commercially available communications infrastructure. CVISN will enable government agencies, the motor carrier industry, and other parties engaged in CVO safety and regulation to exchange information and conduct business transactions electronically. The purpose of investing in model deployment of CVISN in States is (1) to facilitate the development and deployment of ITS services that will increase the safety and productivity of CVO and (2) to ascertain and educate the general public and key State and industry decision makers on the costs and benefits of ITS for CVO.

1.2 Description of CVISN Model Deployment Program

The pilot deployment of CVISN is focused on safety and administrative processes. Safety systems are being pursued to improve safety on the nation's highways and to reduce the burden on safe carriers, and help streamline government processes. Administrative processes are being pursued because of expected benefits to states and the high benefit/cost ratio identified in a recent study for carriers processing 100 or more trucks. Three examples of CVISN include screening for safety, acquiring credentials, and mainline screening. Screening for safety would include Safety and Fitness Electronic Records (SAFER) System information that would provide a carrier safety snap-shot to the state and in-turn to the roadside mobile and/or fixed inspection/weigh facility. A hypothetical scenario would include the following: The vehicle pulls into the facility and the United States Department of Transportation number is obtained. This information is then

⁵ 15 U.S.C. 78s(b)(2) (1988).

⁶ 17 CFR 200.30-3(a)(12) (1994).

checked on the pen base computer which has a selection algorithm that suggests if the vehicle should be inspected for safety. If the inspection is performed, information is entered into the database via the pen base computer. The results of the information will provide vehicle clearance or a citation may be issued.

Carriers and commercial motor vehicle operators will obtain credentials and perform carrier to state business transactions electronically, directly from their offices. Carrier Automated Transaction (CAT) Software that perform these transactions will be provided free of charge to the model deployment states. The CAT is user-friendly personal computer software developed using a graphical user interface and will be tested in the prototype states prior to deployment in the model deployment states. It will be provided to all, but primarily used by small to medium sized carriers, states, and service providers. The CAT software uses open standards being developed through the American National Standards Institute, and these standards are scheduled to be formally adopted once they are tested and approved by the pilot states. These open standards allow all organizations to develop compatible CAT type software. Larger carriers would likely use these open standards to integrate carrier to state transaction software into their existing fleet management systems.

Carriers could enroll in mainline screening projects that allow carriers to pass inspection stations at mainline speeds for those states with roadside inspection/weight facilities. A carrier's safety record will be evaluated using available safety information. The probability of a safe carrier being inspected would be very low while the probability of a historically unsafe carrier would be very high. Participating motor carrier vehicles in the mainline screening program would be weighed and classified by high speed screening equipment on the highway preceding the inspection facility and electronically examined via a truck-mounted transponder to ensure that all required electronic screening criteria was met. If the vehicle meets the criteria, the driver will be electronically notified by an indicator device in the cab of the truck and allowed to bypass the inspection facility. When one or more of the criteria are not satisfied, the driver will be required to enter the inspection facility for further review.

This RFI outlines FHWA's plans for model deployment of CVISN in seven model deployment States, one State from each of the seven truckshed

regions. The trucksheds were defined by geographic distribution in the United States and by truck freight volumes. Therefore piloting a national program in each of the seven regions is a logical progression to "grow" the program. Maryland and Virginia will be used to try the first generation of CVISN and it will then be refined and transferred to the model deployment states. The FHWA is seeking comments on this plan. This RFI is not a request for proposals or an invitation for bids. Once comments from this RFI are incorporated, this document will be finalized and used to solicit applications from states prepared to carry out a model deployment of CVISN. States are encouraged to form partnerships with the private sector in the CVISN program.

The FHWA encourages all parties with an interest in ITS for CVO to comment on this initiative on or before April 22, 1996.

1.3 CVISN Objectives

Each pilot State is required to demonstrate the following over a two-year period at a few sites and for a portion of the truck and motor coach industry:

- a. Distribution of safety information to computers at the roadside to target high risk carriers;
- b. Use of license plate reader(s) at roadside to electronically identify commercial vehicles and carriers to check safety information;
- c. Electronic collection of inspection data from the roadside and uploading to SAFETYNET;
- d. Electronic application for credentials by motor carriers;
- e. Interfacing of State systems to the IRP clearinghouse;
- f. Interfacing of State systems to the IFTA clearinghouse; and
- g. Electronic clearance at fixed and/or mobile sites.

A system for requesting oversize/overweight permits electronically is optional.

CVISN model deployment States using Dedicated Short Range Communications (DSRC) must be interoperable with nearby CVO and toll programs. This is not designed to limit strategies, but to encourage innovative approaches to achieving the ITS/CVO vision of increased safety and efficiency. In addition, the FHWA will accept proposals outlining projects that fund additional States in a truckshed region.

Evaluation is another requirement. CVISN model deployment States must participate in an overall project evaluation. As a partner, FHWA will provide an independent evaluator to

work with the stakeholder in refining their draft evaluation plan early in the test. The evaluation process will help focus stakeholder efforts and resources through early evaluation planning to achieve the maximum cost/benefits from the program.

1.4 Expected CVISN Benefits

Expected Benefits for State Governments

- a. Data interchange among States, carriers, financial institutions, and insurance carriers will be electronic and efficient.
 - b. Administrators and enforcement personnel will have electronic access to required data.
 - c. Enforcement resources can be focused on high risk carriers and drivers.
 - d. Credentials issuance, taxation, inspections, and compliance reviews will be automated to proceed more efficiently.
 - e. Better enforcement of weight, size, safety, and tax regulations.
 - f. In the long term, re-engineered policies and practices can be based on measured data and careful analysis.
- Expected Benefits for Motor Carriers
- a. Reduced administrative burden in regulatory compliance.
 - b. Vehicles of safe and legal carriers will incur less delay.
 - c. Technology investment can support multiple services.
 - d. Uniformity of services across North America.
 - e. Focus on unsafe carriers will "level the playing field."
 - f. Reduction in exposure to lane change movements at inspection sites.
 - g. Increased commercial vehicle fuel efficiency.
 - h. Reduced commercial vehicle emissions.

2. CVISN System and Organizational Coordination

The objectives of the CVISN model deployment program (Section 1.3) will require system and organizational coordination. The organizations and capabilities described here include the safety inspections and electronic clearance; registration; electronic credentials, clearance, and motor carriers; fuel tax system; and oversize/overweight. This section takes a paragraph to describe what each objective achieves with the CVISN deployment and how this is accomplished. The FHWA assumes that model deployment States will upgrade existing systems or use a private provider to operate and maintain the systems. The FHWA supports

automation of the existing functions, but is not encouraging the addition of new systems. For example, the Single State Registration (SSR) and insurance systems have legislation pending in Congress, so this model deployment is delaying integration of SSR into the CVISN model deployment pending the outcome of this legislation.

2.1 Safety Inspections and Electronic Clearance

The State commercial vehicle safety system will upload inspections electronically at the roadside using the ASPEN pen-based system or current State system. Safety information will be provided electronically to the roadside to enforcement officers. Preliminary data has indicated that the effectiveness of roadside safety inspections can be doubled combining this safety information with experienced law enforcement officers. This will allow automated screening to clear safe operators and focus safety enforcement on high risk carriers. Federal model deployment funds could be used for hardware and software, and the State will provide manpower to solve organizational issues leading to deployment and resources such as motor carrier inspectors to operate the system. This will be coordinated with the existing Motor Carrier Safety Assistance Program (MCSAP). The State will also electronically clear transponder-equipped safe and legal trucks and buses at fixed and/or mobile sites.

2.2 Registration

The State registration system will electronically accept registration requests, issue credentials electronically, and respond to queries of authorized users. Federal model deployment funds could be used to purchase the necessary hardware and software to interface the existing pilot State registration system and build an interstate IRP clearinghouse. This IRP clearinghouse will be developed and operated under the direction of the IRP board of directors. The State registration agency will provide organizational coordination of the technology deployment and any modifications required in the existing State system software. Federal model deployment funds could be used for travel funding to resolve organizational issues and to participate in American National Standards Institute (ANSI) standards meetings to ensure the registration standards developed meet the pilot State's requirements.

2.3 Electronic Credentials, Clearance, and Motor Carriers

Carriers and commercial motor vehicle operators will be able to obtain credentials electronically. A small carrier if needed would go to a single location, either a State or private provider, instead of the numerous locations currently required. User friendly personal computer (PC) software would be developed. This software will allow carriers to obtain credentials directly from their office. Larger carriers would likely integrate credential software in their existing fleet management system.

Carriers could apply for electronic clearance that allows safe and legal carriers with transponder-equipped vehicles to pass inspection stations or mobile sites at mainline speeds.

2.4 Fuel Tax System

The State fuel tax system will (1) electronically accept applications for fuel credentials, (2) issue them, (3) accept quarterly fuel tax reports, (4) respond to authorized queries, and (5) notify other IFTA application States electronically of carriers allocated for their State. Federal model deployment funds could be used to purchase the necessary hardware and software to interface the existing model deployment State fuel tax system and build an interstate fuel clearinghouse. This fuel clearinghouse will be developed and operated under the direction of the IFTA board of directors and coordinated with IFTA. The clearinghouse will notify the model deployment State electronically of all carriers allowed to operate in the pilot State, who are based in other States. The fuel tax system will provide organizational coordination for the technology deployment and necessary modifications required in the existing State system software. Federal model deployment funds could be used for travel funding to resolve organizational issues and to participate in the ANSI standards meetings to ensure the fuel tax standards developed meet the pilot State's requirements.

2.5 Oversize/Overweight (Optional)

The State oversize/overweight system will allow the carrier to request credentials electronically and issue oversize/overweight permits electronically for CVO vehicles in an approved envelope for size and weight. Requests outside the envelope will be notified to contact the organization in person. Where States have developed regional oversize/overweight agreements, the region will select a single State to issue credentials for that

region. The States will provide manpower to resolve issues and operate the system. Federal model deployment funds could be used to purchase and install the system and provide travel funding to resolve the organizational issues and to participate in ANSI standards meetings to ensure that the oversize/overweight standards developed meet the model deployment State's requirements.

3. CVISN Funding

In fiscal year (FY) 96, the FHWA expects to provide \$500,000 to each model deployment State to enable them to automate their systems, purchase technologies for the model deployment, and develop business plans. Additional Federal FY 97 funding is planned. The actual amount will be based on implementation cost estimates, Congressional funding levels, and past performance.

3.1 Federal Allocation

Funding for each selected model deployment State will be provided over a two-year period.

3.2 Eligible Costs for Federal Funding

Eligible expenditures for Federal funding will be for software development, equipment, installation, maintenance, and other expenses to achieve the objectives of the CVISN project.

3.3 Non-Federal Cost Sharing

The CVISN model deployment States will be asked to contribute at least 50% of the cost of the project in hard and soft matches. Non-Federal cost sharing (private and public) funds and other resources are required. The CVISN pilot States will be required to contribute at least 20% of the cost of the project as a hard match (cash, equipment integrated into the project, or dedicated full-time staff). The remaining 30% may be a hard or soft match. States proposing more than a 50% cost match will be given extra consideration in the proposal review.

4. Mainstreaming

Mainstreaming funds will be available to States and regions in FY 1996. These funds will help continue to build the organizational and institutional arrangements among States, carriers, and vendors to ensure the development and deployment of ITS/CVO user services to public and private markets. While the model deployment of the CVISN architecture proceeds in the model deployment States over the next two years, the State and regional forums will be strengthened by providing

Federal funding to hire regional champions responsible for near-term deployment activities. The regional champions and forums will serve the following functions: (a) the development of regional and State ITS/CVO Mainstreaming plans to prepare for CVISN model deployment in States throughout the seven truckshed regions and (b) the dissemination of results from the initial CVISN model deployment State to the rest of the regional forum. Additional details regarding the 1996 Mainstreaming project will be available in April from the FHWA.

5. Evaluation

The FHWA will conduct a rigorous, independent evaluation of the effectiveness of the CVISN model deployment in achieving State and National ITS program goals. The independent evaluation may be conducted using existing FHWA resources, or, as part of another solicitation, the FHWA may contract with one or more independent evaluation contractor(s) to evaluate the model deployments.

6. Application Requirements

The application to be a model deployment State shall include a memorandum of agreement (MOA) with the chief executive officer's (CEO) signature of relevant State agencies demonstrating their support for providing the CVISN services previously outlined. A signature of the Governor and/or the CEO of a motor carrier association is optional. An organizational chart showing the relationship between the agencies, a point of contact for each agency and a lead agency will be identified at this time. This process is to ensure management support for CVISN services at all levels. If there is no MOA, the application will not be considered further.

Each application shall include and fully address the selection criteria statements in Section 7, Selection Criteria.

7. Selection Criteria

Selection for State participation in the CVISN model deployment program will include the following criteria:

7.1 Institutional Capabilities

States interested in model deployment of CVISN should include, with their application of interest, supporting documentation indicating the extent to which of these institutional capabilities exist. Possessing more of these institutional capabilities will increase the ability of a State to be

selected and to be a successful model deployment State.

a. Leadership and initiative on ITS/CVO issues and programs through participation in ITS/CVO institutional studies and operational tests

b. Integration with safety strategies and projects targeting high risk carriers

c. An ITS/CVO working group involving State agencies and private industry

d. An ITS/CVO plan (strategic, business, deployment, etc.). If a plan is available, a bullet list of major elements should be attached with the application including: (1) Goals, (2) Objectives, (3) Actions, (4) Schedule, and (5) Funding summary

e. Strong commitment to customer service and the ability to work with the motor carrier industry in their State

f. A full time project manager to champion deployment of these services in the State

g. Experience and willingness to work with other States and CVO-related organizations at the regional and national level

h. Commitment to participate in the evaluation and the CVISN model deployment following the two-year operational test

i. Public/private partnerships involving CVO

7.2 Technical Capabilities

States interested in model deployment of CVISN should include supporting documentation indicating their technical capabilities for the items below. It is not anticipated that most of these technical capabilities exist in States, but possessing more of these technical capabilities will increase the ability of a State to be a successful model deployment State.

a. Significant public and/or private sector investment and technical capability in developing, operating, and maintaining CVO-related information management systems and technologies

b. Significant progress in developing and operating (including the private sector) several ITS/CVO services, including:

1. Fixed and/or mobile electronic safety screening programs, and the ability to support on-line data entry of interstate and intrastate safety information

2. Electronic clearance programs where States operate a significant number of weigh stations, ports-of-entry, or mobile operations

3. Electronic registration programs for carriers for interstate and intrastate registrations, and the ability to respond to electronic queries from government and industry to verify the status of registrations

4. Electronic fuel tax reporting, and the ability to respond to electronic queries from government and industry to verify the status of fuel tax accounts

5. Electronic oversize/overweight permitting, and the ability to respond to electronic queries from government and industry to verify the status of oversize/overweight permits

c. State communications infrastructure or that of a private provider is sufficiently developed to provide on-line information exchange capability to the designated users

d. Sufficient support equipment to carry out the model deployment of CVISN and ITS/CVO services

7.3 Non-Federal Cost Sharing

States interested in model deployment of CVISN should include supporting documentation of all non-Federal cost sharing (private and public) funds and other resources that would be used to support the CVISN model deployment program. The CVISN model deployment states will be asked to contribute at least 50% of the cost of the project in hard and soft matches. The CVISN model deployment States will be required to contribute at least 20% of the cost of the project as a hard match (cash, equipment integrated into the project, or dedicated full-time staff). The remaining 30% may be a hard or soft match. States proposing more than a 50% cost match will be given extra consideration in proposal review.

8. Schedule

The time line for the CVISN model deployment state application and selection process is as follows:

No.	Date	Event
1.	April 1, 1996	Distribution of RFI.
2.	April 22, 1996 ...	RFI responses due to FHWA.
3.	May 15, 1996 ...	Distribute Request for Applications for CVISN Model Deployment Program.
4.	July 1, 1996	Applications for CVISN Model Deployment Program due.
5.	August 1, 1996 .	Applications selected for CVISN Model Deployment Program.
6.	September 2, 1996.	Funding Agreements completed.

Please provide any comments concerning the following questions:

1. What are your thoughts on the CVISN program?
2. Is the proposed requirement to demonstrate the seven CVISN objectives reasonable in a two year time frame?

3. Is Federal funding over a two-year period an appropriate time frame?

4. Is the 50% minimum non-Federal cost sharing reasonable? Could it be more?

5. Should motor carrier support be required for the MOA?

6. Should the Governor's signature be required for the MOA?

7. Please provide any additional criteria needed for the MOA.

8. Is the schedule reasonable?

Authority: 23 USC 315; 49 CFR 1.48.

Issued on: April 3, 1996.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 96-9069 Filed 4-10-96; 8:45 am]

BILLING CODE 4910-22-P

Federal Railroad Administration

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. 3388

Applicant: CSX Transportation, Incorporated, Mr. D. G. Orr, Chief Engineer—Train Control, 500 Water Street, Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the two main tracks and siding, between milepost BC-126.2 and milepost BC-125.4, near Mitchell, Indiana, Louisville Division, Indiana Subdivision; consisting of the discontinuance and removal of automatic signals 126.2, 126.3, 126.3B, 126.3C, 125.4, 125.4B, and 125.3, associated with the removal of two hand-operated crossovers switches.

The reason given for the proposed changes is to improve operations and increase efficiency.

BS-AP-No. 3389

Applicant: Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410.

Consolidated Rail Corporation seeks approval of the proposed modification

of the traffic control signal system, on the single Delaware Main track, between milepost 111.1 and milepost 117.1, near Delaware, Ohio, on the Columbus Line, Indianapolis Division; consisting of the discontinuance and removal of "CP 114" and associated holding signals, discontinuance and removal of intermediate signals 1124, 1125, 1151, and 1152, and installation of back to back intermediate signals 114E and 114W at milepost 114.0.

The reason given for the proposed changes is improve efficiency of operations by the elimination of facilities no longer needed for present traffic levels.

BS-AP-No. 3390

Applicant: Consolidated Rail Corporation, Mr. J. F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410. Consolidated Rail Corporation (Conrail) seeks approval of the proposed discontinuance and removal of the traffic control signal system, on the single main track, between "CP 59", milepost 58.8, Lockport, New York, and "CP 69", milepost 69.6, Wheatfield, New York, also on the Tuscarora Wye track, between "CP 69", milepost 69.6 and "CP 21", milepost 22.0, Niagara, New York, on the Lockport and Niagara Branches, Albany Division, including the following:

1. Discontinuance and removal of all associated signals and electrically locked switches from the Lockport Branch and Tuscarora Wye Track;

2. Retirement of "CP 59" and "CP 69" interlockings, converting all power-operated switches to hand-operation, normally lined for turnout;

3. Redesignation of the single main track from milepost 58.8 to "CP 21" as the Lockport Secondary, with train operations governed by "Form D" control system and DCS stations installed at mileposts 58.8, 60.2, 67.2, and 69.7; and

4. Redesignation of the single main track between milepost 69.7 and "CP 22" as the Niagara Running Track under control of the Conrail Dispatcher in Selkirk, New York.

The reason given for the proposed changes is to retire facilities no longer needed for present operations.

BS-AP-No. 3391

Applicant: Bangor and Aroostook Railroad Company, Mr. T. E. Belvin, Manager Communication and Signals, RR2, Box 45, Bangor, Maine 04401-9602.

The Bangor and Aroostook Railroad Company seeks approval of the

proposed discontinuance and removal of the signal system between milepost 101.70 and milepost 103.2, and between milepost 104.82 and milepost 107.5, near Millinocket, Maine.

The reason given for the proposed changes is to retire facilities no longer needed for present operations.

BS-AP-No. 3392

Applicant: CSX Transportation, Incorporated, Mr. D. G. Orr, Chief Engineer—Train Control, 500 Water Street, Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of NC Cabin Interlocking, milepost CA521, Ashland, Kentucky, C&O Business Unit, Kanawha Subdivision; consisting of the conversion of power-operated switch No. 159 to hand operation.

The reason given for the proposed change is due to a derailment on 2-25-96 and determination that a power-operated switch is no longer needed at this location.

BS-AP-No. 3393

Applicant: The New Orleans Public Belt Railroad, Mr. Anthony C. Marinello, Jr., Manager, Engineering and Maintenance, P.O. Box 51658, New Orleans, Louisiana 70151.

The New Orleans Public Belt Railroad seeks approval of the proposed discontinuance and removal of 15 signals (No.'s 48, 47, 46, 45, 40, 39, 38, 37, 33, 2, 14, 16, 18, 20, and 22) on the two Running tracks, between Lampert Junction, milepost J.O.2 and East Bridge Junction, milepost J.3.0, in New Orleans, Louisiana.

The reasons given for the proposed changes are that the Running Track and rail crossings have been removed, traffic pattern have changed, and traffic has been significantly reduced.

BS-AP-No. 3394

Applicant: Montana Rail Link, Incorporated, Mr. Richard L. Keller, Chief Engineer, P. O. 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 and siding, between Livingston, milepost 116.1 and East Bozeman, milepost 138.6, Montana, on the Second Subdivision. The proposed changes include the discontinuance and removal of 12 automatic intermediate signals, discontinuance and removal of 4 holding signals, removal of the signal control circuits for the tunnel doors at milepost 128.0, installation of 8