

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

automatic intermediate signals, and installation of electronic coded track circuits associated with pole line elimination.

The reasons given for the proposed changes are to upgrade the signal system, improve train operations, increase braking distances, and the four holding signals and tunnel doors at Bozeman are no longer needed.

BS-AP-No. 3395

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 discontinuance and removal of the traffic control signal system, on the single main track, between "CP Shale", milepost 42.7 and milepost 54.4, Bayard, Ohio; and the discontinuance and removal of the automatic block signal system, on the two main tracks, between "CP Shale", milepost 42.7 and "CP River", milepost 26.5, near Yellow River, Ohio, Cleveland Line, Pittsburgh Division.

The proposed changes include the following:

1. Removal of the No. 2 main track between "CP Shale" and "CP River";
2. Retention of "CP Shale" and "CP River" interlockings;
3. Extension of the Form D control system (DCS) eastward from Bayard to "CP River"; and
4. Installation of DCS stations and spring switches at mileposts 28.65 and milepost 40.4, and DCS station only at milepost 34.0.

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

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 April 8, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-9064 Filed 4-10-96; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Submission to OMB for Review; Comment Request

April 1, 1996.

The Department of 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.

Internal Revenue Service (IRS)

OMB Number: 1545-0723.

Regulation ID Number: LR-115-72

Final.

Type of Review: Extension.

Title: Manufacturer's Excise Taxes on Sporting Goods and Firearms and Other Administrative Provisions of Special Application to Manufacturers and Retailers Excise Taxes; Reporting and Recordkeeping Requirements.

Description: Chapters 31 and 32 of the Internal Revenue Code impose excise taxes on the sale or use of certain articles. Section 6416 allows a credit or refund of the tax to manufacturers in certain cases. Section 6420, 6421, and 6427 allow credits or refunds of the tax to certain users of the articles.

Respondents: Business or other for-profit, Individuals or households, Not-for profit institutions, Farms, State, Local or Tribal Government.

Estimated Number of Respondents/Recordkeepers: 1,500,000.

Estimated Burden Hours Per

Respondent/Recordkeeper: 15 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting/

Recordkeeping Burden: 475,000 hours.

OMB Number: 1545-1269.

Regulation ID Number: PS-7-90

Final.

Type of Review: Extension.

Title: Nuclear Decommissioning Fund Qualification Requirements.

Description: If a taxpayer requests, in connection with a request for a schedule

of ruling amounts, a ruling as to the classification of certain unincorporated organizations, the taxpayer is required to submit a copy of the documents establishing or governing the organization.

Respondents: Business or other for-profit.

Estimated Number of Respondents: 50.

Estimated Burden Hours Per

Respondent: 3 hours.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 150 hours.

OMB Number: 1545-1381.

Regulation ID Number: CO-49-88

Final.

Type of Review: Extension.

Title: Limitations on Corporate Net Operating Loss.

Description: This regulation provides rules for the allocation of a loss corporation's taxable income or net operating loss between the periods before and after an ownership changed under section 382 of the Internal Revenue Code, including an election to make the allocation based on a closing of the books as of the change date.

Respondents: Business or other for-profit.

Estimated Number of Respondents: 2,000.

Estimated Burden Hours Per

Respondent: 6 minutes.

Frequency of Response: On occasion.

Estimated Total Reporting Burden: 200 hours.

Clearance Officer: Garrick Shear (202) 622-3869, Internal Revenue Service, Room 5571, 1111 Constitution Avenue, NW., Washington, DC 20224.

OMB Reviewer: Milo Sunderhauf (202) 395-7340, Office of Management and Budget, Room 10226, New Executive Office Building, Washington, DC 20503.

Lois K. Holland,

Departmental Reports Management Officer.

[FR Doc. 96-8853 Filed 4-10-96; 8:45 am]

BILLING CODE 4830-01-P

Submission for OMB Review; Comment Request

April 2, 1996.

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