

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Aviation Rulemaking Advisory Committee Meeting on Training and Qualifications**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss training and qualification issues.

DATES: The meeting will be held on July 8 at 12:00 noon.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Ave., SW, Conference Room 810, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Ms. Regina L. Jones, (202) 267-9822, Office of Rulemaking, (ARM-100) 800 Independence Avenue, SW, Washington, DC 20591.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee (ARAC) to discuss training and qualification issues. This meeting will be held July 8, 1997, at 12:00 noon, at the Federal Aviation Administration. The agenda for this meeting will include the following: The Air Carrier Pilot Pay for Training Working Group will provide a recommendation regarding the Air Carrier Pilot Pay for Training study; ARAC will vote on whether to approve the Air Carrier Pilot Pay for Training Working Group's recommendation.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on June 19, 1997.

Thomas Toula,

Assistant Executive Director for Training and Qualifications, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-16672 Filed 6-24-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**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. 3423

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, 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 northward absolute signal N2 and the traffic control system, on the No. 1 Main Track, between Rosedale, Kentucky, milepost KC-5.1 and Latonia, Kentucky, milepost KC-4.1, Louisville Division, Cincinnati Terminal Subdivision, and extend Yard Limit operation to the trackage.

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

BS-AP-No. 3424

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, 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 connection track between Sanderson No. 1 and Sanderson No. 2, Memphis Junction, Kentucky, milepost 118.7, Louisville Division, Main Line 3 Subdivision; consisting of the conversion of the power-operated switch at Sanderson No. 2 to hand operation, removal of controlled signals 150RA, 150RB, and 150L, removal of approach signal 1202,

and implement Yard Limit operation on the trackage.

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

BS-AP-No. 3425

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of RO Interlocking, milepost CFP-110.1, near Alexandria, Virginia, Baltimore Division, RF&P Subdivision, consisting of the conversion of power-operated switches No. 3, 5, and 13 to hand operation equipped with electric locks, and removal of associated controlled signals 2L, 8LB, and 8LC.

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

BS-AP-No. 3426

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of Milford Interlocking, milepost CFP-37.8, Milford, Virginia, Baltimore Division, RF&P Subdivision; consisting of the conversion of the No. 3 power-operated crossover to a hand-operated electrically locked crossover, and removal of associated controlled signals 4L and 4R.

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

BS-AP-No. 3427

Applicant: CSX Transportation, Incorporated, Mr. R. M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of the traffic control system, on the single main track, at Amqui, Tennessee, milepost H-176.8, on the Henderson Subdivision, Chicago Service Lane, consisting of the discontinuance and removal of northward absolute signal 3R.

The reason given for the proposed changes is that the signal is not needed under present day operation.

BS-AP-No. 3428

Applicant: CSX Transportation, Incorporated, Mr. R. M. Kadlick, Chief

Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of the traffic control system, on the single main track, between milepost 172 and milepost 225, on the Florence Division, Aberdeen Subdivision, in North Carolina, associated with the installation of electronic coded track circuits, consisting of the following:

1. Conversion of the two power-operated switches, North End of Merry Oaks, to hand operation equipped with electric locks;
2. Conversion of the two power-operated switches, South End of Merry Oaks, to hand operation equipped with electric locks;
3. Conversion of the power-operated switch, milepost 212, south of Cameron, to hand operation; and
4. Discontinuance and removal of 34 controlled signals, associated with the conversion of the above power-operated switches, and the removal of several sidings no longer required.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

BS-AP-No. 3429

Applicant: Norfolk Southern Railway Company, Mr. C. M. Golias, Chief Engineer S&E Engineering, 99 Spring Street, S.W., Atlanta, Georgia 30303.

Norfolk Southern Railway Company seeks approval of the proposed modification of the traffic control system, on the Kinney Wye connecting track, between control point Kinney, milepost PH-16.5, Virginia Division, Blue Ridge District and control point Montview, milepost 174.6, Piedmont Division, Lynchburg-Salisbury-Southward District, near Lynchburg, Virginia, consisting of the discontinuance and removal of the switch point protection on the hand-operated switches, and modifications to provide for a restricting aspect for train movements through the OS onto the connecting track at the 4R, 21R, and 25R signals.

The reason given for the proposed changes is to reduce maintenance costs without affecting safety.

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 June 3, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-16664 Filed 6-24-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 290 (Sub No. 5) (97-3)]

Quarterly Rail Cost Adjustment Factor

AGENCY: Surface Transportation Board, DOT.

ACTION: Approval of rail cost adjustment factor.

SUMMARY: The Board has approved a third quarter 1997 rail cost adjustment factor (RCAF) and cost index filed by the Association of American Railroads. The third quarter 1997 RCAF (Unadjusted) is 1.112. The third quarter 1997 RCAF (Adjusted) is 0.752. The third quarter 1997 RCAF-5 is 0.734.

EFFECTIVE DATE: July 1, 1997.

FOR FURTHER INFORMATION CONTACT: H. Jeff Warren, (202) 565-1549. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision write to, call, or pick up in person from: DC NEWS & DATA, INC., Suite 210, 1925 K Street, NW, Washington, DC 20423, telephone (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

This action will not significantly affect either the quality of the human environment or energy conservation.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

Decided: June 18, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-16638 Filed 6-24-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

**Executive Office for Asset Forfeiture;
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 opportunity to comment on proposed and/or 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 Executive Office for Asset Forfeiture within the Department of the Treasury is soliciting comments concerning the "Request for Transfer of Property Seized/Forfeited by a Treasury Agency", TD F 92-22.46. **DATES:** Written comments should be received on or before August 20, 1997 to be assured of consideration.

ADDRESSES: Direct all written comments to the Executive Office for Asset Forfeiture, Attn: Ms. Rebecca Brown, Suite 700, 740-15th Street, Washington, D.C. 20220. Telephone: (202) 622-2807.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to Executive Office for Asset Forfeiture, Attn: Ms. Rebecca Brown, Suite 700, 740-15th Street, Washington, D.C. 20220. Telephone: (202) 622-2807.

Title: Request for Transfer of Property Seized/Forfeited by a Treasury Agency, TD F 92-22.46.

OMB Number: 1505-0152.

Form Number: TD F 92-22.46.

Abstract: The form was developed to capture the minimum amount of data necessary to process the application for equitable sharing benefits. Only one form is required per seizure. If a law enforcement agency does not make this one time application for benefits under the equitable sharing process, the agency will not benefit from the forfeiture process.

Current Action: This is a notice for the continued use of the established form.

There are no changes to the existing form.