General Manager Signal Engineering, 500 Water Street (S/C J–370), Jacksonville, Florida 32202

CSX Transportation, Incorporated (CSXT) seeks approval of the discontinuance and removal of Viaduct Junction Interlocking, milepost BA–178.9, Cumberland, Maryland, involving main tracks of the Cumberland and Cumberland Coal Business Unit Divisions, Cumberland Terminal, Keystone, and Mountain Subdivisions, associated with permanent track and signal system arrangement revisions, installation of a traffic control signal system, and implementation of a Direct Traffic Control Block System (DTC) to govern train movements during construction and testing of changes. CSXT has implemented temporary DTC operations, as construction is underway and completion of the project is expected in November 1996, unless delayed by unforeseen circumstances.

The reasons given for the proposed changes are to improve train operations, replace the obsolete track arrangement, and eliminate the mechanical interlocking.

BS–AP–No. 3411

Applicant: CSX Transportation, Incorporated, Mr. E. G. Peterson, P.E., General Manager Signal Engineering, 500 Water Street (S/C J–370), Jacksonville, Florida 32202

CSX Transportation, Incorporated (CSXT) seeks approval of the discontinuance and removal of the traffic control signal system, on the main and siding tracks, between Fetner, milepost S164.8 and Hoffman, milepost S238.3, North Carolina, Florence Division, Aberdeen Subdivision, a distance of approximately 63.5 miles, and implementation of a Direct Traffic Control Block System (DTC) to govern train movements. CSXT has implemented DTC operations because of storm damage, and requests tolling the running of the six-month grace period provided in Part 235.7(4) for repair necessitated by catastrophic circumstances, pending FRA's decision.

The reason given for the proposed changes is that the signal system was damaged by Hurricane Fran and is no longer needed for current operations.

BS–AP–No. 3412

Applicant: Transportation, Incorporated, Mr. E. G. Peterson, P.E., General Manager Signal Engineering, 500 Water Street (S/C J–370), Jacksonville, Florida 32202

CSXTransportation, Incorporated (CSXT) seeks approval of the temporary discontinuance of all locations with signal systems, on all tracks, when a signal system is disturbed during construction and testing of changes, for a period of up to 30 days, and implement a temporary Direct Traffic Control Block System (DTC) to govern train movements during discontinuance of the signal system.

The reason given for the proposed changes is to clarify CSXT standard practice for operation during implementation and testing of changes.

BS–AP–No. 3413

Applicant: Louisville and Indiana Railroad, Mr. J. H. Sharp, General Superintendent, 2500 Old U.S. Highway 31, Jeffersonville, Indiana 47130

The Louisville and Indiana Railroad seeks approval of the proposed discontinuance and removal of the signal, between milepost 109 and milepost 110.1, near Clagg Tower, Louisville, Kentucky, consisting of the discontinuance and removal of 13 signals, and conversion of 8 power-operated switches to hand operation.

The reason given for the proposed changes is that the power-operated switches are no longer needed for the one to two switch crews per day operation, and the associated costs of the frequent maintenance of the antiquated equipment.

BS–AP–No. 3414

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 the traffic control signal system, on the single main track between Fremont, California, CPF29, milepost 29.3 and milepost 5.8, on the Canyon Subdivision, a distance of approximately 23.5 miles, and redesignation of the main track to an industrial switching lead.

The reason given for the proposed changes is that changes in train operations due to utilization of former Southern Pacific trackage has eliminated the need for signals on this trackage.

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 30 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 December 10, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96–31920 Filed 12–17–96; 8:45 am]

BILLING CODE 4910–06–P

National Highway Traffic Safety Administration

[Docket No. 96–125; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1989 Alfa Romeo 164 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1989 Alfa Romeo 164 passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1989 Alfa Romeo 164 that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) It is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is January 17, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 a.m. to 4 p.m.]

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Champagne Imports, Inc. of Lansdale, Pennsylvania (Registered Importer No. R–90–009) has petitioned NHTSA to decide whether 1989 Alfa Romeo 164 passenger cars are eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1989 Alfa Romeo Milano. Champagne has submitted information indicating that the manufacturer of the 1989 Alfa Romeo Milano certified that vehicle as conforming to all applicable Federal motor vehicle safety standards and offered it for sale in the United States.

The petitioner contends that it carefully compared the 1989 Alfa Romeo 164 to the 1989 Alfa Romeo Milano, and found the two models to be substantially similar with respect to compliance with most applicable Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that the 1989 Alfa Romeo 164, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as the 1989 Alfa Romeo Milano that was offered for sale in the United States, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the 1989 Alfa Romeo 164 is identical to the certified 1989 Alfa Romeo Milano with respect to compliance with Standards Nos. 102 *Transmission Shift Lever Sequence.* * * *, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch Systems*, 116 *Brake Fluid*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 203 *Impact Protection for the Driver From the Steering Control System*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, and 302 *Flammability of Interior Materials.*

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) inscription of the word ''Brake'' on the brake failure indicator lamp lens; (b) installation of a seat belt warning lamp which displays the appropriate symbol; (c) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: (a) installation of U.S.-model headlamp assemblies; (b) installation of U.S.-model front and rear sidemarker/reflector assemblies; (c) installation of U.S.-model taillamp assemblies (d) installation of a high mounted stop lamp.

Standard No. 110 *Tire Selection and Rims*: installation of a tire information placard.

Standard No. 111 *Rearview Mirrors*: replacement of the convex passenger side rear view mirror.

Standard No. 114 *Theft Protection*: installation of a warning buzzer microswitch in the steering lock assembly and a warning buzzer.

Standard No. 118 *Power Window Systems*: rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 208 *Occupant Crash Protection:* (a) installation of a U.S.-model seat belt in the driver's position, or a belt webbing-actuated microswitch inside the driver's seat belt retractor; (b) installation of an ignition switch-actuated seat belt warning lamp and buzzer. The petitioner states that the vehicle is equipped with combination lap and shoulder restraints that adjust by means of an automatic retractor and release by means of a single push button at each front designated seating position. Additionally, the petitioner states that the vehicle is equipped with combination lap and shoulder restraints that release by means of a single release button at each rear outboard designated seating position, and with a lap belt in the rear center designated seating position.

Standard No. 214 *Side Impact Protection*: installation of reinforcing beams.

Standard No. 301 *Fuel System Integrity*: installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

Additionally, the petitioner states that the bumpers on the 1989 Alfa Romeo 164 must be reinforced or replaced with U.S.-model components to comply with the Bumper Standard found in 49 CFR Part 581.

The petitioner also states that a VIN plate must be installed on the vehicle so that it can be read from outside the left windshield pillar, and a VIN reference label must be installed on the edge of the door or latch post nearest the driver to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the Federal Register pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141 (a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: December 12, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 96–32082 Filed 12–17–96; 8:45 am]

BILLING CODE 4910–59–P