

the Commission of any written comments received by NSCC.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

Within thirty-five days of the date of publication of this notice in the Federal Register or within such longer period (i) as the Commission may designate up to ninety days of such date if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the self-regulatory organization consents, the Commission will:

- (A) By order approve such proposed rule change or
- (B) institute proceedings to determine whether the proposed rule change should be disapproved.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street N.W., Washington, D.C. 20549. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room in Washington, D.C. Copies of such filing will also be available for inspection and copying at the principal office of NSCC. All submissions should refer to File No. SR-NSCC-95-03 and should be submitted by May 5, 1995.

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

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 95-9231 Filed 4-13-95; 8:45 am]

BILLING CODE 8010-01-M

SMALL BUSINESS ADMINISTRATION

Hartford District Advisory Council Meeting; Public Meeting

The U.S. Small Business Administration Hartford District Advisory Council will hold a public meeting on Monday, May 15, 1995 at 8:30 a.m. at 2 Science Park, New Haven,

Connecticut 06511, to discuss matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Ms. Jo-Ann Van Vechten, District Director, U.S. Small Business Administration, 330 Main Street, Hartford, Connecticut, (203) 240-4670.

Dated: April 10, 1995.

Dorothy A. Overal,

Director, Office of Advisory Council.

[FR Doc. 95-9280 Filed 4-13-95; 8:45 am]

BILLING CODE 8025-01-M

Casper District Advisory Council Meeting; Public Meeting

The U.S. Small Business Administration Casper District Advisory Council will hold a public meeting on Thursday, May 4, 1995 from 2:00 p.m. to 5:00 p.m. which will be a training session, and Friday, May 5, 1995, 8:00 a.m. to 3:00 p.m., regularly scheduled meeting at the Parkway Plaza, 123 West "E" Street, Casper, Wyoming, to discuss matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Mr. James P. Gallogly, District Director, U.S. Small Business Administration, 100 East "B" Street, P.O. Box 2839, Casper, Wyoming 82602-2839, (307) 261-5761.

Dated: April 10, 1995.

Dorothy A. Overal,

Director, Office of Advisory Council.

[FR Doc. 95-9281 Filed 4-13-95; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF STATE

[Public Notice 2190]

Advisory Committee on Historical Diplomatic Documentation; Notice of Meeting

The Advisory Committee on Historical Diplomatic Documentation will meet May 11 and 12, 1995, in the Department of State, in Conference Room 1105.

The Committee will meet in open session from 9:00 a.m. on the morning of Thursday, May 11, 1995, until 12:00 noon. The remainder of the Committee's session until 1:00 p.m. Friday, May 12, will be closed in accordance with Section 10(d) of the Federal Advisory Committee Act (P.L. 92-463). It has been determined that discussions during these portions of the meeting will involve consideration of matters

not subject to public disclosure under 5 U.S.C. 552b(c)(1), and that the public interest requires that such activities will be withheld from disclosure.

Questions concerning the meeting should be directed to William Z. Slany, Executive Secretary, Advisory Committee on Historical Diplomatic Documentation, Department of State, Office of the Historian, Washington, DC 20520, telephone (202) 663-1123.

Dated: April 7, 1995.

William Z. Slany,

Executive Secretary.

[FR Doc. 95-9207 Filed 4-13-95; 8:45 am]

BILLING CODE 4710-11-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cook Will, Kankakee, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison, and St. Clair Counties, IL

AGENCY: Federal Highway Administration, DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the development of high speed rail (HSR) passenger operations between Chicago, Illinois, and St. Louis, Missouri. The proposed project study area will extend from downtown Chicago on the north to downtown St. Louis on the south.

FOR FURTHER INFORMATION CONTACT:

Mr. Dennis W. Johnson, Environmental Engineer, Federal Highway Administration, Illinois Division, 3250 Executive Park Drive, Springfield, Illinois 62703, Telephone (217) 492-4625

or:

Mr. Merrill L. Travis, Chief, Bureau of Railroads, Illinois Department of Transportation (DOT), 2300 South Dirksen Parkway, Room 302, Springfield, Illinois 62764, Telephone (217) 782-2835

or:

Mr. Michael E. Stead, High Speed Rail Manager, Illinois Department of Transportation (DOT), 2300 South Dirksen Parkway, Room 302, Springfield, Illinois 62764, Telephone (217) 785-8498

SUPPLEMENTARY INFORMATION: The proposed action is to develop a high speed rail passenger operation between Chicago and St. Louis. The proposed

project study area will extend from downtown Chicago on the north to downtown St. Louis on the south.

Joint lead agencies, FHWA and IDOT, will prepare an EIS on a proposal to develop high speed rail passenger service between Chicago, Illinois and St. Louis, Missouri. The proposed project involves upgrading an existing 282-mile rail corridor to allow the operation of high speed passenger trains at speeds up to 125 mph. The proposed project also would plan to have high speed passenger trains share the existing railroad right-of-way with existing rail freight service in the Chicago-St. Louis corridor.

Alternatives under consideration include no action and three alternate routes. The alternate routes include Chicago-St. Louis, via Joliet; Chicago-Peotone-St. Louis, via Kankakee; and, Chicago-Peotone-St. Louis, via Wilmington. The Joliet alternate is the current route used by Amtrak for existing intercity passenger rail service. The two Peotone route alternates would allow the State of Illinois to provide high speed intercity rail passenger service to the proposed South Suburban (Third) Airport in south suburban Chicago.

The Joliet and Peotone-Kankakee route alternatives would utilize existing railroad right of way for the entire corridor. The Peotone-Wilmington alternate would utilize existing railroad right of way, but would also include construction of a new railroad alignment between Peotone and Wilmington, approximately 20 miles in length.

The proposed project is intended to increase safety by providing a rail facility with improved equipment, an improved track structure, and other improved design elements; to provide additional capacity for increasing ridership volume; to improve rail passenger operations and better serve the transportation needs of communities in the Chicago-St. Louis corridor; and to help to support the economic development of the region.

Existing ridership is over 300,000 passengers per year in the Chicago-St. Louis corridor. The proposed project is expected to attract over 1 million passengers to this corridor. High speed rail would afford an alternative to other modes of travel that would be less affected by adverse weather, reduce congestion at airports and on highways, and meet transportation needs in a time-saving, fuel-efficient manner. Current Amtrak passenger trains provide 5 hour 30 minute service between Chicago and St. Louis. The proposed project would reduce the overall trip time to 3 hours

30 minutes. In addition, the proposed project would increase the trip frequencies between Chicago and St. Louis from three daily round trips to eight round trips per day.

The scoping process undertaken as part of this proposed project will include distribution of a scoping information packet, coordination with appropriate Federal, State, and local agencies, and review sessions as needed. A formal scoping meeting is scheduled to be held at the IDOT Central Office Auditorium, 2300 South Dirksen Parkway, Springfield, Illinois, on Monday, April 24, 1995, beginning at 1 p.m. Further details of the proposed project and a scoping information packet may be obtained from the IDOT contact persons listed above.

To ensure that the full range of issues related to the proposed project are addressed and all significant issues identified, a comprehensive public involvement program will be undertaken. Public meetings will be held in the study area prior to the public hearing. Public notice will be given of the time and place of the meetings and hearing. The Draft EIS will be available for public agency review and comment prior to the public hearing. In addition, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the IDOT contact persons.

Issued on: April 3, 1995.

Dennis W. Johnson,

Environmental Engineer.

[FR Doc. 95-9244 Filed 4-13-95; 8:45 am]

BILLING CODE 4910-22-M

**Environmental Impact Statement:
Wexford, Grand Traverse, and
Kalkaska Counties, Michigan**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for the proposed improvements of US-131 from north of Manton to north of Kalkaska in Wexford, Grand Traverse and Kalkaska Counties, Michigan.

FOR FURTHER INFORMATION CONTACT: Mr. Norman Stoner, Program Operations Engineer, FHWA, 315 W. Allegan Street, Room 207, Lansing, Michigan, 48933, Telephone: (517) 377-1880; or Mr. Ronald S. Kinney, Manager, Environmental Section, Bureau of Transportation Planning, Michigan

Department of Transportation, P.O. Box 30050, Lansing, Michigan, 48909, Telephone: (517) 335-2621.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Michigan Department of Transportation (MDOT), is preparing an Environmental Impact Statement (EIS) for the proposed improvements of US-131 from north of Manton to north of Kalkaska in Wexford, Grand Traverse, and Kalkaska Counties, Michigan. The purpose of the improvements is to complete the freeway system serving the western half of the northern lower peninsula. The freeway will provide a high speed non-stop facility which will make the region's markets, resources, and employment base accessible to more clients and customers. The completion of this 45 kilometer (28 mile) project is important to other economic development efforts in this region. Alternatives under consideration include: (1) No Action, (2) Low Capital Improvements, and (3) Freeway Alternatives.

The Low Capital Alternative proposes the possibility of passing relief lanes, intersection and interchange improvements, and other minor traffic safety modifications.

The Freeway Alternative is a four-lane divided, controlled access freeway with a median. A number of freeway alignments are being studied and are described as follows:

Line 1 crosses the Manistee River east of the existing structure, and continues northeasterly around the communities of Fife Lake, South Boardman, and Kalkaska. Potential interchange locations for access to these communities are located at Coster Road, Boardman Road, and M-72.

Line 2 follows the same path as Line 1 from the Manistee River to the community of South Boardman, where it curves westerly to interchange with existing US-131 halfway between South Boardman and Kalkaska. Another potential interchange location is at M-72 northwest of Kalkaska. This alignment also proposes to extend M-72 across US-131 on the south side of town where an interchange would be located to serve traffic going into and east of Kalkaska.

Line 3 crosses the Manistee River west of the existing structure. Interchanges are proposed at M-186, Boardman Road, extended M-72 south of Kalkaska, and existing M-72 north of Kalkaska. Approximately 14.5 kilometers (nine miles) from the northern limits of Kalkaska, this alternative merges east to existing US-131.