

Krail, in the SP Western Region, at the following dead end street locations:

*Roseville Division*

Brooklyn Subdivision, Valley Line,  
County Road Milepost C-737.8  
Valley Subdivision, East Valley Line,  
Road Milepost C-183.0  
Roseville Subdivision, No.1 Track,  
Forest Street Milepost A-124.7  
Martinez Subdivision, Sacramento Line,  
Road Milepost A-9.4  
Coast Subdivision, Coast Line, Road  
Milepost E-79.7  
San Joaquin Subdivision, Fresno Line,  
Road Milepost B-109.5  
San Joaquin Subdivision, Fresno Line,  
Road Milepost B-204.6  
San Joaquin Subdivision, Sacramento  
Line, Road Milepost A-99.9

*Los Angeles Division*

Salinas Subdivision, Coast Line, Harris  
Road Milepost E-121.8  
Santa Barbara Subdivision, Coast Line,  
Road Milepost E-403.2  
Santa Barbara Subdivision, Coast Line,  
Road Milepost E-422.6

*West Colton Division*

Mojave Subdivision, Bakersfield Line,  
Road Milepost B-384.6  
Mojave Subdivision, Bakersfield Line,  
Road Milepost B-400.0  
Mojave Subdivision, Bakersfield Line,  
Road Milepost B-402.0  
Yuma Subdivision, East Line, Road  
Milepost B-574.3  
Gila Subdivision, Phoenix Line, Road  
Milepost R-922.8

*El Paso Division*

Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1298.2  
Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1300.2  
Carrizozo Subdivision, Tucumcari Line,  
Road Milepost B-1300.4

The reason given for the proposed changes is that due to the crossings being closed for a number of years, the barricade detectors are no longer required, and will eliminate unnecessary train delays associated with vandalism.

BS-AP-No. 3377

*Applicant:* National Railroad Passenger Corporation, Ms. Alison Conway-Smith, Vice President/Chief Engineer, 30th and Market Streets, Philadelphia, Pennsylvania 19104

The National Railroad Passenger Corporation (Amtrak) and the Massachusetts Bay Transportation Authority (MBTA) jointly seek approval of the proposed modification of the traffic control system, between Hill Interlocking, milepost 219.1 and South

Bay Interlocking, milepost 227.0 near Boston, Massachusetts, Dorchester Branch, New England Division; associated with the installation of a new "Park Interlocking" near milepost 224.0, the discontinuance and removal of the intermediate wayside signals on the No. 1 and No. 2 main tracks between South Bay and Dana Interlocking in favor of operating by cab signals alone, and the installation of NORAC Rule 280(a) signals at South Bay, Park, and Dana interlockings.

The reason given for the proposed changes is that the existing wayside signals are at the end of their useful life span and will require replacement within the next four years. The Dorchester Branch is an extremely high crime and vandalism area, and the elimination of the wayside signals would increase the reliability of the signal system, increase the safety of maintenance personnel, and maintain the safety of railroad traffic.

BS-AP-No. 3378

*Applicant:* Burlington Northern Santa Fe Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, 777 Main Street, Fort Worth, Texas 76102-5304

The Burlington Northern Santa Fe Railroad Company seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between Appleton, Minnesota, milepost 578.93 and Summit, South Dakota, milepost 633.2, Willmar Division, 12th Subdivision, a distance of approximately 54.3 miles; including conversion of Big Stone Control Point, milepost 602.2 to automatic switches, conversion of the remaining power-operated switches to hand operation, removal of all associated signals, and operate train movements by Track Warrant Control. The proposed changes also include the installation of an operative approach signal near milepost 579.5 and installation of a proximity warning system on all locomotives between Appleton, Minnesota and Terry, Montana.

The reasons given for the proposed changes are that reduced traffic patterns do not justify high cost to maintain an aging signal system; a late October snow storm broke miles of pole line, cross arms, and poles which to replace in kind is estimated at \$110,000; large amounts of capital dollars will be required to replace pole line with electronic coded track circuits in the near future; and full radio coverage is reported.

BS-AP-No. 3379

*Applicant:* Burlington Northern Santa Fe Railroad Company, Mr. William G. Peterson, Director Signal Engineering, 1900 Continental Plaza, Fort Worth, Texas 76102-5304

The Burlington Northern Santa Fe Railroad Company seeks approval of the proposed discontinuance and removal of the traffic control and automatic block signal systems, on the single main track, between Summit, South Dakota, milepost 633.2 and Terry, Montana, milepost 1078.9, Willmar and Yellowstone Divisions, Appleton, Mobridge, and Hettinger Subdivisions, a distance of approximately 445.7 miles; including conversion of West End of Aberdeen Control Point, near milepost 709.1 to automatic switches, conversion of the remaining power-operated switches to hand operation, removal of all associated signals, and operate train movements by Track Warrant Control. The proposed changes also include the installation of a proximity warning system on all locomotives between Appleton, Minnesota and Terry, Montana.

The reasons given for the proposed changes are that reduced traffic patterns do not justify high cost to maintain an aging signal system; large amounts of capital dollars will be required to replace pole line with electronic coded track circuits in the near future; and full radio coverage will be provided.

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, SW., 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 December 18, 1995.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-31114 Filed 12-20-95; 8:45 am]

BILLING CODE 4910-06-P

**Maritime Administration****Notice of Approval of Applicant as Trustee**

Notice is hereby given that First Trust of Illinois, National Association, with offices at 400 North Michigan Avenue, Chicago, Illinois, 60611, has been approved as Trustee pursuant to Public Law 100-710 and 46 CFR part 221.

Dated: December 18, 1995.

By Order of the Maritime Administrator.

Joel C. Richard,

*Secretary.*

[FR Doc. 95-31105 Filed 12-20-95; 8:45 am]

BILLING CODE 4910-81-P

**Notice of Change of Name of Approved Trustee**

Notice is hereby given that effective April 22, 1994, Bank of Delaware, with offices at 222 Delaware Avenue, Wilmington, Delaware, 19899-0791, has changed its name to PNC Bank, Delaware.

Dated: December 18, 1995.

By Order of the Maritime Administrator.

Joel C. Richard,

*Secretary.*

[FR Doc. 95-31104 Filed 12-20-95; 8:45 am]

BILLING CODE 4910-81-P

**National Highway Traffic Safety Administration****Petition for Exemption From the Federal Motor Vehicle Theft Prevention Standard; Volkswagen**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA) Department of Transportation (DOT).

**ACTION:** Grant of petition for exemption.

**SUMMARY:** This notice grants in full the petition of Volkswagen of America, Inc., (Volkswagen) for an exemption from the parts-marking requirements of the Federal Motor Vehicle Theft Prevention Standard for the Model Year (MY) 1997 Passat car line. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor theft as compliance with the parts-marking requirements of the Theft Prevention Standard.

**DATES:** The exemption granted by this notice is effective beginning with the 1997 model year.

**FOR FURTHER INFORMATION CONTACT:** Ms. Barbara Gray, Office of Market Incentives, NHTSA, 400 Seventh Street, S.W., Washington, DC 20590. Ms. Gray's

telephone number is (202) 366-1740. Her fax number is (202) 493-2739.

**SUPPLEMENTARY INFORMATION:** On September 1, 1995, Volkswagen of America, Inc., (Volkswagen), submitted a petition for exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541) for the Passat car line. The petition is pursuant to 49 CFR Part 543, Exemption from Vehicle Theft Prevention Standard, based on the installation of an antitheft device as standard equipment for the entire line.

Volkswagen's submittal is considered a complete petition, as required by 49 CFR Part 543.7, in that it met the general requirements contained in § 543.5 and the specific content requirements of § 543.6. Volkswagen requested confidential treatment for some of the information and attachments submitted in support of its petition, including the date of production for the Passat car line. In a letter to Volkswagen dated October 2, 1995, the agency granted the petitioner's request for confidential treatment.

In its petition, Volkswagen provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for the new line. This antitheft device includes an engine starter-interrupt feature and an alarm function. The antitheft device is activated by removing the ignition key and locking either of the front doors with it. The alarm monitors the doors, hood, trunk and radio.

In order to ensure reliability and durability of the device, Volkswagen stated that it conducted tests based on its own specified standards. Volkswagen provided the test reports for its proposed antitheft device, which is essentially the same as that currently installed on the MY 1994 Volkswagen Corrado, showing that the reliability and durability of the device complied with specified performance requirements for each test. Volkswagen stated that the device complied with its standards for durability, electrical and electronic operating requirements, thermal and mechanical shock resistance and electromagnetic compatibility.

Volkswagen compared the device proposed for the Passat car line with devices which NHTSA has determined to be as effective in reducing and deterring motor vehicle theft as would compliance with the parts-marking requirements. Volkswagen stated that antitheft devices such as that proposed for its line and those already granted exemptions from the parts-marking requirements have been found effective

in reducing motor vehicle theft. Specifically, Volkswagen based its belief on reduced theft rates for comparable lines such as the Mitsubishi Diamante, the Toyota Cressida, the Nissan Maxima, the Toyota Supra, the Nissan 300ZX, the Mazda RX-7, and the Audi 5000. Additionally, Volkswagen stated that the Passat car line experienced theft rates below the median theft rate (3.5826) for MYs 1990/1991 and 1992. Volkswagen believes that the low-theft ratings for those years may be attributable to the installation of an antitheft device as standard equipment on the line beginning with the 1991 model year. Volkswagen stated that it believes the theft rating for the MY 1997 Passat car line with the installation of the antitheft device described in its petition will also be below the 3.5826 median theft rate.

Based on evidence submitted by Volkswagen, the agency believes that the antitheft device for the MY 1997 Volkswagen Passat line is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR Part 541).

The agency believes that the device will provide the types of performance listed in 49 CFR Part 543.6(a)(3): promoting activation; attracting attention to unauthorized entries; preventing defeat or circumvention of the device by unauthorized persons; preventing operation of the vehicle by unauthorized entrants; and ensuring the reliability and durability of the device.

As required by 49 U.S.C. 33106 and 49 CFR Part 543.6(a)(4) and (5), the agency finds that Volkswagen has provided adequate reasons for its belief that the antitheft device will reduce and deter theft. This conclusion is based on the information Volkswagen provided about its device. This confidential information included a description of reliability and functional tests conducted by Volkswagen for the antitheft device and its components.

For the foregoing reasons, the agency hereby grants in full Volkswagen's petition for exemption for the MY 1997 Passat car line from the parts-marking requirements of 49 CFR Part 541.

If Volkswagen decides not to use the exemption for this line, it must formally notify the agency, and, thereafter, the line must be fully marked as required by 49 CFR Parts 541.5 and 541.6 (marking of major component parts and replacement parts).

NHTSA notes that if Volkswagen wishes in the future to modify the device on which this exemption is based, the company may have to submit