dampen the progress of any car that is derailed, so that the car will stop moving before the face of the coupler reaches the aisle. The blue light, derail and red light will all be remotely and automatically controlled from a tower that is within 1,500 feet of the aisle and will have a continuous uninterrupted view of the yard. There will also be a blue light signal and derail across the aisle, 80 feet from the other blue light and derail, in essence providing dual protection for the workmen.

The facility will load and unload ships and intermodal unit trains. In a typical operation, a loaded train will enter the yard from the north, pulling enough cars to fill the first track. The speed limit in the yard will be 5 mph. The locomotive will pull these cars onto the first track, where a cut will be made just before the aisle, and those cars to be unloaded on the north side of the aisle will be set out. The locomotive will then pull the rest of the cars onto the track south of the aisle where they will be set out. The locomotive will then exit the first track, proceed north on the runaround track to the north of the yard and pick-up another cut of cars to fill the second track. This will continue until the incoming train is spotted or all 10 tracks are filled. Excess cars can be spotted in a storage yard northeast of and adjacent to the main yard. During the process, once each cut of cars is set out on the appropriate track, the blue lights and derails will be set.

At that point, from one to four gantry type cranes may be used to unload the railroad cars on any given spur. Tractors will move the trailers or containers either to a storage area, or directly to ships that are berthed at the facility. These tractors will use the aisle as the means of access to and from the yard with both chassis and containers. A similar process will be followed when loading unit trains from a ship or the container storage yard.

APL requests waiver of the 150 foot requirement for the blue lights and derail devices to be used in the center aisle in the yard. Each group of workmen will be protected by blue light signals 80 feet apart across the aisle. Each group of workmen will also be protected by two derail devices. The first will be within 5 feet of the coupling face, and the other will be 80 feet from the first derail device, across the aisle. Workmen will not begin working to load or unload the cars on any given spur until the cars have come to a complete stop and are protected as set out in this waiver request. They will be protected by two blue light signals and by two derail devices.

APL states that it "is working with the Port in the process of designing the yard. One important facet of this design is that workmen be able to work in close proximity to the aisle to increase efficiency. As indicated in the Notice of Proposed Rulemaking, when certain criteria are present, a railroad may safely use different approaches to afford blue signal protection." APL states they will meet those criteria. "First, slow speeds are involved since there is a 5 mph speed limit in the yard. Next, control over the movement of the equipment will be placed in the hands of individuals directly responsible for the people who need to be protected. In the Final Rule, FRA expressed its goal of assuring workers' safety." APL states that "the combination of very low speed, a movement dampening surface, and derails in close proximity to cars that are standing still will limit travel to not more than 5 feet after derailment which is well within FRA's goal to: assure that rolling equipment will not travel more than 50 feet after derailment.'

APL states that "the waiver sought by APL will allow construction of a modern and efficient rail yard as part of an intermodal facility at the Port of Los Angeles. By operating with a reduced distance for blue lights and derail devices, APL will be able to fit the yard to the property available. This project will substantially increase the amount of rail business at the Port and in the region. Shorter train movements in the yard will also reduce air emissions in the Port, thereby reducing harm to the environment."

Issued in Washington, DC on February 23, 1995.

Phil Olekszyk,

Acting Deputy Associate Administrator for Safety Compliance and Program Implementation.

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Federal Transit Administration

Environmental Impact Statement on the North-South Rail Link, Boston, Cambridge and Somerville, MA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the Massachusetts Bay Transportation Authority (MBTA) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) on the proposed rail link connecting North and South Stations in Boston, Massachusetts. The FTA and the MBTA will prepare the EIS so that it also satisfies the requirements of the Massachusetts Environmental Policy Act (MEPA).

This effort will be performed in cooperation with the Massachusetts Highway Department and the Executive Office of Transportation and Construction.

The EIS/EIR will evaluate the following alternatives: A Build alternative consisting of an underground rail link tunnel (with an option of two or four tracks) connecting North and South Stations along the Central Artery alignment, a No-Build alternative, and a Transportation System Management alternative which will be identified during the scoping process. Although the Commonwealth of Massachusetts has elected to pursue the North-South Rail Link corridor within the Central Artery alignment, the FTA is interested in receiving comments regarding whether a rail link along the Congress Street alignment should be included in the Major Investment Study (MIS) Scoping will be accomplished through correspondence with interested persons, organizations, and Federal, State and local agencies, and through public meetings.

DATES: Comment Due Date: Written comments on the scope of alternatives and impacts to be considered should be sent to the MBTA by April 24, 1995. See ADDRESSES below. Scoping Meeting: A joint FTA and MEPA public scoping meeting will be held on Tuesday, March 21, 1995 at 2:00 p.m. at the State Transportation Building. See ADDRESSES below.

ADDRESSES: Written comments on the project scope should be sent to Mr. Andrew D. Brennan, Manager of Environmental Affairs, MBTA, 10 Park Plaza, Room 6720, Boston, MA 02116. A Scoping Meeting will be held at the following location: State Transportation Building, 10 Park Plaza, Boston, MA 02116.

See **DATES** above.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Beth Mello, Deputy Regional Administrator, Federal Transit Administration, Region 1, (617) 494–2055.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and MBTA invite written comments for a period of 45 days after publication of this notice (See **DATES** and **ADDRESSES** above.) During scoping,