requirements of 49 CFR Part 236 as detailed below.

Block Signal Application (BS–AP)–No. 3357

Applicant: Norfolk Southern Railway Company, Mr. J. W. Smith, Chief Engineer—C&S, Communication and Signal Department, 99 Spring Street SW., Atlanta, Georgia 30303.

The Norfolk Southern Railway Company, Central of Georgia Railway seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track ''O'' Line and sidings between Fort Benning Junction, Georgia, milepost 4.2 and B.V.& E. Junction, Georgia, milepost 60.0, Georgia Division, Americus District, a distance of approximately 56 miles.

The reason given for the proposed changes is to reduce maintenance costs without affecting the safety of operations, in connection with the pending lease of the ''O'' Line to the Georgia Southwestern Railroad.

BS–AP–No. 3358

Applicants: Metro North Commuter Railroad Company, Mr. G. F. Walker, Assistant Vice President-Operations, 347 Madison Avenue, New York, New York 10017

Connecticut Department of Transportation, Mr. L. J. Forbes, Rail Administrator, P. O. Box 317546, Newington, Connecticut 06131–7546.

Metro North Commuter Railroad Company and the Connecticut Department of Transportation jointly seek approval of the proposed modifications, near New Haven Interlocking, milepost 72.3, in New Haven, Connecticut, on the New Haven Line; consisting of the reconfiguration of New Haven Interlocking, the installation of CP 271 between milepost 71.16 and milepost 71.46, and installation of a new computer based office control system.

The reason given for the proposed changes is that with the proposed electrification east of New Haven and the number of freight trains and engine changes reduced significantly, the current design of New Haven Interlocking no longer meets the needs of its users. Also, as part of the Northeast Corridor Highspeed Rail Project, New Haven Interlocking must be reconfigured to safely accommodate the proposed mixes of rail traffic and speed.

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 15, 1995.

**Phil Olekszyk,**

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

[FR Doc. 95–15066 Filed 6–19–95; 8:45 am]

BILLING CODE 4910–06–P

## National Highway Traffic Safety Administration

**[Docket No. 95–26; Notice 1]**

## Uniform Data Collection and Reporting Program

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** This notice invites comments, suggestions and recommendations from individuals and organizations with an interest in data support for highway and traffic safety problem identification and countermeasure activities. In particular, it solicits participation from the traffic safety community regarding a uniform data collection methodology and process pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which required that the Secretary establish a highway safety program for the collection and reporting of data on traffic related deaths and injuries by the States. Comments should address the specific questions listed in the notice and any relevant data-related concerns applicable to the concept of a national uniform data system or to the ISTEA requirement.

**DATES:** Comments are due no later than July 20, 1995.

**ADDRESSES:** Written comments should refer to the docket number of this notice and should be submitted to: Docket Section, NHTSA, Room 5109, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. (Docket hours are 9:30 a.m. to 4:00 p.m.)

**FOR FURTHER INFORMATION CONTACT:** Janet Johnson, Office of Strategic Planning and Evaluation, NPP–11, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington, DC 20590; telephone 202/366–2571.

**SUPPLEMENTARY INFORMATION:** When the Highway Safety Act of 1966 was enacted, state central traffic records systems generally contained basic files on crashes, drivers, vehicles and roadways. Highway Safety Program Standard 10, issued by NHTSA in 1967, established a formal traffic records program. It provided: ''Each State, in cooperation with its political subdivisions, shall maintain a traffic records system. The Statewide system shall include data for the entire State. Information regarding drivers, vehicles, accidents, and highways shall be compatible for purposes of analysis and correlation.''

Since that time, an increasingly comprehensive traffic records program has emerged to meet the need for planning (problem identification), operational management, evaluation of motor vehicle fleet characteristics and state highway safety program activities. States receive funds under the NHTSA/FHWA Section 402 State and Community Highway Safety Grant program. These funds may be used by states to support their traffic records programs. Traffic Records has been identified by NHTSA and FHWA as a priority program under Section 402.

NHTSA's National Center for Statistics and Analysis (NCSA) maintains a number of systems that either collect data or use state-collected data to diagnose problems in motor vehicle safety, analyze potential safety improvements, and evaluate the effects of safety measures that are in place. These data systems include the Fatal Accident Reporting System (FARS), the National Accident Sampling System's Crashworthiness Data System (CDS) and the General Estimates System (GES). NCSA also obtains the crash data files from 17 states for use in its analysis.

While existing data sources meet many of the highway safety community's data needs, it is necessary to periodically examine those needs to see how well they are being satisfied and to identify any new safety areas for which it might become necessary to collect data. Fortunately, the advanced capabilities of computerized data collection, storage and manipulation have made sophisticated information creation and exchange a plausible activity. The availability of uniform or standard data elements enhances the