

Briefing by International Programs
(Closed—Ex. 1)

Friday, May 24

9:30 a.m.

Meeting with Advisory Committee on
Reactor Safeguards (ACRS) (Public
Meeting)

(Contact: John Larkins, 301-415-7360)

Week of May 27—Tentative

Thursday, May 30

2:00 p.m.

Briefing on Status of Dry Cask Storage
Issues (Public Meeting)

(Contact: William Travers, 301-415-8500)

Friday, May 31

10:00 a.m.

Briefing on NRC Inspection Activities
(Public Meeting)

11:30 a.m.

Affirmation Session (Public Meeting) (if
needed)

*The schedule for Commission
meetings is subject to change on short
notice. To verify the status of meetings
call (Recording)—(301) 415-1292.

CONTACT PERSON FOR MORE INFORMATION:
Bill Hill (301) 415-1661.

This notice is distributed by mail to several
hundred subscribers: if you no longer wish
to receive it, or would like to be added to it,
please contact the Office of the Secretary,
Attn: Operations Branch, Washington, D.C.
20555 (301-415-1963).

In addition, distribution of this meeting
notice over the internet system is available.
If you are interested in receiving this
Commission meeting schedule electronically,
please send an electronic message to
alb@nrc.gov or gkt@nrc.gov.

* * * * *

Dated: May 3, 1996.

Andrew L. Bates,

Senior Level Advisor, Office of the Secretary.

[FR Doc. 96-11529 Filed 5-3-96; 3:51 pm]

BILLING CODE 7590-01-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

National Motor Carrier Advisory Committee; Charter Renewal

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of charter renewal.

SUMMARY: The charter for the National
Motor Carrier Advisory Committee (the
Committee) has been renewed for a two-
year period of time from 1996 through
1998, effective on January 29, 1996. The
Committee acts in an advisory capacity to
the Federal Highway Administrator. It
makes recommendations intended to
improve the safety and productivity of
the motor carrier industry and the

effectiveness of the FHWA's programs
and policies. The Committee reviews
research projects, regulations, and
programs including those involving
commercial motor vehicle licensing and
taxation, uniformity, and safety. Meetings
of the Committee are open to the public
and must be announced in the Federal
Register. Copies of the Committee's
charter are available upon request.

FOR FURTHER INFORMATION CONTACT: Ms.
Jill L. Hochman, HIA-20, Room 3104,
400 Seventh Street, SW., Washington
20590, (202) 366-1861. Office hours are
from 7:45 a.m. to 4:15 p.m. e.t., Monday
through Friday, except for Federal
holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: April 29, 1996.

Rodney E. Slater,

Federal Highway Administrator.

[FR Doc. 96-11371 Filed 5-6-96; 8:45 am]

BILLING CODE 4910-22-P

Surface Transportation Board¹

[STB Finance Docket No. 32857]

Burlington Northern Railroad Company—Lease Exemption— Union Pacific Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board exempts under 49
U.S.C. 10502 from the prior approval
requirements of 49 U.S.C. 11323-25 the
lease by Burlington Northern Railroad
Company of Union Pacific Railroad
Company's 1.0-mile line of railroad
from milepost 32.0 to milepost 33.0, at
Valmont, CO, subject to standard
employee protective conditions.

DATES: This exemption is effective on
June 6, 1996. Petitions to stay must be
filed by May 17, 1996. Petitions to
reopen must be filed by May 28, 1996.

ADDRESSES: Send pleadings referring to
STB Finance Docket No. 32857 to: (1)
Surface Transportation Board, Office of
the Secretary, Case Control Branch,
1201 Constitution Avenue, N.W.,
Washington, DC 20423; and (2) Michael
E. Roper, 3800 Continental Plaza, 777
Main Street, Fort Worth, TX 76102-
5384.

¹ The ICC Termination Act of 1995, Pub. L. No.
104-88, 109 Stat. 803 (the Act), which was enacted
on December 29, 1995, and took effect on January
1, 1996, abolished the Interstate Commerce
Commission and transferred certain functions to the
Surface Transportation Board (Board). This notice
relates to functions that are subject to Board
jurisdiction pursuant to 49 U.S.C. 11323.

FOR FURTHER INFORMATION CONTACT:
Beryl Gordon, (202) 927-5610. [TDD for
the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in
the Board's decision. To purchase a
copy of the full decision, write to, call,
or pick up in person from: DC NEWS &
DATA, INC., Room 2229, 1201
Constitution Avenue, N.W.,
Washington, DC 20423. Telephone:
(202) 289-4357/4359. [Assistance for
the hearing impaired is available
through TDD services (202) 927-5721.]

Decided: April 23, 1996.

By the Board, Chairman Morgan, Vice
Chairman Simmons, and Commissioner
Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-11315 Filed 5-6-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 32899]

Owensville Terminal Company, Inc.— Acquisition and Operation Exemption—Poseyville & Owensville Railroad Company, Inc. [9623]

Owensville Terminal Company, Inc.
(OTC), a noncarrier, filed a notice of
exemption to acquire from Poseyville &
Owensville Railroad Company, Inc.
(P&O), and operate approximately 11.2
miles of rail branch line in Gibson and
Posey Counties, IN, between milepost
271.0 in Poseyville and milepost 282.2
in Owensville.² The transaction was to
be consummated on or after April 19,
1996.³

This notice is filed under 49 CFR
1150.31. If the notice contains false or
misleading information, the exemption
is void *ab initio*. Petitions to reopen the

¹ The ICC Termination Act of 1995, Pub. L. No.
104-88, 109 Stat. 803, which was enacted on
December 29, 1995, and took effect on January 1,
1996, abolished the Interstate Commerce
Commission and transferred certain functions to the
Surface Transportation Board (Board). This notice
relates to functions that are subject to Board
jurisdiction pursuant to 49 U.S.C. 10901.

² P&O owns the line and operates it as a branch
line, using equipment and labor supplied under
contract by Garden Spot & Ohio Railroad (GS&O).
The line connects with GS&O at Poseyville.

³ P&O was placed into receivership by the Gibson
County Superior Court, Gibson County, IN, in Cause
No. 26001-9303-CP-0010. On March 19, 1993, the
court appointed Robert W. Musgrave (Musgrave)
receiver for P&O. Pursuant to a March 26, 1996
court order, Musgrave agreed to sell the line (real
estate, leases and licenses, track, ties, and other
track materials) to RailAmerica, Inc. (RailAmerica),
a Delaware corporation. RailAmerica, in turn, will
assign its rights and interests in the line to OTC,
and Huron and Eastern Railway Company, Inc.
(Huron), will supply the labor and equipment, as
needed, for OTC to operate the line. OTC and
Huron are Michigan corporations and RailAmerica
subsidiaries.

proceeding to revoke the exemption under 49 U.S.C. 10502(d) [formerly section 10505(d)] may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction. An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32899, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Ave., N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Robert P. vom Eigen, Esq., Hopkins & Sutter, 888 16th St., N.W., Washington, D.C. 20006.

Decided: April 29, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 96-11314 Filed 5-6-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 32903]

**Pittsburg & Shawmut Railroad, Inc.—
Acquisition and Operation
Exemption—Rail Lines Controlled by
Arthur T. Walker Estate Corporation
(The Pittsburg & Shawmut Railroad
Company, Red Bank Railroad
Company and Mountain Laurel
Railroad Company) [9544]**

Pittsburg & Shawmut Railroad, Inc. (P&S), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire and operate all of the lines of railroad controlled by Arthur T. Walker Estate Corporation (ATWEC),² viz., the lines owned by The Pittsburg & Shawmut Railroad Company (Shawmut), Mountain Laurel Railroad

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901.

² P&S maintains, and we agree, that this transaction falls under 49 U.S.C. 10901. Because P&S, a noncarrier, is acquiring all rail assets of three separate carriers, it could be argued that the transaction is subject to 49 U.S.C. 11323(a)(4). However, although Shawmut, Mountain Laurel and Red Bank are now separate, substantial corporate entities, together they comprise the single rail system of ATWEC. P&S will acquire and commence operation of the three rail lines simultaneously, and operate them as a single carrier. As a practical matter, the only effect of processing this transaction under section 10901, as opposed to section 11323, is that the class exemption at 49 CFR 1150.31 is available for section 10901 transactions involving the creation of a Class III carrier. Because this transaction only involves Class III carriers, it is immaterial, for purposes of employee protective arrangements, whether the transaction falls under section 10901 or section 11323. See 49 U.S.C. 10901(c) and 11326(c).

Company (Mountain Laurel), and Red Bank Railroad Company (Red Bank).³ All of the lines to be acquired and operated by P&S are in the State of Pennsylvania and are from: (1) Shawmut, being 96.747 miles of line (a) between Brockway Yard, Brockway (milepost 0.0) and Freeport (milepost 88.027), a distance of 88.027 miles, (b) between milepost 0.98 of the main line at Snyder Township (a/k/a milepost 0.0) and the connection with B&P (milepost 0.37), a distance of .37 miles, (c) between Brookville Yard (milepost 20.89) and the connection with Mountain Laurel (milepost 0.30), a distance of .30 miles, (d) between milepost 24.29 of the main line at Knox Township (a/k/a milepost 0.0) to the end of track (milepost 3.65), a distance of 3.65 miles, (e) between milepost 60.42 of the main line at Madison (a/k/a milepost 0.0) and the end of track (milepost 3.12), a distance of 3.12 miles, and (f) between Milepost 69.86 of the main line in East Franklin (a/k/a milepost 0.0) and the connection with B&P (milepost 1.28), a distance of 1.28 miles; (2) Mountain Laurel,⁴ being 127.7 miles of line (a) between Lawsonham (milepost 6.0) and Driftwood (milepost 110.0) a distance of 104 miles, and (b) between Rose (Brookville) (milepost 0.0) and Piney (milepost 23.7), a distance of 23.7 miles; and (3) Red Bank's 12.5 miles of leased line, being (a) between Lawsonham (milepost 0.0) and Sligo (milepost 10.5), a distance of 10.5 miles, and (b) between the end of track (milepost 4.0) and Lawsonham (milepost 6.0), a distance of 2.0 miles, for a total mileage of 236.947.

Consummation was expected to be on or about April 25, 1996.

This proceeding is related to *Genesee & Wyoming Inc.—Continuance in Control Exemption—Pittsburg & Shawmut Railroad, Inc.*, STB Finance Docket No. 32904, wherein Genesee & Wyoming, Inc. has concurrently filed a petition for exemption to continue in

³ Red Bank operates, with Shannon Transport, Inc. (Shannon), its rail lines under a lease and operating agreement authorized in Finance Docket No. 31705, *Shannon Transport, Inc., and Red Bank Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation*. Shannon has indicated that it will provide its written consent to the assignment of that agreement to P&S at the closing of the transaction prior to the commencement of operations by P&S.

⁴ The ICC approved Mountain Laurel's acquisition of these lines in Finance Docket No. 31974, *Mountain Laurel Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation*. By petition filed December 28, 1993, the Brotherhood of Maintenance of Way Employees seeks to revoke the exemption. This matter is pending before the Board, and, as a result, P&S's acquisition of Mountain Laurel is subject to final Board action in Finance Docket No. 31974.

control of P&S together with the other railroads in its system after P&S becomes a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction. An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32903, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381-0796.

Decided: May 1, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 96-11316 Filed 5-6-96; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

**Office of the Comptroller of the
Currency**

**Proposed Collection; Comment
Request**

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently, the OCC is soliciting comments concerning an information collection titled *Interpretive Rulings* (12 CFR 7).

DATES: Written comments should be submitted by June 6, 1996.

ADDRESSES: Direct all written comments to the Communications Division, Attention: 1557-0204, Third Floor, Office of the Comptroller of the Currency, 250 E Street SW., Washington, DC 20219. In addition, comments may be sent by facsimile transmission to (202) 874-5274, or by electronic mail to REGS.COMMENTS@OCC.TREAS.GOV.