

deadheading provision of the Federal hours of service laws. Affected SPT train employees (engineers and trainmen) operate under an agreement, commonly known as the Los Angeles Basin agreement (agreement), in unassigned freight pool service (BLE) and pool freight service (UTU) between Los Angeles (LATC) and West Colton, California. Train employees called for service under this agreement may go on or off duty at LATC, Dolores (ICTF) or West Colton.

FRA has interpreted the Federal hours of service laws as requiring that deadheading time include personal automobile travel to a point of duty assignment other than the regular reporting point of an individual train employee. SPT, BLE and UTU seek waiver relief from FRA's interpretation to allow train employees covered by the agreement to report on or off duty at the identified locations without including personal automobile travel time as time on duty for purposes of 49 U.S.C. 21103(b)(4).

The SPT, BLE, and UTU state "that the agreements will positively impact safety by allowing each employee to have additional rest between tours of duty thereby providing less stress." The petitioners also state "it is expected that these agreements will result in less personnel turnover on these assignments."

Interested parties are invited to participate in these proceedings by submitting written views, data or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis of their request.

All communications concerning these proceedings should identify the waiver petition docket number (e.g., Waiver Petition Docket Number HS-96-01) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

Communications received within 30 days of the date of publication of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m. to 5 p.m.) in room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

Issued in Washington, DC on February 1, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-2505 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-06-M

Ensuring Tank Car Safety

AGENCY: Federal Railroad Administration, DOT.

ACTION: Notice of public information meeting.

SUMMARY: The Federal Railroad Administration (FRA) announces a public meeting to discuss the safety of tank car builders, users, and transporters.

DATES: The public meeting will be held February 13 and 14, 1996.

FOR FURTHER INFORMATION CONTACT: James H. Rader, Hazardous Materials Specialist, Office of Safety Assurance and Compliance, (202) 366-0510, Federal Railroad Administration, 400 Seventh Street, SW., Washington, DC 20590. Internet address: JRADER@intergate.dot.gov.

SUPPLEMENTARY INFORMATION: FRA is hosting a public information meeting in Houston, Texas on February 13 and 14, 1996 on "Ensuring Tank Car Safety." At the meeting, representatives of FRA, the Research and Special Programs Administration (RSPA), the tank car industry, railroad transportation companies, petroleum and chemical producers, and state and local emergency response personnel will discuss the safety needs of the industry. They will highlight current and future planned efforts in research, regulatory development, and industry standards.

During the meeting, FRA and RSPA will seek the opinions of shippers and tank car owners, of state and local government officials, emergency responders, and the public about the focus of current efforts to ensure tank car safety. Representatives of governmental agencies and private enterprises will discuss the priorities to be given current and future FRA-sponsored research and rulemaking efforts as well as activities sponsored by industry.

The FRA anticipates that this meeting will provide a clear direction for gaining the greatest impact for public and private research dollars. In addition, both government and industry want to be certain that, to the maximum extent possible, governmental regulations and private industry standards are fully coordinated. The FRA appreciates the additional stimulus provided for the

February seminar by the Recommendations in National Research Council's Special Report #243, *Ensuring Railroad Tank Car Safety*, (Transportation Research Board, National Research Council, © 1994).

Conference space is limited and pre-registration is required. To participate in the public information meeting, participants must register and receive confirmation from Mr. James H. Rader, Federal Railroad Administration at (202) 366-0510 [Internet address: JRADER@intergate.dot.gov], Washington D.C.

Issued at Washington, DC, pursuant to the authority of 49 U.S.C. 5121, 20103, 20107, and 20108; and 49 CFR 1.49.

Jolene M. Molitoris,

Administrator.

[FR Doc. 96-2430 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-06-M

National Highway Traffic Safety Administration

Safety Performance Standards, Research and Safety Assurance Programs Meetings

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of NHTSA Industry Meetings.

SUMMARY: This notice announces a public meeting at which NHTSA will answer questions from the public and the automobile industry regarding the agency's vehicle regulatory, safety assurance and other programs. In addition, NHTSA will hold two separate public meetings to describe and discuss specific research and development projects and to seek information on the safety of mirror systems.

DATES: The Agency's regular, quarterly public meeting relating to its vehicle regulatory, safety assurance and other programs will be held on March 13, 1996, beginning at 9:45 a.m. and ending at approximately 12:30 p.m. Questions relating to the above programs must be submitted in writing by March 1, 1996, to the address shown below. If sufficient time is available, questions received after March 1, may be answered at the meeting. The individual, group or company submitting a question(s) does not have to be present for the question(s) to be answered. A consolidated list of the questions submitted by March 1, 1996, and the issues to be discussed will be transmitted to interested persons by March 6, 1996, and will be available at the meeting. Also, the agency will hold a second public meeting on March 12,

devoted exclusively to a presentation of research and development programs. This meeting will begin at 1:30 p.m. and end at approximately 5:00 p.m. That meeting is described more fully in a separate announcement. In addition to the March 12th meeting, a third public meeting will be held on the afternoon of March 13th, following the NHTSA Technical Industry Public Meeting. This latter meeting will be held in the same location, from 1:30p.m. to 5:00p.m., and will seek suggestions for actions to enhance safety with respect to NHTSA's regulatory and non-regulatory mirror-related actions. That meeting is also described in further detail in a separate Federal Register notice. After the March meetings, the next vehicle regulatory, safety assurance and other programs will be held on June 13, 1996.

ADDRESSES: Questions for the March 13, NHTSA Technical Industry Meeting, relating to the agency's vehicle regulatory and safety assurance programs, should be submitted to Barry Felrice, Associate Administrator for Safety Performance Standards, NPS-01, National Highway Traffic Safety Administration, Room 5401, 400 Seventh Street, SW., Washington, DC 20590, Fax number (202) 366-4329. The meeting will be held at the Royce Hotel—Detroit Metro Airport, 31500 Wick Road, Romulus, Michigan 48174.

SUPPLEMENTARY INFORMATION: NHTSA will hold this regular, quarterly meeting to answer questions from the public and the regulated industries regarding the agency's vehicle regulatory, safety assurance and other programs. Questions on aspects of the agency's research and development activities that relate to ongoing regulatory actions should be submitted, as in the past, to the agency's Safety Performance Standards Office. The purpose of this meeting is to focus on those phases of NHTSA activities which are technical, interpretive or procedural in nature. Transcripts of these meetings will be available for public inspection in the NHTSA Technical Reference Section in Washington, DC, within four weeks after the meeting. Copies of the transcript will then be available at ten cents a page, (length has varied from 100 to 150 pages) upon request to NHTSA Technical Reference Section, Room 5108, 400 Seventh Street, SW., Washington DC 20590. The Technical Reference Section is open to the public from 9:30 a.m. to 4:00 p.m.

We would appreciate the questions you send us to be organized by categories to help us to process the questions into agenda form more efficiently.

Sample format as follows:

- I. Rulemaking
 - A. Crashavoidance
 - B. Crashworthiness
 - C. Other Rulemakings
- II. Consumer Information
- III. Miscellaneous

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, Brailled materials, or large print materials and/or a magnifying device), please contact Barbara Carnes on (202) 366-1810, by COB March 1, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-2496 Filed 2-5-96; 8:45 am]

BILLING CODE 4910-59-M

Surface Transportation Board ¹

[STB Finance Docket No. 32860]

CSX Transportation, Inc.—Trackage Rights Exemption—Norfolk and Western Railway Company—Chicago, IL

CSX Transportation, Inc. (CSXT) has filed a verified notice under 49 CFR 1180.2(d)(7) to acquire overhead trackage rights from Norfolk and Western Railway Company (NW) over approximately 8,100 feet between the trackage connection of NW and the Belt Railway Company of Chicago (BRC) at the 80th Street Interlocking and the trackage connection of NW and BRC at the Belt Junction Interlocking, in Chicago, IL. The trackage rights are scheduled to become effective on February 8, 1996.

The notice states that the CSXT's use of the NW track will allow CSXT to provide double stack service, thereby increasing intermodal competition by providing more efficient service.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 354 I.C.C. 732 (1978) and 360 I.C.C. 653 (1980).

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. 11323.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

Any pleadings must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: John W. Humes, Jr., Senior Counsel, CSX Transportation, Inc., 500 Water Street, J-150, Jacksonville, FL 32202.

Decided: January 30, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-2457 Filed 2-5-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Docket No. AB-466X]

MNVA Railroad, Inc.—Discontinuance of Trackage Rights Exemption—in Ramsey and Hennepin Counties, MN

MNVA Railroad, Inc. (MNVA), has filed a verified notice under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances* to discontinue its trackage rights over 12 miles of rail line owned by Soo Line Railroad Company and known as the Depression Trackage, between milepost 416.23± at or near Merriam Park in St. Paul, and milepost 428.00± at or near France Avenue in Minneapolis, in Ramsey and Hennepin Counties, MN.

MNVA certifies that: (1) no local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted; (3) no formal complaint filed by a user of rail service on the line (or by a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in complainant's favor within the last 2 years; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication) and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

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 the Board's jurisdiction pursuant to 49 U.S.C. 10903.