

ACTION: Notice of Intent cancellation.

SUMMARY: The FHWA is issuing this notice to advise the public that a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for a proposed highway project located in the City of Lawrence, Douglas County, Kansas, is cancelled. The NOI was originally published in the **Federal Register** on November 5, 1993. The cancellation is based on a decision not to proceed with the project at this time.

FOR FURTHER INFORMATION CONTACT: Johnny R. Dahl, P.E., Operations Engineer, FHWA, 3300 South Topeka Boulevard, Suite 1, Topeka, Kansas 66611-2237, Telephone: (785) 267-7284. Warren L. Sick, P.E., Chief of Bureau of Design, Kansas Department of Transportation (KDOT), Docking State Office Building, Topeka, Kansas 66612, Telephone: (785) 296-2270. George Williams, Director of the Department of Public Works, City of Lawrence, Box 708, Lawrence, Kansas 66044-0708, Telephone: (785) 832-3124.

SUPPLEMENTARY INFORMATION: The Lawrence Eastern Parkway Environmental Impact Study was initiated by the City of Lawrence in 1989. In 1997, the City elected to withdraw its support and sponsorship of the Lawrence Eastern Parkway EIS. The City has directed that their staff bring closure to the study effort. The EIS documentation compiled to date for the proposed Lawrence Eastern Parkway will become a resource document and will not be considered a completed study document. There is agreement that there will be transportation needs that warrant this improvement in the future. Comments and questions concerning this proposed action and the EIS should be directed to the FHWA, KDOT, or the City of Lawrence at the addresses provided.

Issued on: January 9, 1998.

David R. Geiger,

*Division Administrator, Kansas Division,
Federal Highway Administration, Topeka,
Kansas.*

[FR Doc. 98-1126 Filed 1-5-98; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration**

[Docket No. RSAC-96-1, Notice No. 8]

**Railroad Safety Advisory Committee;
Notice of Meeting**

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Railroad Safety Advisory Committee ("RSAC") meeting.

SUMMARY: FRA announces the next meeting of the RSAC, a Federal Advisory Committee that develops railroad safety regulations through a consensus process. The meeting will address a wide range of topics, including possible adoption of specific recommendations for regulatory action. **DATES:** The meeting of the RSAC is scheduled to commence at 9:30 a.m. and conclude at 4:00 p.m. on Tuesday, January 27, 1998.

ADDRESSES: The meeting of the RSAC will be held at The Westin Hotel, 1400 M Street, NW, Washington, DC. The meeting is open to the public on a first-come, first-served basis and is accessible to individuals with disabilities. Sign language interpreters will be available for individuals with hearing impediments.

FOR FURTHER INFORMATION CONTACT: Vicky McCully, RSAC Coordinator, FRA, 400 7th Street, SW, Washington, DC 20590, (202) 632-3330, Grady Cothen, Deputy Associate Administrator for Safety Standards and Program Development, FRA, 400 7th Street, SW, Washington, DC 20590, (202) 632-3309, or Lisa Levine, Office of Chief Counsel, FRA, 400 7th Street, SW, Washington, DC 20590, (202) 632-3189.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), FRA is giving notice of a meeting of the Railroad Safety Advisory Committee ("RSAC"). The meeting is scheduled to begin at 9:30 a.m. and conclude at 4:00 p.m. on Tuesday, January 27, 1998. The meeting will be held at The Westin Hotel, 1400 M Street, NW, Washington, DC. All times noted are Eastern Standard Time.

RSAC was established to provide advice and recommendations to the FRA on railroad safety matters. The Committee consists of 48 individual representatives, drawn from among 27 organizations representing various rail industry perspectives, and 2 associate non-voting representatives from the agencies with railroad safety regulatory responsibility in Canada and Mexico. Staff of the National Transportation Safety Board and Federal Transit Administration also participate in an advisory capacity.

During this meeting, the RSAC will receive status reports, containing progress information, from the Locomotive Crashworthiness Working Group, the Locomotive Cab Working Conditions Working Group, and the Event Recorder Working Group.

In addition, the Committee will receive a status report from the recently constituted Positive Train Control (PTC) Working Group, tasked with: (1) Facilitating understanding of current PTC technologies, definitions, and capabilities; (2) addressing issues regarding the feasibility of implementing fully integrated PTC systems; and (3) facilitating implementation of software based signal and operating systems through consideration of revisions to the Rules, Standards and Instructions to address processor-based technology and communication-based architectures.

Finally, the Committee may be asked to consider for approval the Tourist and Historic Railroad working group's proposal for the revision of the steam locomotive inspection and testing standards contained in 49 CFR part 230.

Please refer to the notice published in the **Federal Register** on March 11, 1996 (61 FR 9740) for more information about the RSAC.

George A. Gavalla,

Acting Associate Administrator for Safety.

[FR Doc. 98-784 Filed 1-15-98; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION**Surface Transportation Board**

[STB Docket No. MC-F-20913]

**Peter Pan Bus Lines, Inc.—Pooling—
Greyhound Lines, Inc.**

AGENCY: Surface Transportation Board.

ACTION: Notice of proposed pooling application.

SUMMARY: Applicants, Peter Pan Bus Lines, Inc., of Springfield, MA, and Greyhound Lines, Inc., of Dallas, TX, jointly seek approval under 49 U.S.C. 14302 of a pooling agreement to govern their motor passenger and express operations (but not the revenues earned from those operations) between Albany, NY, and Boston, MA.

DATES: Comments are due by February 17, 1998, and, if comments are filed, applicants' rebuttal statement is due by March 9, 1998.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20913 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. Also, send one copy of comments to each of applicants' representatives: (1) Jeremy Kahn, Suite 810, 1730 Rhode Island Avenue, N.W., Washington, DC 20036; (2) Fritz R. Kahn, Suite 750 West,

1100 New York Avenue, N.W.,
Washington, DC 20005-3934.

FOR FURTHER INFORMATION CONTACT:
Joseph H. Dettmar, (202) 565-1600.
[TDD for the hearing impaired: (202)
565-1695.]

SUPPLEMENTARY INFORMATION:

Applicants are competitors on certain intercity routes between Albany, NY, and Boston, MA. They seek to pool portions of their passenger and express services over routes which they both operate.¹ They will not, however, share the revenues derived from their operations over these routes.² Applicants state that their services between these points overlap and that excess schedules are operated because of the need to protect their respective market shares. According to applicants, this has resulted in unacceptably low load factors, an over-served market, and inefficient operations.

Applicants submit that the pooling agreement will allow them to reduce excess bus capacity, cement their business relationship, and allow them to share in the financial vicissitudes of the pooled-route operations. They claim public benefits that will include: (1) rationalization of schedules, eliminating some duplicative departures while adding some departures at other times of the day, resulting in more frequent bus service over a broader time period; (2) consolidation of terminals and coordination of ticketing at Boston, MA, Newton, MA, Worcester, MA, Springfield, MA, and Albany, NY, resulting in greater flexibility for passengers to use buses, tickets, and terminals; (3) capital improvements; and

(4) continued bus service by more sound and financially stable carriers. In addition, they assert that approval of the pooling agreement will not significantly affect either the quality of the human environment or the conservation of energy resources. Rather, they claim that the reduction in the number of schedules each carrier operates will result in a salutary effect on the environment.

Applicants state that competition will not be unreasonably restrained. They argue that: (1) the pooled service is subject to substantial intermodal competitive pressure from Amtrak, the airlines, and private automobiles; and (2) other motor passenger carriers may easily enter and compete in the market.

Copies of the application may be obtained free of charge by contacting applicants' representatives. A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: January 7, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 98-1117 Filed 1-15-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33533]

Illinois Central Railroad Company and New Orleans Public Belt Railroad— Joint Relocation Project Exemption— in New Orleans, LA

On December 23, 1997, Illinois Central Railroad Company (IC) and New Orleans Public Belt Railroad (NOPB) jointly filed a notice of exemption under 49 CFR 1180.2(d)(5) to reconfigure IC and NOPB operations over their adjacent track. The proposed transaction was scheduled to be consummated on or after the December 30, 1997 effective date of the exemption.

IC is a Class I railroad operating approximately 2,600 miles of rail line in six states, and NOPB is a Class III terminal switching railroad owned by the City of New Orleans, LA. NOPB operates approximately 25 miles of rail line in and around New Orleans.

Within the City of New Orleans, IC and NOPB own and operate adjacent mainlines. Under the joint project, IC and NOPB propose the following transactions: (1) NOPB will grant IC non-exclusive bridge trackage rights

over 3.4 miles of NOPB's Main Line and Siding Track between milepost JO.3, at Lampert Junction, and milepost 3.4, at Nashville Avenue;¹ (2) IC will relocate its operation to NOPB trackage and will abandon its adjacent Main Line trackage between milepost 917.77, at Nashville Avenue, and milepost 921.13, at Lampert Junction, a distance of approximately 3.36 miles; (3) IC will grant NOPB non-exclusive bridge trackage rights over approximately 5,568 feet of IC's Main Line from Station 120+00.00, at Nashville Avenue, to Station 175+68.09, at Valence Street; and (4) IC and NOPB will perform such incidental relocation of signals and power switches as necessary to complete the proposed reconfiguration of operations contemplated by the exemption.

The transaction will simplify rail operations in the area and will reduce the number of unnecessary tracks on street right-of-way and reduce the number of tracks in grade crossings in the area. The joint project will not change service to shippers, expand the operations of IC or NOPB into new territory, or alter the existing competitive situation.

The Board will exercise jurisdiction over the abandonment or construction components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track involves expansion into new territory. *See City of Detroit v. Canadian National Ry. Co., et al.*, 9 I.C.C.2d 1208 (1993), *aff'd sub nom.*, *Detroit/Wayne County Port Authority v. ICC*, 59 F.3d 1314 (D.C. Cir. 1995). Line relocation projects may embrace trackage rights transactions such as the one involved here. *See D.T.&I.R.—Trackage Rights*, 363 I.C.C. 878 (1981). Under these standards, the incidental abandonment, construction, and trackage rights components require no separate approval or exemption when the relocation project, as here, will not disrupt service to shippers and thus qualifies for the class exemption at 49 CFR 1180.2(d)(5).

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*, 360 I.C.C. 653 (1980).

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the

¹ IC will continue to serve the Sewerage and Water Board track near Oak Street.

¹ Applicants have already received authority to pool their operations and revenues for their motor passenger and express transportation service between Philadelphia, PA, and New York, NY, in *Peter Pan Bus Lines, Inc.—Pooling—Greyhound Lines, Inc.*, STB Docket No. MC-F-20904 (STB served June 30, 1997). A similar request involving operations between New York City and Washington, DC, is pending in *Peter Pan Bus Lines, Inc.—Pooling—Greyhound Lines, Inc.*, STB Docket No. MC-F-20908. A third request involving operations between Boston and New York City, and between Springfield, MA, and New York City, is also pending in *Peter Pan Bus Lines, Inc.—Pooling—Greyhound Lines, Inc.*, STB Docket No. MC-F-20912. According to applicants, the instant application is a logical extension of their other pooling agreements. Applicants state that they consider the four agreements to be interrelated and intend to implement them simultaneously after approval by the Board. We note that the United States Department of Justice, Antitrust Division, has filed comments in STB Docket No. MC-F-20908, recommending that the Board find that there is a substantial likelihood that the proposed pooling of operations between New York City and Washington would unduly restrain competition.

² Applicants state that each bus line will set its own passenger fares and express rates, and each will retain its individual revenues from operations on the pooled routes.