

20590, Fax Number 202-366-4329, e-mail [dlopez@nhtsa.dot.gov](mailto:dlopez@nhtsa.dot.gov). The meeting will be held at the Tysons Westpark Hotel, 8401 Westpark Drive, McLean, VA.

**FOR FURTHER INFORMATION CONTACT:**  
Delia Lopez, (202) 366-1810.

**SUPPLEMENTARY INFORMATION:** NHTSA holds a regular, quarterly meeting to answer questions from the public and the regulated industries regarding the agency's vehicle regulatory program. Questions on aspects of the agency's research and development activities that relate directly 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, interpretative or procedural in nature. Transcripts of these meetings will be available for public inspection in the DOT Docket in Washington, DC, within four weeks after the meeting. Copies of the transcripts will then be available at ten cents a page, (length has varied from 80 to 150 pages) upon request to DOT Docket, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. The DOT Docket is open to the public room 10:00 a.m. to 5:00 p.m. The transcript may be also accessed electronically at <http://dms.dot.gov> at docket NHTSA-1999-5087. Questions to be answered at the quarterly meeting should be organized by categories to help us process the questions into an agenda form more efficiently. Sample format:

- I. Rulemaking
  - A. Crash avoidance
  - 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 Delia Lopez on (202) 366-1810, by COB September 13, 1999.

Issued: July 15, 1999.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 99-18644 Filed 7-20-99; 8:45 am]

BILLING CODE 4910-59-M

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33781]

#### **The Indiana & Ohio Rail Passenger Corp.—Trackage Rights Exemption—Indiana & Ohio Rail Corp. and The Central Railroad Company of Indiana**

Indiana & Ohio Rail Corp. (I&O) and The Central Railroad Company of Indiana (CIND) have agreed to grant local trackage rights<sup>1</sup> to The Indiana & Ohio Rail Passenger Corp. (IORP) for the operation of rail passenger service from Cincinnati, OH, at M.P. 0.0, to M.P. 81.0, near Shelbyville, IN, a distance of 81.0 miles. This transaction is expected to be consummated on or after July 23, 1999.

The purpose of the trackage rights is to permit IORP to conduct rail passenger operations over the lines of CIND and I&O.

This notice is filed under 49 CFR 1180.2(d)(7). If it 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.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33781, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Robert L. Calhoun, Esq., Redmon, Boykin & Braswell, L.L.P. 510 King Street, Suite 301, Alexandria, VA 22314.

<sup>1</sup> The trackage rights agreement filed in STB Finance Docket No. 33781 is a confirmation of and an amendment to an earlier trackage rights agreement, dated June 4, 1996, between the IORP and certain other Class III carriers. See *The Indiana & Ohio Rail Passenger Corporation—Acquisition by Trackage Rights and Operation Exemption—Cincinnati Terminal Railway Corp., Indiana and Ohio Railroad Company, Indiana & Ohio Railway Company, Inc., and Indiana & Ohio Central Railroad Company, Inc.*, STB Finance Docket No. 32976 (STB served June 21, 1996).

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Decided: July 13, 1999.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 99-18331 Filed 7-20-99; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33778]

#### **Louisville & Indiana Railroad Company—Trackage Rights Exemption—New York Central Lines, LLC and CSX Transportation, Inc.<sup>1</sup>**

New York Central Lines, LLC (NYC), as owner, and CSX Transportation, Inc. (CSXT), as operator, have agreed to grant overhead trackage rights to Louisville & Indiana Railroad Company (L&I) as follows: (1) Approximately 5.5 miles over NYC main line, former Consolidated Rail Corporation (CRC) Louisville Secondary, (a) from the connection between NYC and L&I milepost 4.0 +/- at Indianapolis, IN, and the connection in the southeast quadrant of the former Indianapolis Union Belt running track (former Indiana Union Belt Railroad) milepost 6.0 +/- known as Dale, a distance of approximately 2.7 miles; and (b) from this connection in the southeast quadrant of running track in the vicinity of the former Indianapolis Union Belt Railroad milepost 6.0 +/- and the entrance to Hawthorne Yard at or near milepost 8.8 +/-, a distance of approximately 2.8 miles; and (2) approximately 7.8 miles over NYC main line, former CRC Louisville Secondary, (a) from the connection between NYC

<sup>1</sup> By decision served July 23, 1998, the Board approved, subject to certain conditions, the acquisition of control of Conrail, and the division of the assets thereof, by CSX Corporation and CSX Transportation, Inc. (referred to collectively as CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (referred to collectively as NS). See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998). Acquisition of control of Conrail was effected by CSX and NS on August 22, 1998. The division of the assets of Conrail was effected by CSX and NS on June 1, 1999. See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 127 (STB served May 20, 1999).

and L&I milepost 4.0 +/- at Indianapolis, IN, and the connection in the northeast quadrant of former CRC Indianapolis Line milepost 283.7 +/-, a distance of approximately 4 miles; (b) from this connection milepost 283.7 +/- of the former Indianapolis Line and milepost 283.1

+/- of the former CRC Indianapolis Line, a distance of approximately 0.6 miles; (c) from CRC Indianapolis Line milepost 283.1

+/- connection to milepost 109.3 +/- of the former CRC Shelbyville Secondary and from this connection in the former CRC Shelbyville Secondary milepost 109.3 +/- and CRC Shelbyville Secondary milepost 106.9 +/-, a distance of approximately 2.4 miles; and (d) from CRC Shelbyville Secondary milepost 106.9 +/- connection to former Indianapolis Union Belt running track milepost 8 +/- in the southeast quadrant and from this connection to former Indianapolis Union Belt running track milepost 8 +/- and the entrance to Hawthorne Yard in the northeast quadrant at or near milepost 8.8 +/- of the Indianapolis Union Belt running track, a distance of approximately 0.8 miles.<sup>2</sup>

The transaction was scheduled to be consummated on or after July 8, 1999, the effective date of the exemption.

The purpose of the trackage rights is to permit L&I to interchange certain traffic with the Norfolk Southern Railway Company at Hawthorne Yard, thereby promoting operating efficiencies.

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).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33778, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1235 K Street, NW, Washington, DC 20423-0001. In addition, one copy of each

pleading must be served on Rose-Michele Weinryb, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, NW, Suite 800, Washington, DC 20005-4797.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 99-18330 Filed 7-20-99; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33776]

#### Delaware and Hudson Railway Company, Inc.—Trackage Rights Exemption—New York State Department of Transportation

New York State Department of Transportation has agreed to grant full service trackage rights to Delaware and Hudson Railway Company, Inc. (D&H), over the South Bronx Oak Point Link, which is approximately 10,000 feet of railroad track from 800 feet north of the north end of the track support structure south to Harlem River Yard, then east 6,000 feet along an easement through the Harlem River Yard to the northeastern end of the easement at the Harlem River Yard property line at East 132nd Street between Walnut and Willow Streets.<sup>1</sup> According to applicants, the notice of exemption in STB Finance Docket No. 33776 is filed in connection with Surface Transportation Board Decision Nos. 109 and 123 in STB Finance Docket No. 33388 (Sub-No. 69).<sup>2</sup>

<sup>1</sup> In *Delaware and Hudson Railway Company, Inc.—Trackage Rights Exemption—CSX Transportation, Inc. and New York Central Lines LLC*, STB Finance Docket No. 33771 (STB served July 8, 1999), D&H acquired overhead trackage rights from CSX Transportation, Inc. and New York Central Lines LLC, over lines generally between Schenectady, NY, and Fresh Pond Junction, NY. The scope of these rights and their terms were established by the Board in *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision Nos. 89, 109, and 123 (STB served July 23, 1998, December 18, 1998, and May 20, 1999, respectively).

<sup>2</sup> The responsive application filed jointly by the State of New York, acting by and through its Department of Transportation, and the New York City Economic Development Corporation, acting on behalf of the City of New York, in connection with the railroad control application in STB Finance Docket No. 33388, was docketed as STB Finance Docket No. 33388 (Sub-No. 69).

The transaction was scheduled to be consummated on or after July 8, 1999, the effective date of the exemption.

The purpose of the trackage rights is to enhance rail competition for movements of traffic on the east side of the Hudson River.

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).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33776, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1235 K Street, NW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Eric von Salzen, Hogan & Hartson L.L.P., 555 Thirteenth Street, NW, Washington, DC 20004-1109.

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

Decided: July 14, 1999.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 99-18504 Filed 7-20-99; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-227 (Sub-No. 9X)]

#### Wheeling and Lake Erie Railway Company—Abandonment Exemption—in Harrison and Jefferson Counties, OH

On July 1, 1999, Wheeling & Lake Erie Railway Company (W&LE) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon its line of railroad known as the Valley Line extending from milepost 188.5 near Unionvale to milepost 205.54 near Warrenton, a distance of approximately 18 miles in Jefferson and Harrison Counties, OH. The line traverses U.S.

<sup>2</sup> A redacted version of the Trackage Rights Agreement among L&I, NYC, and CSXT was filed with the notice of exemption. The full version of the agreement was concurrently filed under seal, along with a motion for a protective order which was granted in a separate decision.