used for administrative expenses will be allocated among the organizations (the actual agreement need not be provided);

- A mission statement of the organization;
- The method to be used to identify underserved low income or special needs families;
- A list of the geographic locations that would be targeted for receipt of the seats;
- The maximum number of seats the organization is capable of distributing to local agencies (their affiliates) within 120 days of its receipt of the funds; the amount of funding the organization is requesting from GM to purchase and distribute this number of seats; the proposed mix and types of seats needed to serve the age and needs of the populations to be targeted (i.e., 25% booster seats, 50% toddler seats, 20% infant seats and 5% special needs seats); the method used to derive the mix; and, if applicable, any change in mix if the organization receives less funding than the full amount requested;
- In indication of whether the organization plans to operate a loaner or a give-away program; an identification of the fees, if any, they intend to charge; and a statement that any income from these fees will be used for the purchase and distribution of additional child safety seats under the agreement; and
- A description of the specific means to be used by the organization, its affiliates or its collaborators to educate families about the proper installation and use of child safety seats.

Organizations must submit one original and two copies of their certifications. Certifications shall be subject to 18 U.S.C. § 1001, which prohibits the making of false statements. Organizations are requested to submit four additional copies to facilitate the review process, but there is no requirement or obligation to do so.

Organizations that would like to be notified upon receipt of their certifications should enclose a self-addressed stamped postcard in the envelope with their certifications. Upon receiving the certifications, the postcard will be returned by mail.

Evaluation Factors

Certifications will be reviewed by an evaluation panel of experienced agency personnel. The panel will determine whether the certifications meet each of the required criteria and will evaluate the certifications based on the following factors:

1. Understanding of the requirements of the agreement and soundness of approach as shown by the organization's plan and certification.

2. The ability to purchase and distribute child safety seats to local agencies (their affiliates) within 120 days of their receipt of the funds as shown by the organization's plan and certification.

3. The ability to identify underserved low income and special needs families.

4. The ability to distribute child safety seats to these target populations at the community level throughout the United States.

- The experience of the organization, its affiliates or its collaborators, in distributing child safety seats
- The breadth and diversity of the underserved population the organization, its affiliates or its collaborators can effectively reach

5. The ability to provide education to recipients.

- The experience of the organization, its affiliates or its collaborators, in providing education on the use of child safety seats
- The level of training of the staff of the organization, its affiliates or its collaborators

6. The ability to conduct a distribution and education program that either creates new initiatives, or complements (rather than duplicates) existing initiatives, in the geographic areas to be served.

Issued on: March 6, 1997.

James Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 97–6137 Filed 3–11–97; 8:45 am]

BILLING CODE 4910–59–P

Surface Transportation Board

[STB Finance Docket No. 33343]

Coach USA, Inc., Control Exemption, Progressive Transportation Services, Inc.; Powder River Transportation Services, Inc.; Worthen Van Service, Inc.; and PCSTC, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice of filing of petition for exemption.

SUMMARY: Coach USA, Inc. (Coach), a noncarrier that controls 15 motor passenger carriers, seeks to be exempted, under 49 U.S.C. 13541, from the prior approval requirements of 49 U.S.C. 14303(a)(5) to acquire control of four additional motor passenger carriers.

DATES: Comments must be filed by April 11, 1997. Petitioner may file a reply by April 21, 1997.

ADDRESSES: Send an original and 10 copies of comments referring to STB Finance Docket No. 33343 to: Office of the Secretary, Case Control Unit, Surface Transportation Board, 1925 K Street, N.W., Washington, D.C. 20423–0001. Also, send one copy of comments to petitioner's representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, N.W., Washington D.C. 20036.

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

SUPPLEMENTARY INFORMATION: Coach seeks an exemption to acquire stock control over four additional motor carriers of passengers that operate in interstate and intrastate commerce: Progressive Transportation Services, Inc. (PTS) (MC–247074) (primarily charter operations and regular-route service in New York State); Powder River Transportation Services, Inc. (PRTS) (MC–161531) (primarily charter operations and regular-route service in Wyoming, Colorado, Montana, and South Dakota); Worthen Van Service, Inc. (WVS) (MC–142573) (charter operations in Wyoming); and PCSTC, Inc., d/b/a Pacific Coast Sightseeing/Gray Line of Anaheim-Los Angeles (PCSTC) (MC–184852) (primarily charter operations and regular-route service in California). [1] According to petitioner, PRTS and WVS largely share common stock ownership, as each is controlled by the same family. Coach states that each of the four carriers accounts for a relatively small market share and operates regionally in diverse markets across the United States.

Coach indicates that it currently controls the nation's second largest group of motor passenger carriers. In May 1996, Coach acquired control of the following 10 motor passenger carriers: Arrow Stage Lines, Inc. (MC–29592); Cape Transit Corp. (MC–161678); Community Coach, Inc. (MC–76022); Community Transit Lines, Inc. (MC–145548); Grosvenor Bus Lines, Inc. (MC–157317); H.A.M.L. Corp. (MC–194792); Leisure Time Tours (MC–142011); Suburban Management Corp. (MC–264527); Suburban Trails, Inc. (MC–149081); and Suburban Transit Corp. (MC–115116).[2] In November 1996 Coach acquired control of the following

[1] Petitioner indicates that the stock of PTS, PRTS, WVS, and PCSTC was placed in separate, independent voting trusts with different trustees, with the intent of avoiding any unlawful control.

[2] *See Notre Capital Ventures II, LLC and Coach USA, Inc.—Control Exemption—Arrow Stage Lines, Inc.; Cape Transit Corp.; Community Coach, Inc.; Community Transit Lines, Inc.; Grosvenor Bus Lines, Inc.; H.A.M.L. Corp.; Leisure Time Tours; Suburban Management Corp.; Suburban Trails, Inc.; and Suburban Transit Corp.*, STB Finance Docket No. 32876 (Sub-No. 1) (STB served May 3, 1996).

five motor passenger carriers: American Sightseeing Tours, Inc. d/b/a ASTI (MC–252353); California Charters, Inc. (MC–241211); Texas Bus Lines, Inc. (MC–37640); Gulf Coast Transportation, Inc. d/b/a Gray Line Tours of Houston (MC–201397); and K-T Contract Services, Inc. (MC–218583).[3] Petitioner asserts that there is little competition, and no significant overlap in operations, among the 15 carriers it now controls and the four it seeks to control. It acknowledges that there is some overlap in service but states that this overlap will have no meaningful effect on the continued availability of competitive transportation.

Following the acquisition of control, Coach indicates that each of the four carriers will continue to operate in its respective market, under its own name and in the same basic manner as before. Coach claims that improved service at lower costs will result, because of the coordination of functions, centralized management, financial support, rationalization of resources, and economies of scale that are anticipated from the common control. Coach also states that all collective bargaining agreements will be honored, that employee benefits will improve, and that no change in management personnel is planned. Additional information may be obtained from petitioner's representatives.

A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, D.C. 20530.

Decided: February 26, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97–6200 Filed 3–11–97; 8:45 am]

BILLING CODE 4915–00–P

[STB Finance Docket No. 32977]

Burlington Northern Railroad Company, Operation Exemption, in Mills and Pottawattamie Counties, IA

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: Under 49 U.S.C. 10502, the Board exempts from the prior approval requirements of 49 U.S.C. 10901 Burlington Northern Railroad Company's (BN)[1] reinstitution of operations over approximately 14.0 miles of an abandoned line, formerly owned and operated by BN, between Pacific Junction (MP 475.01) and Council Bluffs, IA (MP 489.01).

DATES: This exemption is effective on April 11, 1997. Petitions to reopen must be filed by April 1, 1997. Petitions to stay must be filed by March 24, 1997.

ADDRESSES: Send pleadings referring to Finance Docket No. 32977 to: (1) Office of the Secretary, Case Control Unit, Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423–0001; and (2) petitioner's representative: Sarah J. Whitley, 777 Main Street, Suite 3800, Fort Worth, TX 76102–5384.

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

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To obtain a copy of the full decision, write to, call, or pick up in person from: DC News & Data, INC., 1925 K Street, N.W., Suite 210, Washington, DC 20006. Telephone: (202) 289–4357. [Assistance for the hearing impaired is available through TDD services (202) 565–1695.]

Decided: February 25, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97–6199 Filed 3–11–97; 8:45 am]

BILLING CODE 4915–00–P

[STB Finance Docket No. 33315][1]

Minnesota Northern Railroad, Inc.—Acquisition and Operation Exemption—Burlington Northern Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: Minnesota Northern Railroad, Inc. (MNR), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31–34 to acquire from Burlington Northern Railroad Company (BN)[2] and operate approximately 204.10 miles of rail line as follows: (1) 33.25 miles of rail line on the MN Junction at Ada, MN, between Ada Subdivision mileposts 80.25 and 47.0; (2) 20.6 miles of rail line on the Redland Junction at Fertile, MN, between Fertile Subdivision mileposts 65.7 and 45.1; (3) 13.0 miles of rail line on the Tilden Junction at Red Lake Falls, MN, between Grand Forks Subdivision mileposts 56.84 and 13.0 miles east; (4) 44.25 miles of rail line on the MN Junction at Perley, MN, between P Line Subdivision mileposts 65.25 and 21.0; and (5) 93 miles of rail line on the St. Hilaire line at Warroad, MN, between Warroad Subdivision mileposts 11.0 and 104.0.

Concurrent with the above transaction, MNR will acquire incidental overhead trackage rights for the sole purposes of: (1) Interchanging rail freight cars and equipment between MNR and BN at BN's Crookston, MN, rail yard only; and (2) moving locomotives, cars and equipment between the rail lines over BN's Grand Forks Subdivision rail line between milepost 81.5 west of Crookston, and milepost 31.0 at Erskine, MN, and also over all yard tracks in BN's Crookston rail yard. In addition, MNR will acquire BN's trackage rights to operate over the Soo Line Railroad Company between milepost 273.0 at or near Erskine and milepost 309.5 at or near Thief River Falls, MN. BN will retain overhead trackage rights only, without serving any industries on the line, to provide rail freight service over the Perley line, between P Line Subdivision milepost 65.25 and milepost 21.0.

The transaction was scheduled to be consummated on or after December 27, 1996.

Concurrently, RailAmerica, Inc. (RailAmerica), which controls MNR, has filed a notice of exemption in *RailAmerica, Inc.—Continuance in Control Exemption—Minnesota Northern Railroad, Inc.*, STB Finance Docket No. 33316, to exempt under 49 CFR 1180.2(d) and 1180.4(g) from the prior approval requirements of 49 U.S.C. 11323 RailAmerica's continuance in control of MNR when the latter becomes a Class III rail carrier. This transaction

[3] *See Coach USA, Inc.—Control Exemption—American Sightseeing Tours, Inc.; California Charters, Inc.; Texas Bus Lines, Inc.; Gulf Coast Transportation, Inc.; and K-T Contract Services, Inc.*, STB Finance Docket No. 33073 (STB served Nov. 8, 1996).

[1] On December 31, 1996, The Atchison, Topeka and Santa Fe Railway Company merged with and into Burlington Northern Railroad Company. The name of the surviving corporation is The Burlington Northern and Santa Fe Railway Company. In this notice, we will continue to refer to this entity as BN.

[1] Minnesota Northern Railroad, Inc. (MNR) originally filed the notice of exemption on December 11, 1996. On December 16, 1996, the United Transportation Union (UTU) filed a petition to revoke the exemption, reject the notice, and/or stay the effectiveness of the notice. On December 18, 1996, MNR filed a notice of withdrawal. On December 20, 1996, MNR filed an amended notice of exemption. On December 24, 1996, UTU filed a supplemental petition to revoke, reject, and/or stay. The stay request was not acted upon prior to the December 27, 1996 scheduled effective date of the exemption. The petition to reject or revoke will be handled in a subsequent decision.

[2] On December 31, 1996, The Atchison, Topeka and Santa Fe Railway Company merged with and into the Burlington Northern Railroad Company. The name of the surviving corporation is The Burlington Northern and Santa Fe Railway Company. In this notice we will continue to refer to this entity as BN.