

Group. Each of the future meetings will be announced in the **Federal Register** at least two weeks prior to the meeting.

We specifically want that segment of the pipeline industry involved with in-line inspection to be aware of the status of this contract. To assure that a cross section of industry is well represented at these meetings, we have invited the major domestic in-line inspection company (Tuboscope-Vetco Pipeline Services) and the following pipeline industry trade associations: American Petroleum Institute, Interstate Natural Gas Association of America, and the American Gas Association. Each has named an engineering/technical representative.

The first hour of the meeting will be devoted to reviewing the overall project plan. This review will assist those attending a quarterly meeting for the first time to better understand the overall project. The remainder of this meeting will be devoted to a review of progress made during the past quarter and plans for the next quarter.

II. The Contract

The Battelle contract is a research and development contract to evaluate and develop in-line inspection technologies for detecting mechanical damage and cracking, such as stress-corrosion cracking (SCC), in natural gas transmission and hazardous liquid pipelines. Third-party mechanical damage is one of the largest causes of pipeline failure, but existing in-line inspection tools cannot always detect or accurately characterize the severity of some types of third-party damage that can threaten pipeline integrity. Although SCC is not very common on pipelines, it usually appears in high-stressed, low-population-density areas and only when a limited set of environmental conditions are met. Several attempts have been made to develop an in-line inspection tool for SCC, but there is no commercially successful tool on the market.

Under the contract, Battelle will evaluate and advance magnetic flux leakage (MFL) inspection technology for detecting mechanical damage and two electromagnetic technologies for detecting SCC. The focus is on MFL for mechanical damage because experience shows MFL can characterize some types of mechanical damage and can be successfully used for metal-loss corrosion under a wide variety of conditions. The focus for SCC is on electromagnetic technologies that can be used in conjunction with, or as a modification to, MFL tools. The technologies to be evaluated take advantage of the MFL magnetizer either

by enhancing signals or using electrical currents that are generated by the passage of an inspection tool through a pipeline.

The contract includes two major tasks during the base two years of the contract. Task 1 is to evaluate existing MFL signal generation and analysis methods to establish a baseline from which today's tools can be evaluated and tomorrow's advances measured. Then, it will develop improvements to signal analysis methods and verify them through testing under realistic pipeline conditions. Finally, it will build an experience base and defect sets to generalize the results from individual tools and analysis methods to the full range of practical applications.

Task 2 is to evaluate two inspection technologies for detecting stress corrosion cracks. The focus in Task 2 is on electromagnetic techniques that have been developed in recent years and that could be used on or as a modification to existing MFL tools. Three subtasks will evaluate velocity-induced remote-field techniques, remote-field eddy-current techniques, and external techniques for sizing stress corrosion cracks.

A Task 3 is being considered for an option year to the contract. Task 3, if done, will verify the results from Tasks 1 and 2 by tests under realistic pipeline conditions. Task 3 will: (1) Extend the mechanical damage detection, signal decoupling, and sizing algorithms developed in the basic program to include the effects of pressure, (2) verify the algorithms under pressurized conditions in GRI's 4,700 foot, 24-inch diameter Pipeline Simulation Facility (PSF) flow loop, and (3) evaluate the use of eddy-current techniques for characterizing cold working within mechanical damage.

A drawback of present pig technology is the lack of a reliable pig performance verification procedure that is generally accepted by the pipeline industry and RSPA. The experience gained by the pipeline industry and RSPA with the use of the PSF flow loop in this project will provide a framework to develop procedures for evaluating pig performance. Defect detection reliability is critical if instrumented pigging is to be used as an in-line inspection tool in pipeline industry risk management programs.

The ultimate benefits of the project could be more efficient and cost-effective operations, maintenance programs to monitor and enhance the safety of gas transmission and hazardous liquid pipelines. Pipeline companies will benefit from having access to inspection technologies for

detecting critical mechanical damage and stress-corrosion cracks. Inspection tool vendors will benefit by understanding where improvements are beneficial and needed. These benefits will support RSPA's long-range objective of ensuring the safety and reliability of the gas transmission and hazardous liquid pipeline infrastructure.

Issued in Washington, D.C., on September 19, 1997.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 97-25434 Filed 9-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Notice No. 97-10]

Notice of Information Collection Approval

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of information collection approval.

SUMMARY: This notice announces OMB approval of information collection requests (ICRs), for OMB No. 2137-0014, entitled Cargo Tank Specification Requirements, OMB No. 2137-0051, entitled Rulemaking, Exemption and Preemption Requirements, and OMB No. 2137-0059, entitled Requirements for Rail Tank Car Tanks, Transportation of Hazardous Materials by Rail. These information collections have been extended until September 30, 2000.

DATES: The expiration date for these ICRs is September 30, 2000.

ADDRESSES: Requests for a copy of an information collection should be directed to Deborah Boothe, Office of Hazardous Materials Standards (DHM-10), Research and Special Programs Administration, Room 8102, 400 Seventh Street, SW, Washington, DC 20590-0001.

FOR FURTHER INFORMATION CONTACT: Deborah Boothe, Office of Hazardous Materials Standards (DHM-10), Research and Special Programs Administration, Room 8102, 400 Seventh Street, SW, Washington, DC 20590-0001, Telephone (202) 366-8553.

SUPPLEMENTARY INFORMATION: Office of Management and Budget (OMB) regulations (5 CFR 1320) implementing provisions of the Paperwork Reduction Act of 1995 (Pub. L. 104-13) require that interested members of the public and affected agencies have an opportunity to

comment on information collection and recordkeeping activities (see 5 CFR 1320.8(s)) and specify that no person is required to respond to an information collection unless it displays a valid OMB control number. In accordance with the Paperwork Reduction Act of 1995, RSPA has received OMB approval of the following ICRs:

Title: Cargo Tank Specification Requirements.

OMB Control Number: 2137-0014.

Title: Rulemaking, Exemption and Preemption Requirements.

OMB Control Number: 2137-0051.

Title: Requirements for Rail Tank Car Tanks, Transportation of Hazardous Materials by Rail.

OMB Control Number: 2137-0059.

These information collection approvals expire on September 30, 2000.

Issued in Washington, DC on September 19, 1997.

Edward T. Mazzullo,

Director, Office of Hazardous Materials Standards.

[FR Doc. 97-25435 Filed 9-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB No. MC-F-20906]

Capital Motor Lines, et al.—Pooling—Greyhound Lines, Inc.

AGENCY: Surface Transportation Board; DOT.

ACTION: Notice of approval in part of pooling application and supplemental notice of proposed pooling application.

SUMMARY: Applicants, Capital Motor Lines, d/b/a Capital Trailways, of Montgomery, AL, and Colonial Trailways, of Mobile, AL, and Greyhound Lines, Inc., of Dallas, TX, jointly seek approval under 49 U.S.C. 14302 of an operations and revenue pooling agreement to govern their motor passenger and express transportation services between described points in Alabama, Florida, Georgia, Louisiana, and Mississippi. Notice of the application was published in the **Federal Register** on April 23, 1997 (62 FR 19853). We have approved the application in part and have tentatively approved the remainder of the application in a decision served concurrently with this notice. The original notice did not completely describe the scope of the pooling agreement, necessitating this republication to describe more fully the transportation services governed by

applicants' agreement and to provide additional opportunity for comment as to that part of the application for which approval has not been finally given.

DATES: Comments are due by October 27, 1997 and, if comments are filed, applicants' rebuttal is due by November 14, 1997.

ADDRESSES: Send an original and 10 copies of comments referring to STB No. MC-F-20906 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 applicants' representatives: Dennis N. Barnes, 1800 M Street, N.W. (#600N), Washington, DC 20036-5869; and Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

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

SUPPLEMENTARY INFORMATION: The prior notice of the application stated that applicants' operations and revenue pooling agreement governs their motor passenger and express transportation services between Mobile and Birmingham, AL, and between Mobile and New Orleans, LA. No comments were received. However, in addition to the described routes, the pooling agreement also governs routes between Mobile and Montgomery, AL, and between Mobile and Jackson, MS, and between Montgomery and Birmingham, between Montgomery and Tallahassee, FL, between Montgomery and Meridian, MS, and between Montgomery and Columbus, GA. We have reviewed the application and have granted final approval for the proposed pooling of services that were specifically covered by our prior notice, and have tentatively approved the remainder of the application in a decision served September 25, 1997. Because the scope of the application is broader than the notice originally published, our approval for the broader portion is contingent upon publication of this notice and the opportunity for public comment. If no comments are received by the due date, our tentative approval of that part of the application will become final.

Copies of the application may be obtained free of charge by contacting applicants' representatives. Copies of our decision tentatively approving the application may be purchased 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.) 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: September 17, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-25480 Filed 9-24-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33459]

Rio Valley Railroad, Inc. and Rio Valley Switching Company—Lease and Operation Exemption—Southern Pacific Transportation Company

Rio Valley Railroad, Inc. (RVRI) and Rio Valley Switching Company (RVSC), Class III rail carriers, have filed a joint verified notice of exemption under 49 CFR 1150.41 for RVRI to lease a total of 12.79 miles of rail lines owned by Southern Pacific Transportation Company, and for RVSC to operate these lines pursuant to an operating agreement with RVRI. The transaction was expected to be consummated on or shortly after September 11, 1997, the effective date of the exemption.

The lines involved in the lease and operation are described as follows: (1) A portion of the Brownsville branch at or near Edinburg, TX, between milepost 142.65 at the west leg of the wye track and milepost 145.0, a short distance east of the plant of Inland Paperbox Packaging, a distance of 2.35 miles; and, (2) a portion of the McAllen branch between milepost 141.52 at the end of the Edinburg line at or near Edinburg, TX, and milepost 151.96 at the point of connection of that line with the line of Union Pacific Railroad Company at or near McAllen, TX, a distance of 10.44 miles.¹

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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33459, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-

¹ In a letter received on September 9, 1997, the applicants' representative amended the notice of exemption filed on September 4, 1997, to change the milepost numbers for the McAllen branch.