

this end, the Coast Guard will sponsor a Technology Symposium on VTS systems. The symposium will feature oral presentations by industry about VTS technology.

DATES: The Symposium will be held on February 12, 1997 from 8:30 a.m. to 4:45 p.m.

ADDRESSES: The Symposium will be held at the Hyatt Regency Hotel Crystal City, 2799 Jefferson Davis Highway, Arlington, Virginia.

FOR FURTHER INFORMATION CONTACT: Gene Lockhart (USCG) (202) 267-2813; Robert Perris (USCG) (202) 267-2220; FAX (202) 267-4018.

SUPPLEMENTARY INFORMATION: The preliminary agenda for the Symposium is as follows: 0800-0830 Registration; 0830-0835 Welcome; 0835-0900 Announcements; 0900-1145 Industry Presentations by CDA Corp., Denbridge Digital Limited, GP&C Sweden AB, Hughes Aircraft Company, Kongsberg Norcontrol; 1145-1300 Lunch Break; 1300-1630 Industry Presentations by Lockheed Martin Corp., Meteor Communication Corp., Newcomb Communications Corp., Computer Sciences Corp., Ross Engineering, STN Atlas Elektronik; 1630-1645 Closing Remarks.

The Hyatt Regency Hotel Crystal City is located at the southern end of Crystal City near National Airport. The hotel's phone number is (703) 418-1234/7226.

Dated: January 29, 1997.

Frederic N. Squires,

Captain, U.S. Coast Guard, Acting Director of Acquisition.

[FR Doc. 96-2634 Filed 2-3-95; 8:45 am]

BILLING CODE 4910-14-M

Surface Transportation Board

[STB Finance Docket No. 33338]

Luzerne and Susquehanna Railway Company—Lease and Operation Exemption—Luzerne County Rail Corporation, F & L Realty, Inc., and SLIBCO Utilities, Inc.

Luzerne and Susquehanna Railway Company (LS), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate certain lines of Luzerne County Rail Corporation (LCRC), F & L Realty, Inc. (F & L), and SLIBCO Utilities, Inc. (SLIBCO), located in Luzerne and Lackawanna Counties, PA. The proposed transaction was to have been consummated as soon as possible after the January 20, 1997 effective date of the exemption.

The lines involved are described as follows: (1) approximately 1.7 miles of

rail line owned by LCRC and F & L between milepost 10.0 at the north side of Montage Road Crossing and milepost 10.5 at Little Virginia (the Dunmore Secondary Track); and between milepost 3.7 at Little Virginia and milepost 2.5 at Runaround Switch (the Brady Industrial Track); and (2) the Minooka Industrial Track owned by SLIBCO for its entire 1.5-mile length from Runaround Switch to the end of the track at Davis Street (the Minooka line). LS will lease and operate rail lines totaling approximately 3.2 miles.

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. 33338, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423 and served on: Eric B. Lee, Esq., 501 Plaza Drive, Vestal, NY 13850.

Decided: January 27, 1997.

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

Vernon A. Williams,

Secretary.

[FR Doc. 97-2699 Filed 2-3-97; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board, Transportation

[STB Finance Docket No. 33290]¹

Sault Ste. Marie Bridge Company—Acquisition and Operation Exemption—Lines of Union Pacific Railroad Company

Sault Ste. Marie Bridge Company (SSMB), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate approximately 220 miles of rail lines of Union Pacific Railroad Company (UP) in the Upper Peninsula of Michigan and northern Wisconsin. The lines to be acquired and operated are: (1) The Escanaba Subdivision, extending from milepost 4.0 near Duck Creek, WI, to LS&I milepost 74.50 at Ishpeming, MI,

a distance of 178.25 miles. (There are milepost equations at Menominee, MI, where milepost 49.99 = milepost 51.00, and at Escanaba, MI, where milepost 116.49 = milepost 117.00.)²; (2) The Iron Mountain Branch, extending from milepost 0.0 at Powers, MI (connection with the Escanaba Subdivision) to milepost 30.24 at Antoine, MI, a total distance of 32.01 miles. (The Iron Mountain Branch includes 1.30 miles of trackage rights over E&LS between UP mileposts 28.45 and 29.60 at Antoine, and a 1.62-mile industrial park spur at Antoine.); (3) The Niagara Industrial Lead, extending from milepost -0.40 at Quinnesec, MI (connection with the Iron Mountain Branch) to milepost 3.75 at Niagara, WI, a distance of 4.15 miles.; and (4) The Palmer Industrial Lead, extending from milepost 0.0 at Cascade (connection with the Escanaba Subdivision) to milepost 6.06 at Palmer, MI, a distance of 6.06 miles. (The Palmer Industrial Lead currently is out of service.) SSMB also will acquire by assignment from UP incidental trackage rights over lines of LS&I between Eagle Mills Jct. and Eagle Mills, MI, a distance of approximately 3 miles, and between Empire Junction and Empire Mine, MI, a distance of approximately 2 miles, and over lines of Fox Valley & Western Ltd. between Duck Creek and Green Bay, WI, a distance of approximately 4 miles.

The scheduled consummation date originally was January 20, 1997, but SSMB extended it to January 24, 1997.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33290, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on: Janet H. Gilbert, 6250 North River Road, Suite 9000, Rosemont, IL 60018 and Robert H. Wheeler, Two Prudential

² Trackage between Negaunee, MI, and Ishpeming is owned and operated jointly by UP, Wisconsin Central Ltd. (WCL), and the Lake Superior & Ishpeming Railroad Company (LS&I). Reflecting this arrangement, changes in milepost numbering occur at West Wye near Negaunee, where milepost 176.85 and WCL milepost 164.49 designate the same point, and again at Euclid Avenue Yard in Ishpeming, where WCL milepost 170.70 and LS&I milepost 73.79 designate the same point. The Escanaba Subdivision includes industry trackage at Menominee/Marinette jointly owned or operated with the Escanaba & Lake Superior Railroad Company (E&LS).

¹ On January 6, 1997, Inland Steel Company and LTV Steel Company, Inc., jointly filed a petition to reject the notice of exemption or to revoke the exemption. Simultaneously, they filed a petition to stay the effectiveness of the notice of exemption pending a ruling on the petition to reject or revoke. The stay request was denied by decision served January 24, 1997. The petition to reject or revoke will be handled in a separate decision.

Plaza, 45th Floor, 180 North Stetson Avenue, Chicago, IL 60601.

Decided: January 28, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-2696 Filed 2-3-97; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33332]¹

Summit View Incorporated—Corporate Family Exemption—Continuance in Control of the Youngstown Belt Railroad Company

Summit View Incorporated (Summit) has filed a notice of exemption to continue in control of its subsidiary, The Youngstown Belt Railroad Company (YBRR), upon YBRR's becoming a Class III rail carrier. The transaction was to have been consummated shortly after December 31, 1996, the effective date of the exemption.

YBRR, a noncarrier, has concurrently filed a notice of exemption in *The Youngstown Belt Railroad Company—Lease and Operation Exemption—Warren & Trumbull Railroad Company*, STB Finance Docket No. 33333, to lease and operate approximately 12.9 miles of rail line, together with incidental trackage rights, owned by another Summit subsidiary, The Warren and Trumbull Railroad Company (WTRC); and (2) to acquire and operate 2.4 miles of connected rail line owned by CSX Transportation, Inc. (CSXT) via simultaneous assignment of WTRC's rights under a Track Lease/Operating Agreement with CSXT, a total of 15.3 miles of rail line, exclusive of the incidental trackage rights, located in Mahoning and Trumbull Counties, OH.

Summit controls four other nonconnecting Class III rail carriers: the Ohio & Pennsylvania Railroad Company; the Ohio Central Railroad, Inc.; the Ohio Southern Railroad, Inc.; and the Youngstown & Austintown Railroad, Inc.

Summit has filed its notice of exemption under 49 CFR 1180.2(d)(3) as the proposed continuance in control is a corporate family transaction. Summit states that: Summit, YBRR and WTRC are members of the same corporate family; and that the transactions involved will not result in any adverse changes in service levels, significant operational changes, or a change in the

competitive balance with carriers outside Summit's corporate family. The transaction therefore is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(3).

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 railroad carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. 33332, 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: Kelvin J. Dowd, Slover & Loftus, 1224 Seventeenth Street, N.W., Washington, DC 20036.

Decided: January 29, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-2697 Filed 2-3-97; 8:45 am]

BILLING CODE 4915-00-P

[STB Docket No. AB-167 (Sub-No. 1175)]

Consolidated Rail Corporation—Abandonment—in Huntingdon County, PA

The Board has issued a certificate authorizing Consolidated Rail Corporation (Conrail) to abandon its 1.60-mile Mt. Union Industrial Track, from milepost 0.0 to milepost 1.60, in the Borough of Mt. Union, Huntingdon County, PA. The abandonment was granted subject to standard employee protective conditions.

The abandonment certificate will become effective on March 6, 1997, unless the Board finds that a financially responsible person has offered financial assistance (through subsidy or purchase) to enable rail service to be continued.

Requests for public use conditions must be filed with the Board and Conrail by February 14, 1997.

Any offers of financial assistance (OFA) must be filed with the Board and Conrail no later than February 14, 1997.

The following notation must be typed in bold face on the lower left-hand corner of the envelope containing the offer: "Office of Proceedings, AB-OFA." Any offer previously made must be remade within this 10-day period.

Information and procedures regarding financial assistance for continued rail service are contained in 49 U.S.C. 10904 and former 49 CFR 1152.27.¹ Requests for public use conditions must conform with former 49 CFR 1152.28(a)(2).

Decided: January 29, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-2698 Filed 2-3-97; 8:45 am]

BILLING CODE 4915-00-P

[STB Docket No. AB-227 (Sub-No. 7X)]

Wheeling & Lake Erie Railway Company—Abandonment Exemption—in Wyandot County, OH

AGENCY: Surface Transportation Board, Transportation.

ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, exempts from the prior approval requirements of 49 U.S.C. 10903 the abandonment by the Wheeling & Lake Erie Railway Company of its 2.3-mile Carey Spur line between milepost 55.3 and milepost 53.0 near Carey, in Wyandot County, OH, subject to labor protective conditions and an environmental condition.

DATES: Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on March 6, 1997. Formal expressions of intent to file an OFA¹ under 49 CFR 1152.27(c)(2) and requests for interim trail use/rail banking under 49 CFR 1152.29 must be filed by February 14, 1997; petitions to stay must be filed by February 19, 1997; requests for a public use condition under 49 CFR 1152.28 must be filed by February 24, 1997; and petitions to reopen must be filed by March 3, 1997.

ADDRESSES: Send pleadings referring to STB Docket No. AB-227 (Sub-No. 7X): (1) Office of the Secretary, Case Control

¹ Although final rules in *Abandonment and Discontinuance of Rail Lines and Rail Transportation under 49 U.S.C. 10903*, STB Ex Parte No. 537 (STB served Dec. 24, 1996) went into effect on January 23, 1997, this abandonment application was filed before that date and, therefore, we have processed the application under the former regulations and will continue to use them in this proceeding to process an OFA, if one is filed.

¹ See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

¹ This notice corrects and supersedes the notice in this proceeding that was served on January 24, 1997, and published the same date at 62 FR 3735.