

Street, Room 1000, Omaha, Nebraska 68179-1000.

The Union Pacific Railroad Company seeks approval of the proposed discontinuance and removal of the rail locks and associated power-operated switch machines, on the Barge Canal Bridge, milepost 216.1, near Bloomington, Texas, on the Brownsville Subdivision.

The reason given for the proposed changes is to modernize the operation of the Barge Canal Bridge.

BS-AP-No. 3443

Applicants:

Arkansas and Missouri Railroad, Mr. G. B. McCready, Vice President and General Manager, 306 East Emma, Springdale, Arkansas 72764
Union Pacific Railroad Company, Mr. P.M. Abaray, Chief Engineer-Signals/Quality, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000

The Arkansas and Missouri Railroad and Union Pacific Railroad Company jointly seek approval of the proposed discontinuance and removal of the traffic control system on the single main track, from the Arkansas River Bridge, milepost 410.6 to North Fort Smith, Arkansas, milepost 412.1, First Subdivision. The proposed changes include the discontinuance and removal of the North Fort Smith Control Point and the three controlled signals, conversion of the power-operated switch to hand operation, installation of an approach signal near milepost 411.3, and conversion of the remotely controlled lift span bridge to local control utilizing radio signals to activate the automatic bridge lowering sequence.

The reason given for the proposed changes is that the current traffic levels do not warrant the complexity, expense, and occasional delays of the existing CTC system controlled by the BNSF dispatcher in Ft. Worth, Texas.

BS-AP-No. 3444

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202.

CSX Transportation, Incorporated seeks approval of the proposed modification of the signal system, on the single main track, near Harpers Ferry, West Virginia, Shenandoah Subdivision, Baltimore Service Lane, consisting of the replacement of Automatic Block Signal System Rules 243-247, between milepost BAD-1.0 and milepost BAD-0.0, with Yard Limit Rule 93, and conversion of the 5R automatic block signal to an inoperative approach signal.

The reason given for the proposed changes is to enhance switching operations and increase efficiency.

BS-AP-No. 3445

Applicant: Buffalo and Pittsburgh Railroad, Incorporated, Mr. David C. Baer, Chief Engineer, 201 North Penn Street, Punxsutawney, Pennsylvania 15767.

The Buffalo and Pittsburgh Railroad, Incorporated seeks approval of the proposed discontinuance and removal of the traffic control and automatic block signal system, on the main tracks, between Ashford Junction, New York, milepost 43.3 and Riker, Pennsylvania, milepost 223.5, on the Main Line Subdivision, a distance of approximately 180.2 miles, consisting of the removal of all governing signals, 16 power-operated switches, and 3 electric switch locks within the above milepost limits.

The reason given for the proposed changes is to retire facilities no longer required for present operation.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Mail Stop 25, Washington, D.C. 20590 within 45 calendar days of the date of publication of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on December 10, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-32909 Filed 12-16-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-97-3221]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before February 17, 1998.

FOR FURTHER INFORMATION CONTACT: Thomas M.P. Christensen of the Office of National Security Plans, Maritime Administration, MAR-720, Room P1-1303, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-5900 or FAX 202-488-0941. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: Voluntary Tanker Agreement.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0505.

Form Number: NONE.

Expiration Date of Approval: September 30, 1998.

Summary of Collection of

Information: The collection consists of a request from MARAD that each participant in the Voluntary Tanker Agreement submit a list of the names of ships owned, chartered, or contracted for by the participant, and their size and flags of registry. There is no prescribed format for this information.

Need and Use of the Information: The collected information is necessary to evaluate tanker capability and make plans for the use of this capability to meet national emergency requirements. This information will be used by both MARAD and Department of Defense to establish overall contingency plans.

Description of Respondents: The respondents are tanker companies that operate in international trade and who have agreed to participate in the Voluntary Tanker Agreement.

Annual Responses: 20.

Annual Burden: One hour for each respondent.

Comments: Signed, written comments should refer to the docket number that appears at the top of this document and

must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590-0001. Specifically, address whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., e.t. Monday through Friday, except Federal Holidays. An electronic version of this document is available on the World Wide Web at <http://dms.dot.gov>.

Dated: December 12, 1997.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary.

[FR Doc. 97-32940 Filed 12-16-97; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Research and Development Programs Meeting Agenda

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice provides the agenda for a public meeting at which the National Highway Traffic Safety Administration (NHTSA) will describe and discuss specific research and development projects.

DATES AND TIMES: As previously announced, NHTSA will hold a public meeting devoted primarily to presentations of specific research and development projects on December 17, 1997, beginning at 1:30 p.m. and ending at approximately 5:00 p.m.

ADDRESSES: The meeting will be held at the Clarion Inn, Detroit Metro Airport, 9191 Wickham Road, Romulus, Michigan.

SUPPLEMENTARY INFORMATION: This notice provides the agenda for the nineteenth in a series of public meetings to provide detailed information about NHTSA's research and development programs. This meeting will be held on December 17, 1997. The meeting was announced on December 3, 1997 (62 FR 64041). For additional information about the meeting, consult that announcement.

Starting at 1:30 p.m. and concluding by 5:00 p.m., NHTSA's Office of

Research and Development will discuss the following topics:

Research and Development Update;
Crash Injury Research and Engineering Network;
General Motors Settlement Briefing, Fire Safety Research;
Update on Crashworthiness Research Activities Including Upgraded Side Crash Protection, Improved Frontal Crash Protection, and Restraint Systems for Rollover Protection;
Benefits Analysis of the Inflatable Tubular Structure; and
Update of Research on Family of Dummies.

NHTSA has based its decisions about the agenda, in part, on the suggestions it received in response to the announcement published December 3, 1997.

As announced on December 3, 1997, in the time remaining at the conclusion of the presentations, NHTSA will provide answers to questions on its research and development programs, where those questions have been submitted in writing to Raymond P. Owings, Ph.D., Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Washington, DC 20590. Fax number: 202-366-5930.

FOR FURTHER INFORMATION CONTACT: Rita I. Gibbons, Staff Assistant, Office of Research and Development, 400 Seventh Street, S.W., Washington, DC 20590. Telephone: 202-366-4862. Fax number: 202-366-5930.

Issued: December 11, 1997.

Raymond P. Owings,

Associate Administrator for Research and Development.

[FR Doc. 97-32958 Filed 12-16-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-97-3154]

Cooper Tire & Rubber Company; Receipt of Application for Decision of Inconsequential Noncompliance

Cooper Tire & Rubber Company (Cooper) of Findlay, Ohio has determined that some of its tires fail to comply with the labeling requirements of 49 CFR Part 574 "Tire Identification and Recordkeeping," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Cooper has also applied to be exempted from the notification and remedy requirements of 49 U.S.C.

Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Although the applicant expresses noncompliance with Part 574, NHTSA considers this to be a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) No. 119, New pneumatic tires for vehicles other than passenger cars. Paragraph S6.5(b) of FMVSS No. 119 requires each tire to be marked with a "tire identification number" required by Part 574 of this chapter. If a tire lacks this number, it fails to comply with FMVSS No. 119 and is subject to notification and remedy.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

In § 574.5(d) Fourth Grouping—The manufacturer is required to identify the week and year of manufacture using three symbols. The first two symbols identify the week of the year using "01" for the first full calendar week in each year. The third symbol identifies the year. The purpose of this information is to facilitate the notification of purchasers regarding defective or non-conforming tires, pursuant to Sections 30118 and 30119 of Title 49, United States Codes, so that the appropriate action can be taken in the interest of public safety—such as, a safety recall notice.

During the thirty-second production week of 1997, Cooper produced and inadvertently shipped twenty-eight (28) tires without the date code. This occurred after the tires originally were labeled with the correct date code upside-down; Cooper removed the improperly oriented date code by buffing. The tires were then inadvertently shipped with only the identification of "DOT UPOP"—where "UP" is the identification code for Cooper's Findlay plant and "OP" is the identification of the tire size. The subject tires are Cooper SRM Radial LT 215/85R16, Load Range D.

Cooper supports its application for inconsequential noncompliance with the following:

"The incomplete DOT identification code on each tire does not present a safety-related defect."

"The involved tires are capable of being registered with UPOP. They have a unique DOT identification with would permit Cooper to notify the purchasers of these tires, if properly registered, should they be recalled for other reasons."