

Nassif Building, 400 Seventh Street, SW., Washington, DC 20590.

Issued in Washington, DC, on February 7, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-3005 Filed 2-9-96; 8:45 am]

BILLING CODE 4190-06-M

National Highway Traffic Safety Administration

Research and Development Programs Meeting

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice.

SUMMARY: This notice announces a public meeting at which NHTSA will describe and discuss specific research and development projects. Further, the notice requests suggestions for topics to be presented by the agency.

DATES AND TIMES: The National Highway Traffic Safety Administration will hold a public meeting devoted primarily to presentations of specific research and development projects on March 12, 1996, beginning at 1:30 p.m. and ending at approximately 5 p.m. The deadline for interested parties to suggest agenda topics is 4:15 p.m. on February 22, 1996. Questions may be submitted in advance regarding the agency's research and development projects. They must be submitted in writing by March 4, 1996, to the address given below. If sufficient time is available, questions received after the March 4 date will be answered at the meeting in the discussion period. The individual, group, or company asking a question does not have to be present for the question to be answered. A consolidated list of the questions submitted by March 4 will be available at the meeting and will be mailed to requesters after the meeting.

ADDRESSES: The meeting will be held at the Royce Hotel-Detroit Metro Airport, 31500 Wick Road, Romulus, Michigan 48174. Suggestions for specific R&D topics as described below and questions for the March 12, 1996, meeting relating to the agency's research and development programs should be submitted to the Office of the Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Room 6206, 400 Seventh St., SW., Washington, DC 20590. The fax number is 202-366-5930.

SUPPLEMENTARY INFORMATION: NHTSA intends to provide detailed

presentations about its research and development programs in a series of public meetings. The series started in April 1993. The purpose is to make available more complete and timely information regarding the agency's research and development programs. This twelfth meeting in the series will be held on March 12, 1996.

NHTSA requests suggestions from interested parties on the specific agenda topics to be presented. NHTSA will base its decisions about the agenda, in part, on the suggestions it receives by close of business at 4:15 p.m. on February 22, 1996. Before the meeting, it will publish a notice with an agenda listing the research and development topics to be discussed. The agenda can also be obtained by calling or faxing the information numbers listed elsewhere in this notice. NHTSA asks that the suggestions be limited to six, in priority order, so that the presentations at the March 12 R&D meeting can be most useful to the audience. Specific R&D topics are listed below. Many of these topics have been discussed at previous meetings. Suggestions for agenda topics are not restricted to this listing, and interested parties are invited to suggest other R&D topics of specific interest to their organizations.

Specific R&D topic is:

On-line tracking system for NHTSA's research projects.

Specific Crashworthiness R&D topics are:

Improved frontal crash protection (program status, problem identification, offset testing),
Advanced glazing research,
Vehicle aggressivity and fleet compatibility,
Upgrade side crash protection,
Upgrade seat and occupant restraint systems,
Child safety research (ISOFIX),
Child restraint/air bag interaction (CRABI) dummy testing,
Electric and alternate fuel vehicle safety,
Truck crashworthiness/occupant protection,
Highway traffic injury studies,
Head and neck injury research,
Lower extremity injury research,
Thorax injury research,
Human injury simulation and analysis,
Refinements to the Hybrid III dummy, and
Crash test dummy component development.

Specific Crash Avoidance R&D topics are:

Truck tire traction,
Portable data acquisition system for

crash avoidance research (DASCAR),

Systems to enhance EMS response (automatic collision notification),
Vehicle motion environment data collection system,
Crash causal analysis,
Human factors guidelines for crash avoidance warning devices,
Longer combination vehicle safety,
Drowsy driver monitoring,
Driver workload assessment,
Pedestrian detection devices for school bus safety,
Performance guidelines for ITS systems (approach),
Variable dynamics test vehicle,
Engineering description of precrash events,
Preliminary rearend collision avoidance system guidelines,
Preliminary road departure collision avoidance system guidelines,
Preliminary intersection collision avoidance system guidelines, and
Preliminary lane change/merge collision avoidance system guidelines.

Specific National Center for Statistics and Analysis topic is:
Status and plans for calendar year 1996 for the National Accident Sampling System Crashworthiness Data System (NASS CDS).

Separately, questions regarding research projects that have been submitted in writing not later than close of business on March 4, 1996, will be answered. A transcript of the meeting, copies of materials handed out at the meeting, and copies of the suggestions offered by commenters will be available for public inspection in the NHTSA's Technical Reference Division, Room 5108, 400 Seventh St., SW., Washington, DC 20590. Copies of the transcript will then be available at 10 cents a page, upon request to NHTSA's Technical Reference Division. The Technical Reference Division is open to the public from 9:30 a.m. to 4 p.m.

NHTSA will provide technical aids to participants as necessary, during the Research and Development Programs Meeting. Thus, any person desiring the assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunication devices for deaf persons (TTDs), readers, taped texts, braille materials, or large print materials and/or a magnifying device), please contact Rita Gibbons on 202-366-4862 by close of business March 6, 1996.

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

Issued: February 7, 1996.

William A. Boehly,
Associate Administrator for Research and
Development.

[FR Doc. 96-3006 Filed 2-9-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board¹

[Finance Docket No. 32846]

Soo Line Railroad Company— Trackage Rights Exemption—CMC Heartland Partners

CMC Heartland Partners (CMC) has agreed to grant local and overhead trackage rights to Soo Line Railroad Company (Soo) over approximately 2.10 miles of its rail line between milepost 96.76 near Richards Street and milepost 97.07 at the Western edge of North Booth Street (near East Locust Street), including the trackage known as the Snake Line, in Milwaukee County, WI. Under the trackage rights agreement, Soo will obtain the right to continue operations over CMC's track in Milwaukee, WI. The trackage rights were scheduled to become effective on January 4, 1996.²

This notice is filed under 49 CFR 1180.2(d)(7). 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) [formerly 10505(d)] may be filed at any time. The filing of a petition

to revoke will not automatically stay the transaction. Pleadings must be filed with the Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, D.C. 20423 and served on: Larry Starns, 1000 Soo Line Building, 105 South Fifth Street, P.O. Box 530, Minneapolis, MN 55402.

As a condition to the use of this exemption, any employees adversely affected by the trackage rights will be protected under *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).

Decided: February 6, 1996.

By the Board, David M. Konschnick,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

[FR Doc. 96-3040 Filed 2-9-96; 8:45 am]

BILLING CODE 4915-00-P

[Finance Docket No. 32847]

Soo Line Railroad Company— Trackage Rights Exemption—CMC Heartland Partners

CMC Heartland Partners (CMC) has agreed to grant local and overhead trackage rights to Soo Line Railroad Company (Soo) over approximately 1.04 miles of its rail line between milepost 3.50, near Diversey Parkway, and milepost 2.57, near Clybourn Avenue, in Cook County, IL.

Under the trackage rights agreement, Soo will obtain the right to continue to operate its trains over CMC's track in Chicago, IL. The trackage rights were scheduled to become effective on January 4, 1996, the effective date of the exemption.²

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323. Therefore, this notice applies the law in effect prior to the Act.

² On January 3, 1996, the United Transportation Union (UTU) filed a petition requesting that the verified notice filed by Soo on December 28, 1995, be rejected, alleging that CMC is a noncarrier, and, therefore, does not qualify for the class exemption under 49 CFR 1180.2(d)(7). Soo replied on January 30, 1996.

CMC is the corporate successor of the reorganized debtor railroad, Chicago, Milwaukee, St. Paul and Pacific Railroad Company (the Milwaukee). By the

This notice is filed under 49 CFR 1180.2(d)(7). 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) [formerly 10505(d)] may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction. Pleadings must be filed with the Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Larry D. Starns, 1000 Soo Line Building, 105 South Fifth Street, P.O. Box 530, Minneapolis, MN 55402.

As a condition to the use of this exemption, any employees adversely affected by the trackage rights will be protected under *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).

Decided: February 6, 1996.

By the Board, David M. Konschnick,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

[FR Doc. 96-3041 Filed 2-9-96; 8:45 am]

BILLING CODE 4915-00-P

Asset Purchase Agreement of April 6, 1984, Soo acquired from CMC most of the operating property and core assets of the Milwaukee; but CMC retained this line segment. At the time, abandonment proceedings initiated by the Trustee were pending in the United States District Court for the Northern District of Illinois, Eastern Division (Court). Soo continued to operate the line under a service order in *The Milwaukee Road, Inc. Authorized to Use Tracks And/Or Facilities of Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor (Richard B. Ogilvie, Trustee)*, Service Order No. 1500 (ICC served Jan. 17, 1986), although an ongoing dispute existed between CMC and Soo as to the compensation owed Soo for use or possible purchase of the line. On July 20, 1995, the Court ordered Soo and CMC to enter into a contractual relationship to resolve the dispute and established the values for compensation and billing.

Soo states that the Court in its various decisions has uniformly referred to the rights acquired by Soo as trackage rights. It also states that CMC's filing of abandonment applications with respect to lines of railroad which were not conveyed to Soo under the asset purchase agreement, the Interstate Commerce Commission's actions in these proceedings, and UTU's objections to those abandonments demonstrate that all parties have consistently recognized that CMC's rail property is subject to the regulatory mandate established by Subtitle IV of Title 49 of the United States Code and subject to regulatory oversight with respect to railroad line abandonments.

In this case, Soo's trackage rights, which will permit Soo's operation over CMC's rail property, are properly filed under the class exemption procedures under 49 CFR 1180.2(d)(7). Therefore, UTU's petition to reject the notice is denied.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323. Therefore, this notice applies the law in effect prior to the Act.

² The line segment is one of the lines of railroad owned and operated by the Chicago, Milwaukee, St. Paul & Pacific Railroad Company (Milwaukee Road). CMC subsequently became the corporate successor of the reorganized debtor order in *The Milwaukee Road, Inc. Authorized to Use Tracks And/Or Facilities of Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor (Richard B. Ogilvie, Trustee)*, Service Order No. 1500 (ICC served Jan. 17, 1986), although an ongoing dispute existed between CMC and Soo as to the amount of compensation owed by Soo for use or possible purchase of the line. On July 20, 1995, the United States District Court for the Northern District of Illinois, Eastern Division ordered Soo and CMC to enter into a contractual relationship to resolve the dispute and established the values which are reflected in the trackage rights agreement dated November 20, 1995.