

Secretary, Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying at the Commission's Public Reference Section, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of such filing will also be available for inspection and copying at the principal office of the Exchange. All submissions should refer to File No. SR-NYSE-97-13 and should be submitted by May 28, 1997.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.

Jonathan G. Katz,
Secretary.

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DEPARTMENT OF TRANSPORTATION

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

[Docket No. RSPA-97-2426]

National Pipeline Mapping System

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

ACTION: Public meeting.

SUMMARY: RSPA invites industry, government agencies, pipeline mapping vendors, and the public to a public meeting on the national pipeline mapping system. This system, when complete, will show the location and selected attributes of the major natural gas and hazardous liquid pipelines, and liquefied natural gas facilities, operating in the United States. The meeting will provide information on the draft national pipeline mapping standards, what data will be requested of the pipeline industry, and the pilot testing that is being conducted.

DATES: The public meeting will be held on May 22, 1997, from 9:00 a.m. to 12:00 p.m. Persons who are unable to attend may submit written comments by July 7, 1997.

ADDRESSES: The public meeting will be held at the Chevron Tower Auditorium,

Mezzanine level, 1301 McKinney, Houston Texas.

Address comments to the Docket Facility, U.S. Department of Transportation, Plaza 401, 400 7th Street, S.W., Washington, DC 20590-0001, or e-mail to christina.sames@rspa.dot.gov.

Comments must identify the docket number stated in the heading of this notice. The Dockets Facility is open from 10:00 a.m. to 5:00 p.m., Monday through Friday, except on Federal holidays when the facility is closed.

FOR FURTHER INFORMATION CONTACT: Christina Sames, (202) 366-4561, about this document, or for copies of this document or other material in the docket.

SUPPLEMENTARY INFORMATION: The Department of Transportation's Office of Pipeline Safety (OPS) is working with other federal and state agencies and the pipeline industry to create a national pipeline mapping system. This system, when complete, will show the location and selected attributes of the major natural gas and hazardous liquid pipelines, and liquefied natural gas facilities, operating in the United States. This would include information on interstate and intrastate natural gas transmission pipelines, as defined by OPS, and hazardous liquid trunk lines. This would not include service lines, distribution lines, gathering lines, flow lines, or spur lines.

OPS will add additional data layers into the system, including layers on population densities, unusually sensitive areas, natural disaster probability and high consequence areas, hydrography, and transportation networks. OPS will use the system to depict pipelines in relation to the public and the environment, and to work with other government agencies and industry during an incident.

Two Joint Government—Industry Pipeline Mapping Quality Action Teams (MQAT) were formed to work with OPS on creating the digital pipeline location and attribute layer. The Teams are sponsored by OPS, the American Petroleum Institute, the Interstate Natural Gas Association of America, and the American Gas Association. Representatives on the Teams include OPS, the U.S. Geological Survey, the Department of Energy, the Federal Energy Regulatory Commission, the Department of Transportation's Bureau of Transportation Statistics, the states of Texas, Louisiana, California, New York, and Minnesota, and the natural gas and hazardous liquid pipeline industry.

The first mapping Team, MQAT I, was formed to analyze various mapping

alternatives and to determine a cost-effective strategy for creating a reasonably accurate depiction (plus or minus 500 feet, for a corridor width of 1000 feet) of transmission pipelines and liquefied natural gas facilities in the U.S. The Team developed a strategic plan with both short and long term strategies for creating a national pipeline mapping system. The recommended long term strategies will require a joint effort between federal and state government agencies, the pipeline industry, and others. The findings of MQAT I are described in, "Strategies for Creating a National Pipeline Mapping System".

MQAT II was created to implement the strategies outlined by the first mapping team. This includes the development of pipeline mapping data standards for both digital and paper submissions, exploring potential options for central clearinghouses or repositories for the pipeline locational data, and investigating the tools and technologies available that will help the pipeline industry migrate from paper to digital location information.

MQAT II has drafted national pipeline mapping data standards that will be used to create the digital pipeline layer in the national pipeline mapping system. These include standards for electronic data submissions, paper map submissions, and metadata (data on the data). The Team has also drafted standards that will be used by the pipeline mapping repository receiving the pipeline information. The Team is currently pilot testing the draft standards and is working to establish relationships with state agencies, industry, and others to exchange data that meets the standards. A copy of the draft standards can be viewed and downloaded from the OPS Internet web site after May 8. The Internet web site is <http://ops.dot.gov>. The draft standards can also be obtained by calling (202) 366-4561.

Members of the first and second mapping Team will discuss at the public meeting the strategies for creating the national pipeline mapping system, how the strategies are being implemented, and the effect of the mapping initiative on the U.S. pipeline industry. The panel will discuss the draft pipeline mapping data standards, criteria for repositories of the pipeline locational data, pilot tests, and the multi-phase approach that will allow industry and Government to efficiently upgrade information in a manner that works with other business needs.

Issued in Washington, DC on May 2, 1997.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 32760 (Sub-No. 21)¹]

Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company [oversight]

AGENCY: Surface Transportation Board.
ACTION: Decision No. 1; Notice of Oversight Proceeding, and Request for Comments from Interested Persons on any Effects of the Merger on Competition and Implementation of the Conditions Imposed to Address Competitive Harms.

SUMMARY: The Board is instituting a proceeding to implement the oversight condition imposed in *Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company (UP/SP)*, Finance Docket No. 32760, Decision No. 44 (STB served Aug. 12, 1996), and is seeking comments from interested persons on any effects of the merger on competition and the implementation of the conditions imposed to address competitive harms. The Board is also requesting that persons intending to participate in the oversight proceeding notify the Board of their intent to participate. A separate service list will be issued based on the notices of intent to participate that the Board receives.

DATES: Notices of intent to participate in the oversight proceeding are due on May 27, 1997. Comments on any

competitive effects of the merger and the implementation of the conditions imposed to address competitive harms are due on August 1, 1997; replies are due on August 20, 1997.

ADDRESSES: An original plus 25 copies² of all documents, referring to STB Finance Docket No. 32760 (Sub-No. 21), must be sent to the Office of the Secretary, Case Control Unit, ATTN: STB Finance Docket No. 32760 (Sub-No. 21), Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. Parties are requested also, if possible, to submit all pleadings, and any attachments, on a 3.5-inch diskette which is formatted for WordPerfect 7.0 (or formatted so that it can be converted into WordPerfect 7.0).

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: In *UP/SP*, Decision No. 44, served August 12, 1996, the Board approved the common control and merger of the rail carriers controlled by Union Pacific Corporation (Union Pacific Railroad Company and Missouri Pacific Railroad Company) and the rail carriers controlled by Southern Pacific Rail Corporation (Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company) (collectively, applicants), subject to various conditions. Common control was consummated on September 11, 1996. The Board imposed a 5-year oversight condition to examine whether the conditions imposed effectively addressed the competitive harms they were intended to remedy, and retained jurisdiction to impose additional remedial conditions if, and to the extent, the Board determines that the conditions already imposed have not effectively addressed the competitive harms caused by the merger. The Board now proposes to initiate an oversight proceeding to take comments from interested persons on the effectiveness and implementation of those conditions.³

² In order for a document to be considered a formal filing, the Board must receive an original plus 25 copies of the document, which must show that it has been properly served. As in the past, documents transmitted by facsimile (FAX) will not be considered formal filings and thus are not acceptable.

³ Under old 49 U.S.C. 11351 and new 11327, the Interstate Commerce Commission, and now the Board, has continuing jurisdiction to enter supplemental orders and to modify decisions entered in proceedings under old 49 U.S.C. 11343 and new 11323. In addition, applicants volunteered to be subject to a 5-year oversight condition that would authorize the Board to enter such orders as it might deem necessary.

Applicants' Progress Reports

On April 1, 1997, applicants submitted their first quarter 1997 progress report. This report follows applicants' January 2, 1997 progress report and their October 1, 1996 progress report and implementing plan with respect to the conditions imposed on the Board's approval of the *UP/SP* merger. In a preliminary note to the April 1, 1997 progress report, applicants briefly addressed the general status of the merger and implementation of conditions stating that "at the 6-month point following the consummation of UP-SP control, it may be too early to see the full effects of the merger or the conditions."

Applicants note that most merger benefits cannot be realized until labor implementing agreements are in place and UP's Transportation Control System (TCS) and other major systems are installed on SP—processes that will not be completed for some time. Applicants add that many benefits depend on capital investments that will extend over a 4-year period, and the competition-preserving conditions also necessarily take time to implement, although their full effects will actually be felt well before the full benefits of the merger will be realized. Applicants further state that phasing in trackage rights operations, resolving complex systems issues, and sorting out legal disputes as to the scope of various conditions have greatly occupied the parties for the past 6 months and may continue to do so in the near future. Applicants add, nonetheless, that there is already extensive evidence of the benefits of the merger and of the effectiveness of the competition-preserving conditions.

The Burlington Northern and Santa Fe Railway Company (BNSF) Progress Reports

BNSF submitted its first quarter 1997 progress report on April 1, 1997. This is the third quarterly progress report as it follows BNSF's January 3, 1997 progress report and its October 1, 1996 submission of a progress report and operating plan. In the April 1, 1997 report, BNSF summarized the progress it has made since its last report to the Board on its operations and provision of services to shippers using merger-related rights.

It states that total BNSF traffic, as a result of the trackage rights and other rights granted by Decision No. 44, has continued to grow. BNSF indicated that trackage rights volumes in terms of units handled increased by 225% for the first quarter of 1997 compared to the last

¹ This decision embraces the proceeding in Finance Docket No. 3270, *Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company*.