

National Highway Traffic Safety Administration

[Docket No. NCI 3363; Notice 1]

1995 Chrysler Cirrus and Dodge Stratus Passenger Cars; Public Proceeding Scheduled

AGENCY: National Highway Traffic Safety Administration (NHTSA).

ACTION: Notice of public meeting.

SUMMARY: NHTSA will hold a public meeting at 10 a.m. on February 14, 1996, regarding its initial decision that certain 1995 model Chrysler Cirrus and Dodge Stratus passenger cars fail to comply with Federal Motor Vehicle Safety Standard No. 210, *Seat Belt Assembly Anchorages*.

FOR FURTHER INFORMATION CONTACT: Jeff Giuseppe, Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590; (202) 366-5756.

SUPPLEMENTARY INFORMATION: Pursuant to 49 U.S.C. 30118(a) (formerly section 152(a) of the National Traffic and Motor Vehicle Safety Act of 1966, as amended), on January 19, 1996, NHTSA's Associate Administrator for Safety Assurance made an initial decision that certain 1995 model Chrysler Cirrus and Dodge Stratus passenger cars manufactured by Chrysler Corporation before May 15, 1995, do not comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 210, *Seat Belt Assembly Anchorages*, 49 CFR 571.210.

In a compliance test performed for NHTSA on July 10, 1995, the anchorage for the rear seat safety belt on the driver side of a Chrysler Cirrus vehicle pulled loose from the floor of the vehicle prior to sustaining a force of 3,000 pounds, as required by paragraph S4.2.2 of FMVSS No. 210. This failure was replicated by Chrysler when it tested a Cirrus with the pelvic body block positioned several inches in front of the seat back, which is the position employed in the NHTSA test. Although it was not tested by NHTSA, the 1995 Dodge Stratus is identical to the Chrysler Cirrus in all relevant respects, and similar test results would be expected.

Chrysler contends that the anchorages in these vehicles will not fail when the body block is placed against the seat back rather than several inches from the seat back, and argues that this is sufficient to demonstrate compliance with FMVSS No. 210. A full discussion of the facts and issues involved in this matter is contained in a memorandum

dated January 11, 1996, prepared by NHTSA's Office of Vehicle Safety Compliance, that can be found in the agency's public file for this investigation.

Pursuant to 49 U.S.C. 30118(b)(1) and 49 CFR 554.10, a public meeting will be held at 10 a.m., on Wednesday, February 14, 1996, in Room 2230, Department of Transportation Building, 400 Seventh Street, SW, Washington, DC, at which time the manufacturer and all other interested persons will be afforded an opportunity to present information, views, and arguments on the issue of whether the vehicles covered by this initial decision comply with FMVSS No. 210.

Interested persons are invited to participate in this proceeding through written an/or oral presentations. Persons wishing to make oral presentations are requested to notify Ms. Elaine Beale, Office of Vehicle Safety Compliance, National Highway Traffic Safety Administration, Room 6111, 400 Seventh Street, SW, Washington, DC 20590, (202) 366-2832 or by fax at (202) 366-1024, before the close of business on February 7, 1996. Persons who wish to file written comments should submit them to the same address, preferably no later than the beginning of the meeting on February 14, 1996. However, the agency will accept written submissions until February 28, 1996.

All materials related to the issues addressed by this notice are in the public file for NCI 3363, which is available for inspection during working hours (9:30 a.m. to 4 p.m.) in NHTSA's Technical Reference Library, Room 5108, 400 Seventh Street, SW, Washington, DC 20590.

Authority: 49 U.S.C. 30118(a); delegations of authority at 49 CFR 1.50(a) and 49 CFR 501.8.

Issued on: January 19, 1996.

Michael B. Brownlee,

Associate Administrator for Safety Assurance.

[FR Doc. 96-1314 Filed 1-25-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board

Availability of Environmental Assessments

Pursuant to 42 U.S.C. 4332, the Surface Transportation Board has prepared and made available environmental assessments for the proceedings listed below. Dates environmental assessments are available are listed below for each individual proceeding.

To obtain copies of these environmental assessments contact Ms. Victoria Rutson or Ms. Judith Groves, Surface Transportation Board, Section of Environmental Analysis, Room 3219, Washington, DC 20423, (202) 927-6211 or (202) 927-6246. Comments on the following assessment are due 15 days after the date of availability:

AB-No. 450 (Sub-No. 1X), Ogeechee Railway Company—Discontinuance of Service Exemption—In Bleckley and Pulaski Counties, Georgia. EA available 1/19/96.

AB-No. 290 (Sub-No. 141X), Norfolk Southern Railway Company—Abandonment Exemption—In Bleckley and Pulaski Counties, Georgia. EA available 1/19/96.

AB-No. 464X, Piedmont and Atlantic Railroad Co., Inc. d/b/a Yadkin Valley Railroad Company—Discontinuance of Operations. EA available 1/17/96.

AB-No. 290 (Sub-No. 174X), Norfolk Southern Railway Company—Abandonment between Rural Hall and Brook Cove, North Carolina. EA available 1/17/96.

AB-No. 290 (Sub-No. 179X), Norfolk and Western Railway Company—Abandonment—At Lynchburg, Virginia. EA available 1/17/96.

AB-No. 55 (Sub-No 520X), CSX Transportation, Inc.—Abandonment in Chatham County, Georgia. EA available 1/23/96. Comments on the following assessment are due 30 days after the date of availability:

AB-No. 462 (Sub-No 1X), Southeastern International Corporation—Abandonment Exemption—In Chambers and Jefferson Counties, Texas. EA available 1/12/96.

Vernon A. Williams,

Secretary.

[FR Doc. 96-1330 Filed 1-25-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board¹

[Finance Docket No. 32841]

Northeast Texas Rural Rail Transportation District—Purchase (Portion) Exemption—St. Louis Southwestern Railway Company

Northeast Texas Rural Rail Transportation District (NETEX), a

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

political subdivision of the State of Texas, has filed a verified notice of exemption under 49 CFR Part 1150, Subpart D—*Exempt Transaction* to: (1) Acquire and operate 31.0-miles of rail line from St. Louis Southwestern Railway Company (SSW) from milepost 524.0 to milepost 555.0 in Hopkins, Delta, and Hunt Counties, TX; and (2) to obtain trackage rights from milepost 524.0 to milepost 517.0 a distance of 7 miles, in the vicinity of Sulphur Springs, TX. NETEX was expected to consummate the transaction on December 15, 1995.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to reopen will not stay the exemption's effectiveness. An original and 10 copies of all pleadings, referring to Finance Docket No. 32841, must be filed with the Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Paul D. Angenend, SAEGERT, ANGENEND & AUGUSTINE, P. O. Box 410, Austin, TX 78767-0410.

Decided: January 19, 1996.

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

[FR Doc. 96-1334 Filed 1-25-96; 8:45 am]

BILLING CODE 4915-00-P

[Finance Docket No. 32838]

**R.J. Corman Railroad Company/
Pennsylvania Lines, Inc.—Acquisition
and Operation Exemption—Lines of
Consolidated Rail Corporation**

R.J. Corman Railroad Company/
Pennsylvania Lines, Inc. (RJCP), a non-

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. 10901. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

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

carrier, has filed a verified notice under 49 CFR Part 1150, Subpart D—*Exempt Transactions* to acquire and operate approximately 230.4 miles of rail lines of Consolidated Rail Corporation (Conrail) known as the "Clearfield Cluster" in Centre, Clinton, Clearfield, Jefferson, Indiana and Cambria Counties, PA. RJCP also will acquire by assignment from Conrail incidental trackage rights over approximately 7.8 miles of rail lines between Clearfield and Curwensville, PA, owned by the Clearfield and Mahoning Railway Company. The transaction was to have been consummated on December 29, 1995.

This proceeding is related to *Richard J. Corman—Continuance in Control Exemption—R.J. Corman Railroad Company/Pennsylvania Lines, Inc.*, Finance Docket No. 32939, wherein Richard J. Corman has concurrently filed a verified notice to continue to control R.J. Corman Railroad Company/Pennsylvania Lines, Inc. upon its becoming a rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to reopen will not stay the exemption's effectiveness. An original and 10 copies of all pleadings, referring to Finance Docket No. 32838, must be filed with the Office of the Secretary, Case Control Branch, Surface Transportation Board, Washington, DC 20423. In addition, a copy of each pleading must be served on Kevin M. Sheys, Oppenheimer Wolff & Donnelly, 1020 Nineteenth Street NW., Suite 400, Washington, DC 20036.

Decided: January 23, 1996.

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

[FR Doc. 96-1332 Filed 1-25-96; 8:45 am]

BILLING CODE 4915-00-P

[Finance Docket No. 32839]¹

**Richard J. Corman—Continuance in
Control Exemption—R.J. Corman
Railroad Company/Pennsylvania Lines,
Inc.**

Richard J. Corman (Corman), a non-carrier, has filed a verified notice under

to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted

49 CFR 1180.2(d)(2) to continue in control of R.J. Corman Railroad Company/Pennsylvania Lines, Inc. (RJCP) on RJCP's becoming a carrier. RJCP, a new entity within the R.J. Corman family, was created to acquire from Consolidated Rail Corporation (Conrail) approximately 238.2 miles of rail lines and trackage rights known as the "Clearfield Cluster" in Centre, Clinton, Clearfield, Jefferson, Indiana and Cambria Counties, PA. The transaction was to have been consummated on December 29, 1995.

This proceeding is related to *R.J. Corman Railroad Company/Pennsylvania Lines, Inc.—Acquisition and Operation Exemption—Lines of Consolidated Rail Corporation*, Finance Docket No. 32838, wherein RJCP will acquire 230.4 miles of rail lines of Conrail, and to acquire by assignment from Conrail incidental trackage rights over approximately 7.8 miles of railroad owned by the Clearfield and Mahoning Railway Company.

The transaction is exempt from the prior approval requirements of 49 U.S.C. 11343 because: (1) the properties of RJCP will not connect with any other railroad in the R.J. Corman corporate family; (2) the continuance in control is not part of a series of anticipated transactions that would connect RJCP with any other railroad in the R.J. Corman corporate family; and (3) the transaction does not involve a class I carrier.

As a condition to this exemption, any employees adversely affected by the trackage rights will be protected under *New York Doc Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979).

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to reopen will not stay the exemption's effectiveness. An original and 10 copies of all pleadings, referring to Finance Docket No. 32839, must be filed with the Office of the Secretary, Case Control Branch, Surface Transportation Board,

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, and citations are to the former section of the statute, unless otherwise indicated.