

heading FOR FURTHER INFORMATION CONTACT.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

Issued in Washington, DC, on November 16, 1998.

**Quentin J. Smith, Jr.,**

*Assistant Executive Director for Air Carrier Operations, Aviation Rulemaking Advisory Committee.*

[FR Doc. 98-31027 Filed 11-19-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Railroad Administration**

**Amtrak Reform Council; Notice of Meeting**

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of Amtrak Reform Council meeting.

**SUMMARY:** As provided in Section 203 of the Amtrak Reform and Accountability Act of 1997, the Federal Railroad Administration (FRA) gives notice of a meeting of the Amtrak Reform Council ("ARC"). The purpose of the meeting is to receive a briefing from the Department of Transportation's Inspector General regarding the independent assessment of Amtrak's financial needs and to take up such other matters as the Council or its members deem appropriate.

**DATES:** The ARC meeting is scheduled for 9:00 a.m. to 12:00 p.m. EST on Tuesday, November 24, 1998.

**ADDRESSES:** The meeting will be held in Kriebble Center, Free Congress Foundation, 717 Second Street, NE, Washington, DC. The meeting is open to the public on a first-come, first-served basis. Portions of the meeting may be closed to the public at the discretion of the Council if proprietary information is to be discussed. Persons in need of special arrangements should contact the person whose name is listed below.

**FOR FURTHER INFORMATION CONTACT:** Alexander Chavrid, Passengers Programs Division, Office of Railroad Development, FRA, RDV-13, Mail Stop 20, 1120 Vermont Avenue, NW, Washington, DC 20590 (mailing address only) or by telephone at (202) 493-6380.

**SUPPLEMENTARY INFORMATION:** The ARC was created by the Amtrak Reform and Accountability Act of 1997 (ARAA) as an independent commission to evaluate Amtrak's performance and make

recommendations to Amtrak for achieving further cost containment and productivity improvements, and financial reforms. In addition, the ARAA requires: that the ARC monitor cost savings resulting from work rules established under new agreements between Amtrak and its labor unions; that the ARC provide an annual report to Congress that includes an assessment of Amtrak's progress on the resolution of productivity issues; and that after two years the ARC begin to make findings on whether Amtrak can meet certain financial goals and, if not, to notify the President and the Congress.

The ARAA provides that the ARC consist of eleven members, including the Secretary of Transportation and ten others nominated by the President or Congressional leaders. Each member is to serve a 5 year term.

Issued in Washington, DC on November 17, 1998.

**Mark E. Yachmetz,**

*Chief, Passenger Programs Division.*

[FR Doc. 98-31058 Filed 11-19-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Docket Nos. S. MC-F-20937 and MC-F-20939]<sup>1</sup>

**Coach USA, Inc., and Coach USA Northeast, Inc.—Control—Bonanza Bus Lines, Inc. and Coach USA North Central, Inc.—Control—Central Cab Company and Mountaineer Coach, Inc.**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice tentatively approving finance transactions.

**SUMMARY:** Coach USA, Inc. (Coach), a noncarrier, and its wholly owned noncarrier subsidiaries, Coach USA Northeast, Inc. (Northeast), and Coach USA North Central, Inc. (North Central) (collectively, applicants), filed an application<sup>2</sup> under 49 U.S.C. 14303 for Northeast to acquire control of Bonanza Bus Lines, Inc. (Bonanza), a motor passenger carrier, and for North Central to acquire control of Central Cab Company (Central Cab) and Mountaineer Coach, Inc. (Mountaineer), both motor passenger carriers. Persons wishing to oppose the applications must

<sup>1</sup> These proceedings are not consolidated. A single decision is being issued for administrative convenience.

<sup>2</sup> Applicants filed a single pleading. Although the proposed control transactions are unrelated, applicants sought approval in a single application which embraced both transactions. Each transaction has been separately docketed.

follow the rules under 49 CFR 1182.5 and 1182.8.<sup>3</sup> The Board has tentatively approved the transactions, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by January 4, 1999. Applicants may file a reply by January 19, 1999. If no comments are filed by January 4, 1999, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20937, *et al.* to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, send one copy of comments to applicants' representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** In *Coach USA, Inc., and Coach USA North Central, Inc.—Control—Nine Motor Passenger Carriers*, STB Docket No. MC-F-20931, *et al.* (STB served Nov. 19, 1998), we approved, subject to comments, Coach's transfer of direct control of Coach-controlled motor passenger carriers to six noncarrier subsidiaries: North Central, Northeast, Coach USA South Central, Inc., Coach USA Southeast, Inc., Coach USA West, Inc., and Yellow Cab Service Corporation. While Coach will remain the sole owner of all of the stock of the subsidiaries, and will indirectly control the operating carriers, the subsidiaries will directly control the existing and future operating carriers of Coach.

Coach currently controls 73 motor passenger carriers. In STB Docket No. MC-F-20937, Coach and Northeast seek control of Bonanza.<sup>4</sup> In STB Docket No.

<sup>3</sup> Revised procedures governing finance applications filed under 49 U.S.C. 14303 were adopted in *Revisions to Regulations Governing Finance Applications Involving Motor Passenger Carriers*, STB Ex Parte No. 559 (STB served Sept. 1, 1998).

<sup>4</sup> Bonanza is a Rhode Island corporation. It holds federally issued operating authority in Docket No. MC-13028, which authorizes it to provide regular-route operations between various points in New England and between points in New England to points in New York, and charter and special operations between points in the United States. It also holds authority issued by the Rhode Island Division of Public Utilities and Carriers, the Connecticut Department of Transportation, and the Massachusetts Department of Public Utilities to conduct intrastate operations. It operates 54 buses; employs approximately 150 persons; and earned gross annual revenues in fiscal year 1997 of approximately \$19 million. Prior to the transfer of its stock into a voting trust, it was owned by George M. Sage.