

brake with microprocessor controls. The CCB pneumatic and electro-pneumatic devices rely on poppet valve and seat technology which has been proven in service in other Knorr brake equipment.

The CCB system consists of a console desk controller, an electronic control system unit and a pneumatic interface unit. The electronic control system unit contains the logic processor (computer), power supply, input/output interfaces, diagnostic program and brake operation programs. The desk console controller contains the standard automatic and independent brake operating handles. The console controller also contains a direct connection to brake pipe which is utilized for emergency brake applications. The pneumatic interface unit contains the connections to the standard train line and locomotive multiple unit pneumatic lines. The pneumatic unit contains all of the devices which are driven by the electronic control system to perform all functions currently carried out by the 26-L brake system.

The brake system includes advanced diagnostics and a self-test program. The manually initiated self-test program tests all electronic and pneumatic interface functions. Detected faults are displayed on the system unit. In-service faults are detected and stored in nonvolatile memory. The railroad states that safety is enhanced by the CCB Equipment in (1) constant vigilance for deviation from performance by the microcomputer, (2) the control of faults to a known safe condition, and (3) the capability of warning the operator of a fault condition. These features are not available in the existing 26-L Brake Equipment. Life of all components are rated in excess of 5-years.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-95-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590. Communications received within 45 days of the date of publication of this notice will be considered by FRA before final action is taken. Comments received

after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590.

Issued in Washington, DC on April 16, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-9737 Filed 4-19-96; 8:45 am]

BILLING CODE 4910-06-P

Petition for Exemption or Waiver of Compliance

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received requests for waivers of compliance with a requirement of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number RSGM-95-17) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Communications received within 45 days of the date of publication of this notice, will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practical. All written communications concerning these proceedings are available for examination during regular business hours (9:00a.m.-5:00p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

The individual petitions seeking an exemption or waiver of compliance are as follows:

Yolo Shortline Railroad (RSGM-95-17)

The Yolo Shortline Railroad (YSLR) seeks a permanent waiver of compliance with the Safety Glazing Standards [49 CFR Part 223.9(a), certified glazing] for its ALCO locomotive, Number YSLR 101, built in 1949. YSLR is a Class III shortline railroad located in Woodland, California (near Sacramento). The railroad states that this locomotive is planned to be used primarily for operating passenger excursions, in a rural farming land, and performing light freight switching. For historical purposes, the use of this locomotive on the YSLR trackage will be consistent with the type of locomotives that Western Pacific used during its ownership of the trackage. No vandalism has been reported.

Radar Rail Car (Waiver Petition Docket Number RSGM-95-18)

Radar Rail Car seeks a permanent waiver of compliance with the Safety Glazing Standards [49 CFR Part 223.9(c), minimum of four emergency opening windows per passenger car] for eight deluxe sleeper cars. The manufacturer states that the cars are to be used by the Phillip Morris Corporation as a marketing promotion. The configuration of the sleepers consists of 15 deluxe bedrooms. Instead of four emergency opening windows, each of the bedrooms will have an emergency exit, permitting evacuation in the event of an incident. Due to the size and weight of the windows (approximately 250 pounds), the exits are designed to be a panel adjacent to the window. The exit panel will be removable by means of a "zip strip."

Issued in Washington, DC on April 16, 1996.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 96-9738 Filed 4-19-96; 8:45 am]

BILLING CODE 4910-06-P

Research and Special Programs Administration

Meetings of Pipeline Safety Advisory Committees

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App.1) notice is hereby given of the following meetings of the Technical Pipeline Safety Standards Committee (TPSSC) and the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC). Each Committee meeting, as well as a joint session of the two Committees, will be held at the

Department of Transportation, Room 2230, 400 Seventh Street, S.W., Washington, DC 20590.

On May 7, 1996, at 9 a.m., the TPSSC will meet. Agenda items include discussion of the Mail Ballot on Docket PS-143, Periodic Updates to Pipeline Safety Regulations (61 FR 8231), published March 4, 1996.

On May 7, 1996, at 1 p.m., the TPSSC will be joined by members of the THLPSSC for a joint session which will include:

1. Welcome by the RSPA Administrator
2. Budget and Reauthorization
3. Regulatory Reinvention Initiative
4. Risk Management
5. State Programs and Grants
6. Damage Prevention Quality Action Team

On May 8, 1996, from 9:00 a.m. to 12:00 noon, the joint TPSSC-THLPSSC session will include:

1. Briefing on Research and Development Contracts
2. Regulatory Reinvention Initiative
3. Regulatory Updates, including
 - Environmentally Sensitive Areas,
 - Excess Flow Valves,
 - Mapping Projects,
 - Increased Inspection Requirements, and
 - Emergency Flow Restricting Devices

At 1 p.m., the THLPSSC will meet. Agenda items include discussion of Mail Ballot on Docket PS-143.

Each meeting will be open to the public. Members of the public may present oral statements on the topics. Due to the limited time available, each person who wants to make an oral statement must notify Eben Wyman, Room 2335, Department of Transportation Building, 400 Seventh Street, S.W., Washington, DC 20590, telephone (202) 366-0918, not later than April 30, 1996, on the topics to be addressed and the time requested to address each topic. The presiding officer may deny any request to present an oral statement and may limit the time of any oral presentation. Members of the public may present written statements to the Committee before or after any meeting.

Issued in Washington, DC on April 16, 1996.

Richard B. Felder.

Associate Administrator for Pipeline Safety.
[FR Doc. 96-9736 Filed 4-19-96; 8:45 am]

BILLING CODE 4910-60-P

Surface Transportation Board ¹

[Finance Docket No. 32792]

Wisconsin and Southern Railroad Company—Purchase Exemption—Union Pacific Railroad Company

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10505, exempts from the prior approval requirements of 49 U.S.C. 11343, et seq., the purchase by Wisconsin and Southern Railroad Company (WSOR) of 1.4 miles of railroad line between milepost 19.1 and milepost 20.5 at Ripon, WI, from the Union Pacific Railroad Company. The exemption is granted subject to standard labor protective conditions.

DATES: This exemption is effective on May 22, 1996. Petitions to stay must be filed by May 7, 1996. Petitions to reopen must be filed by May 17, 1996.

ADDRESSES: Send pleadings referring to Finance Docket No. 32792 to: (1) Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423, and (2) Petitioner's representative: John D. Heffner, Rea, Cross and Auchincloss, 1920 N Street, N.W., Suite 420, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., Room 2229, 1201 Constitution Avenue, N.W., Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: April 5, 1996.

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. 10902. 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.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 96-9789 Filed 4-19-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board ¹

[STB Docket No. AB-167 (Sub-No. 1160X)]

Consolidated Rail Corporation—Abandonment Exemption—in Erie County, NY

Consolidated Rail Corporation (Conrail) filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon a 1.76 mile portion of its Erie Running Track between milepost 5.54 and milepost 7.30, and a portion of its Black Rock Industrial Track between milepost 392.80 and milepost 393.67 in the City of Buffalo, Erie County, NY.²

Conrail has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic to be rerouted from the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to use of this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on May 22,

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to the Board's jurisdiction pursuant to 49 U.S.C. 10903.

² The portion of the Black Rock Industrial Track parallels and shares a common right-of-way with the portion of the Erie Running Track.