

MBL Growth Fund, Inc. [File No. 811-3593]

Summary: Applicant seeks an order declaring that it has ceased to be an investment company. On June 22, 1999, applicant made a liquidating distribution to its shareholders based on net asset value per share. Expenses of \$4,175 were incurred in connection with the liquidation and were paid by applicant.

Filing Dates: The application was filed on July 22, 1999, and amended on September 29, 1999.

Applicant's Address: 520 Broad Street, Newark, New Jersey 07102-3111.

MBL Variable Contract Account—2 [File No. 811-2047]

Summary: Applicant seeks an order declaring that it has ceased to be an investment company. On June 30, 1999, and July 14, 1999, applicant made liquidating distributions to its shareholders based on net asset value per share. No expenses were incurred in connection with the liquidation.

Filing Date: The application was filed on July 29, 1999.

Applicant's Address: 520 Broad Street, Newark, New Jersey 07102-3111.

MBL Variable Contract Account—3 [File No. 811-2313]

Summary: Applicant seeks an order declaring that it has ceased to be an investment company. On June 30, 1999, and July 14, 1999, applicant made liquidating distributions to its shareholders based on net asset value per share. No expenses were incurred in connection with the liquidation.

Filing Dates: The application was filed on July 29, 1999, and amended on September 29, 1999, and October 4, 1999.

Applicant's Address: 520 Broad Street, Newark, New Jersey 07102-3111.

MBL Variable Contract Account—7 [File No. 811-3853]

Summary: Applicant seeks an order declaring that it has ceased to be an investment company. On June 30, 1999, applicant made a liquidating distribution to its shareholders based on net asset value per share. No. expenses were incurred in connection with the liquidation.

Filing Date: The application was filed on July 29, 1999.

Applicant's Address: 520 Broad Street, Newark, New Jersey 07102-3111.

MBL Variable Contract Account—9 [File No. 811-5224]

Summary: Applicant seeks an order declaring that it has ceased to be an investment company. On June 30, 1999,

applicant made a liquidating distribution to its shareholders based on net asset value per share. No. expenses were incurred in connection with the liquidation.

Filing Date: The application was filed on July 30, 1999.

Applicant's Address: 520 Broad Street, Newark, New Jersey 07102-3111.

MBL Variable Contract Account—11 [File No. 811-5798]

Summary: Applicant seeks an order declaring that it has ceased to be an investment company. On June 30, 1999, applicant made a liquidating distribution to its shareholders based on net asset value per share. No expenses were incurred in connection with the liquidation.

Filing Date: The application was filed on July 30, 1999.

Applicant's Address: 520 Broad Street, Newark, New Jersey 07102-3111.

Empire Life Deferred Variable Annuity Account [File No. 811-05478]

Summary: Applicant seeks an order declaring that it has ceased to be an investment company. Applicant has not made any public offering of its securities and does not propose to make any public offering or engage in business of any kind.

Filing Date: The application was filed on August 17, 1999.

Applicant's Address: 5069 154th Place NE, Redmond, Washington 98052.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 99-28975 Filed 11-4-99; 8:45 am]

BILLING CODE 8010-01-M

Institute, 1650 King Street Suite 600, Alexandria, VA 22314, (703) 684-6100.

David I. Tevelin,

Executive Director.

[FR Doc. 99-29163 Filed 11-3-99; 1:18 pm]

BILLING CODE 6820-SC-M

DEPARTMENT OF TRANSPORTATION**National Highway Traffic Safety Administration**

[Docket No. NHTSA-99-6433]

International Regulatory Harmonization, Motor Vehicle Safety; Motor Vehicles and Motor Vehicle Equipment

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Notice of technical meeting.

SUMMARY: NHTSA is hosting the second in a series of informal technical meetings relating to global tire harmonization issues before the Working Party on Brakes and Running Gear (GRRF). The GRRF is one of several subsidiary bodies, known as working parties, formed by the United Nations/Economic Commission for Europe Working Party on the Construction of Motor Vehicles (WP.29) to address particular aspects of motor vehicle performance. The decision to initiate the series of informal technical meetings was made by the Chair of the GRRF. The meetings are focusing on two issues: (1) Globally harmonizing tire regulations, and (2) establishing minimum performance requirements for tire grip (traction).

DATES: The informal technical meeting will be held on Thursday and Friday, November 18-19, 1999, at the address given below, and will begin at 9 p.m. and end at 5 p.m. each day.

In view of seating limitations, organizations and individuals wishing to attend the meeting are requested to contact Mr. George Soodoo by Monday, November 15, 1999.

ADDRESSES: On November 18, 1999, the meeting will be in Room 4438 of the Nassif Building, 400 Seventh St, SW, Washington, DC 20590. On November 19, 1999, the meeting will be in Room 3328 of the Nassif Building.

FOR FURTHER INFORMATION CONTACT: Mr. George Soodoo, Group Leader, Vehicle Dynamics Division, Office of Safety Performance Standards, National Highway Traffic Safety Administration, 400 Seventh Street SW, Washington, DC 20590. Tel: (202)-366-2720, and Fax: (202)-366-4329, email: gsoodoo@nhtsa.dot.gov.

STATE JUSTICE INSTITUTE**Sunshine Act Meeting****Notice of Public Meeting****STATE JUSTICE INSTITUTE**

Date: Friday, November 12, 1999; 9 am-5 pm.

Place: Harrahs, South Tahoe, NV.

Matters To Be Considered:

Consideration of proposals submitted for Institute funding.

Portions Open to the Public: All matters other than those noted as closed below.

Portions Closed to the Public: Internal personnel matters and Board of Directors' committee meetings.

Contact Person: David Tevelin, Executive Director, State Justice

Ms. Julie Abraham, Director, Office of International Policy and Harmonization, National Highway Traffic Safety Administration, 400 Seventh Street SW, Washington, DC 20590. Tel: (202)-366-2114, and Fax: (202)-366-2559.

SUPPLEMENTARY INFORMATION: This notice is to advise interested parties that, on November 18 and 19, 1999, NHTSA will host an informal technical meeting relating to global tire harmonization activities of the Working Party on Brakes and Running Gear (GRRF). The GRRF is one of several subsidiary bodies, known as working parties, formed by the United Nations Economic Commission for Europe Working Party on the Construction of Vehicles to address particular aspects of motor vehicle performance.

I. Background

At the 45th Session of the GRRF, held in Geneva, Switzerland, in February 1999, the European Tyre and Rim Technical Organisation (ETRTO) submitted a proposal for a global technical regulation for passenger cars tires.¹ (The GRRF is responsible for

¹ The proposed new global tire standard (also known as Global Tire Standard 2000 for New Pneumatic Passenger Car Tires (GTS-2000)) seeks to harmonize the tire standards of the United States, Europe and Japan. It was developed in the context of the TransAtlantic Business Dialogue with the cooperation and support of members from the international tire industry (specifically, the Rubber Manufacturers Association (RMA) from the United States, the Liaison Office of the Rubber Industry of the European Union (BLIC), and the Japan Automobile Tire Manufacturers Association (JATMA)). During the process, the RMA consulted with consumer groups. The tire industry developed the proposed new global tire standard with the intent of recommending its adoption by the United States, other interested governments, WP.29, and the International Standards Organization (ISO). Before developing the proposed new global tire standard, the tire industry reviewed and compared the tire standards of the United States, Europe, Australia, Brazil, Canada, China, Mexico, and Saudi Arabia. A copy of the proposed new global tire standard was submitted to NHTSA by BLIC and is available in NHTSA Docket 98-4367 (See document #30).

As described by RMA, the proposed new global tire standard "lists the following test criteria: (1) Physical dimensions for overall width and outer diameter; (2) strength test (plunger energy) for bias-ply and bias-belted tires; (3) bead unseating resistance tests for bias-ply and bias-belted tires; (4) low speed (not less than 50 mph) endurance tests for bias-ply and bias-belted tires plus all radial tires with a speed symbol of "Q" or below; and (5) high speed endurance test for all tires (bias-ply, bias-belted, and radial)." In addition, it contains labeling requirements covering tire pressure, load rating, and tire construction.

The proposed new global tire standard was announced at the November 1998 TABD Conference in Charlotte, North Carolina.

On January 25, 1999, the RMA, the Tire and Rim Association (TRA), the Rubber Association of Canada (RAC), JATMA, ETRTO, and BLIC petitioned NHTSA requesting that we revise and update Federal Motor Vehicle Safety Standard No. 109, New Pneumatic Tires, to conform to the

developing safety regulations not only on tires, but also on brakes, wheels and other chassis components of motor vehicles.) In response, the chair of the GRRF encouraged interested participating countries to host informal technical meetings to address the global harmonization of tire regulations. He also asked that these meetings address minimum performance requirements for tire grip (traction), which was originally proposed by the U.K. in February 1998, as an amendment to ECE Regulation 30, Pneumatic Tyres.

The United Kingdom's Department of Environment, Transport, and Regions (DETR) hosted the first informal technical meeting in London, England on July 1-2, 1999. Mr. Gordon Burford of the DETR chaired the meeting on behalf of Mr. Geoff Harvey, the Chair of the informal technical group, who was unable to participate in the meeting. The meeting was attended by sixteen representatives from the following governments and organizations: The United States, the United Kingdom, Germany, Japan, Hungary, the Netherlands, ETRTO, and RMA. The participants spent the first day discussing the technical aspects associated with developing a global tire standard, including tire dimensions, markings, and specific performance tests. They spent the second day discussing what requirements should be included in the tire grip test. The minutes from the first meeting are available in NHTSA Docket 98-3592 (See document #12).

II. Second Informal Technical Meeting on Global Tire Harmonization

On November 18 and 19, 1999, the United States will host the second informal technical meeting on global tire harmonization of the GRRF at the U.S. Department of Transportation. The meeting will follow the informal discussion format of the first meeting. Mr. Geoff Harvey of the DETR will chair the meeting. The goal of the meeting is to address the specific research and development needs associated with global tire harmonization and minimum performance requirements for tire grip (traction). The first day of the meeting will focus on the technical issues associated with the global harmonization of tire standards. The group will begin the process of drafting a technical regulation that will eventually be submitted to the GRRF.

proposed new global tire standard. On June 8, 1999, we granted the petition. In a September 3, 1999 letter to all of the petitioners, we solicited additional information regarding each of the petitioners' requests. A copy of the letter is available in the docket for this notice.

The second day of the meeting will address issues related to tire grip. The group intends to address the form of testing that should be used to measure tire grip (e.g., surface selection, testing mode, etc.).

The minutes of the meeting will be kept and placed in the public docket for this notice.

All persons and organizations wishing to attend the meeting are asked to contact George Soodoo at the address or telephone number indicated above.

Seating is limited. Therefore, we ask that organizations limit the number of their representatives to one or two persons in order to ensure that all individuals and organizations who wish to participate are able to do so.

Following is the provisional agenda for the meeting:

UN ECE GRRF Ad-hoc Group—Global Harmonization of Tyre Regulations and Tyre Grip

Provisional Agenda: 2nd meeting 18 and 19 November 1999, to be held in Washington DC, U.S.A.

Thursday 18 November—Global Harmonization of Tire Regulations

- Minutes of the first meeting.
- Draft document for global tire harmonization.
- Response of tire industry to U.S. request for information.

Friday 18 November—Tire Grip

- U.K. proposal on tire grip.
- Discussion on variety of issues including research needs, test surface, and selection of control tire.

Issued on: November 2, 1999.

Martin Koubek,

Assistant to the Director Office of International Policy and Harmonization.

[FR Doc. 99-29140 Filed 11-3-99; 2:19 pm]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33805]

Ameren Corporation—Control Exemption—Missouri Central Railroad Company

Ameren Corporation (Ameren), the parent of wholly owned subsidiary Ameren ERC, Inc. (ERC), has filed a verified notice of exemption to continue in control of the Joppa & Eastern Railroad (JERR) and to acquire control of Missouri Central Railroad Company (MCRR). On October 13, 1999, Ameren and ERC also filed a motion for