

**Amendatory Text**

Title 47 of the Code of Federal Regulations, Part 61 is amended as follows:

**PART 61—TARIFFS**

1. The authority citation for part 61 continues to read as follows:

**Authority:** Secs. 1, 4(i), 4(j), 201–205, and 403 of the Communications Act of 1934, as amended; 47 U.S.C. 151, 154(i), 154(j), 201–205, and 403, unless otherwise noted.

2. Section 61.42(b)(3) is revised to read as follows:

**§ 61.42 Price cap baskets and service categories.**

\* \* \* \* \*

(b) \* \* \*

(3) The business services basket shall contain analog private lines, including analog voice grade private line, unless provided under contract to a government entity, and terrestrial television transmission service.

\* \* \* \* \*

Federal Communications Commission.

**William F. Caton,**

*Acting Secretary.*

[FR Doc. 95–5786 Filed 3–13–95; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**

**49 CFR Part 1**

[OST Docket No. 1; Amdt. 1–267]

**Organization and Delegation of Powers and Duties Delegations to the Federal Railroad Administrator**

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule delegates the Secretary of Transportation's authority to the Federal Railroad Administrator to provide financial assistance for high-speed rail corridor planning and technology improvements, to promulgate necessary safety regulations, and to effectuate the redemption of outstanding obligations and liabilities with respect to the Columbus and Greenville Railway. This rule is necessary to reflect the delegation in the Code of Federal Regulations.

**EFFECTIVE DATE:** This rule becomes effective March 14, 1995.

**FOR FURTHER INFORMATION CONTACT:** Gareth W. Rosenau, Attorney, Office of Chief Counsel, Federal Railroad Administration, (202) 366–0620, or Steven B. Farbman, Office of the

Assistant General Counsel for Regulation and Enforcement (C–50), (202) 366–9306, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

**SUPPLEMENTARY INFORMATION:** This document delegates authority to the Federal Railroad Administrator to implement the “Swift Rail Development Act of 1994,” being Title I—High-Speed Rail of Public Law 103–440 (108 Stat. 4615) (the “Act”). The Act provides for high-speed rail assistance for corridor planning and technology improvements and authorizes appropriations for fiscal years 1995 through 1997. The Act provides for the promulgation of such safety regulations as may be necessary for high-speed rail services. The Act also provides for the redemption of outstanding obligations and liabilities with respect to the Columbus and Greenville Railway under sections 505 and 511 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 825 and 831, respectively). Since this rule relates to departmental management, organization, procedure, and practice, notice and public comment are unnecessary. For the same reason, good cause exists for not publishing this rule at least 30 days before its effective date, as is ordinarily required by 5 U.S.C. 553(d). Therefore, this rule is effective on the date of its publication.

**List of Subjects in 49 CFR Part 1**

Authority delegations (Government agencies), Organizations and functions (Government agencies).

In consideration of the foregoing, Part 1 of Title 49, Code of Federal Regulations, is amended as follows:

**PART 1—[AMENDED]**

1. The authority citation for Part 1 continues to read as follows:

**Authority:** 49 U.S.C. 322; Public Law 101–552, 28 U.S.C. 2672, 31 U.S.C. 3711(a)(2).

2. Section 1.49 is amended by adding a new paragraph (jj) to read as follows:

**§ 1.49 Delegations to Federal Railroad Administrator.**

\* \* \* \* \*

(jj) Exercise the authority vested in the Secretary by the Swift Rail Development Act of 1994, being Title I—High-Speed Rail of Public Law 103–440 (108 Stat. 4615), as it relates to the provision of financial assistance for high-speed rail corridor planning and technology improvements, the promulgation of necessary safety regulations, and the redemption of outstanding obligations and liabilities with respect to the Columbus and

Greenville Railway under Sections 505 and 511 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 825 and 831, respectively).

Issued at Washington, DC this 3rd day of March 1995.

**Federico Peña,**

*Secretary of Transportation.*

[FR Doc. 95–6222 Filed 3–13–95; 8:45 am]

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**National Highway Traffic Safety Administration**

**49 CFR Part 571**

[Docket No. 93–87; Notice 2]

RIN 2127–AF03

**Federal Motor Vehicle Safety Standards; Metric Conversion**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This final rule amends selected Federal Motor Vehicle Safety Standards (FMVSS) by converting English measurements specified in those standards to metric measurements. This rulemaking is the first of several that NHTSA will undertake to implement the statutory Federal policy that the metric system is the preferred system of weights and measures for U.S. trade and commerce. The conversions are not intended to change the stringency of the affected FMVSS.

**DATES:** This final rule is effective March 14, 1996. Optional early compliance with the changes made in this final rule is permitted beginning March 14, 1995.

Petitions for reconsideration of this final rule must be filed by April 13, 1995.

**ADDRESSES:** Petitions for reconsideration of this final rule should refer to the docket and notice number cited in the heading of this final rule and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required, that 10 copies be submitted.

**FOR FURTHER INFORMATION CONTACT:** Mr. Kevin Cavey, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Mr. Cavey's telephone number is: (202) 366–5271.

**SUPPLEMENTARY INFORMATION:** Section 5164 of the Omnibus Trade and Competitiveness Act (Pub. L. 100–418), makes it United States policy that the metric system of measurement is the