

U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

In FMVSS No. 109, Paragraph S4.3(b) requires that tires be labeled with the maximum permissible inflation pressure.

From the 27th through the 37th week of 1995, Michelin produced approximately 247 tires which had incorrect maximum inflation pressure information in pounds per square inch (psi) on the label. The subject tire is a P185/75R14 X Radial BW. The label on these tires incorrectly gives the maximum inflation pressure as 33 psi. The maximum inflation pressure should be 35 psi. The tires are correctly labeled with a maximum inflation pressure of 240 kilopascals (kPa). All tires are sold only in the replacement market.

Michelin supports its application for inconsequential noncompliance with the following:

[Michelin does] not believe that this minor error on the tire sidewall will impact motor vehicle safety since the pressure is correctly marked in kPa on the tire sidewall. Furthermore, the vehicle owners manual and/or vehicle placard, as required by 49 CFR Part 571.111 S4.3(c), instructs the user of the correct pressure to be used in the tire. Additionally, many publications, instructing the user to inflate tires to the recommended inflation found on the placard, are available to the public. Examples of these documents include:

1. Tire Industry Safety Council (CTG-1/94)—"Motorist's Tire Care and Safety Guide"—"The correct air pressure is shown on the tire placard (or sticker) attached to the vehicle-door edge, door post, glove box, or fuel door."
2. Tire Industry Safety Council—April 4, 1995 release—"Owners should inflate tires for normal operation to the vehicle manufacturer's recommended inflation pressure found on the door post, glove box, or in the owner's manual."
3. Rubber Manufacturers Association (ALT 8-87)—"Care and Service of Automobile and Light Truck Tires," "Proper tire inflation is shown on the vehicle's tire placard. If there is no tire placard, consult the vehicle owner's manual or check with the tire or vehicle manufacturer for the proper inflation."

Interested persons are invited to submit written data, views, and arguments on the application of Michelin described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested that ten copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The

application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the Federal Register pursuant to the authority indicated below.

Comment closing date: March 4, 1996.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: January 30, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-2269 Filed 2-1-96; 8:45 am]

BILLING CODE 4910-59-M

Surface Transportation Board¹

[STB Finance Docket No. 32856]

Burlington Northern Railroad Company—Trackage Rights Exemption—Iowa Interstate Railroad Ltd.

Iowa Interstate Railroad Ltd. has agreed to grant overhead trackage rights to Burlington Northern Railroad Company over 2.24 miles of rail line, (a) between milepost 177.25 and milepost 178.51 at or near Moline, IL, and (b) between milepost 180.42 and milepost 181.40 at or near Rock Island, IL. The trackage rights were to become effective on January 24, 1996.

This notice relates to a function that is subject to the Board's jurisdiction pursuant to 49 U.S.C. 11323. This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction. Pleadings must be filed with the Board and served on: Michael E. Roper, Associate General Counsel, Burlington Northern Railroad Company, 3800 Continental Plaza, 777 Main Street, Fort Worth, TX 76102-5384.

As a condition to use of this exemption, any employees adversely affected by the trackage rights will be protected pursuant to *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Decided: January 25, 1996.

¹The 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 and transferred certain functions to the Surface Transportation Board (Board).

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 96-2217 Filed 2-1-96; 8:45 am]

BILLING CODE 4915-00-P

This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323.

[STB Finance Docket No. 32859]

Wisconsin Central Ltd. and Fox Valley & Western Ltd.—Joint Relocation Project Exemption—Oshkosh, WI

On January 17, 1996, Wisconsin Central Ltd. (WCL) and Fox Valley & Western Ltd. (FVW) jointly filed a notice of exemption under 49 CFR 1180.2(d)(5) to enter into a project to relocate lines of railroad in Oshkosh, WI. Both WCL and FVW are Class II railroads commonly controlled by Wisconsin Central Transportation Company. The proposed transaction is to be consummated on or after January 27, 1996.

WCL and FVW own and operate parallel lines of railroad through Oshkosh, WI. The joint relocation will reroute operations from, and allow removal of, several miles of duplicative rail line. WCL's current rail line runs through Oshkosh from milepost 168.8 near East Fisk Avenue to milepost 176.6 near Harrison Road in north Oshkosh.

Under the terms of joint project, WCL and FVW agree to the following: (1) Crossovers will occur at each end of the segment of the track to be relocated, connecting WCL's rail line to FVW's rail line at FVW milepost 190.00 near East Fish Avenue and at FVW milepost 197.05 near Harrison Road; (2) WCL will acquire trackage rights from FVW between FVW milepost 190.00 and FVW 197.05, a distance of 7.05 miles; and (3) WCL will acquire trackage rights from FVW between FVW milepost 181.6 and 190.00, a distance of 8.4 miles, which will allow WCL to access the relocated track at two connection points. WCL will acquire trackage rights from FVW totaling approximately 15.45 miles.

In addition, two small track segments will remain to allow WCL to serve shippers from the relocated line. One segment runs from approximately WCL milepost 169.36 (FVW milepost 190.52) to WCL milepost 172.05. The other runs from approximately WCL milepost 175.80 to WCL milepost 176.32 (FVW milepost 196.85).

The notice states that the joint relocation project will simplify rail operations within Oshkosh and will accommodate the efforts of the City of Oshkosh to reduce interference with