

this end, the Coast Guard will sponsor a Technology Symposium on VTS systems. The symposium will feature oral presentations by industry about VTS technology.

DATES: The Symposium will be held on February 12, 1997 from 8:30 a.m. to 4:45 p.m.

ADDRESSES: The Symposium will be held at the Hyatt Regency Hotel Crystal City, 2799 Jefferson Davis Highway, Arlington, Virginia.

FOR FURTHER INFORMATION CONTACT: Gene Lockhart (USCG) (202) 267-2813; Robert Perris (USCG) (202) 267-2220; FAX (202) 267-4018.

SUPPLEMENTARY INFORMATION: The preliminary agenda for the Symposium is as follows: 0800-0830 Registration; 0830-0835 Welcome; 0835-0900 Announcements; 0900-1145 Industry Presentations by CDA Corp., Denbridge Digital Limited, GP&C Sweden AB, Hughes Aircraft Company, Kongsberg Norcontrol; 1145-1300 Lunch Break; 1300-1630 Industry Presentations by Lockheed Martin Corp., Meteor Communication Corp., Newcomb Communications Corp., Computer Sciences Corp., Ross Engineering, STN Atlas Elektronik; 1630-1645 Closing Remarks.

The Hyatt Regency Hotel Crystal City is located at the southern end of Crystal City near National Airport. The hotel's phone number is (703) 418-1234/7226.

Dated: January 29, 1997.

Frederic N. Squires,

Captain, U.S. Coast Guard, Acting Director of Acquisition.

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Surface Transportation Board

[STB Finance Docket No. 33338]

Luzerne and Susquehanna Railway Company—Lease and Operation Exemption—Luzerne County Rail Corporation, F & L Realty, Inc., and SLIBCO Utilities, Inc.

Luzerne and Susquehanna Railway Company (LS), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate certain lines of Luzerne County Rail Corporation (LCRC), F & L Realty, Inc. (F & L), and SLIBCO Utilities, Inc. (SLIBCO), located in Luzerne and Lackawanna Counties, PA. The proposed transaction was to have been consummated as soon as possible after the January 20, 1997 effective date of the exemption.

The lines involved are described as follows: (1) approximately 1.7 miles of

rail line owned by LCRC and F & L between milepost 10.0 at the north side of Montage Road Crossing and milepost 10.5 at Little Virginia (the Dunmore Secondary Track); and between milepost 3.7 at Little Virginia and milepost 2.5 at Runaround Switch (the Brady Industrial Track); and (2) the Minooka Industrial Track owned by SLIBCO for its entire 1.5-mile length from Runaround Switch to the end of the track at Davis Street (the Minooka line). LS will lease and operate rail lines totaling approximately 3.2 miles.

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 automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33338, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423 and served on: Eric B. Lee, Esq., 501 Plaza Drive, Vestal, NY 13850.

Decided: January 27, 1997.

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

Vernon A. Williams,

Secretary.

[FR Doc. 97-2699 Filed 2-3-97; 8:45 am]

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Surface Transportation Board, Transportation

[STB Finance Docket No. 33290]¹

Sault Ste. Marie Bridge Company—Acquisition and Operation Exemption—Lines of Union Pacific Railroad Company

Sault Ste. Marie Bridge Company (SSMB), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate approximately 220 miles of rail lines of Union Pacific Railroad Company (UP) in the Upper Peninsula of Michigan and northern Wisconsin. The lines to be acquired and operated are: (1) The Escanaba Subdivision, extending from milepost 4.0 near Duck Creek, WI, to LS&I milepost 74.50 at Ishpeming, MI,

¹ On January 6, 1997, Inland Steel Company and LTV Steel Company, Inc., jointly filed a petition to reject the notice of exemption or to revoke the exemption. Simultaneously, they filed a petition to stay the effectiveness of the notice of exemption pending a ruling on the petition to reject or revoke. The stay request was denied by decision served January 24, 1997. The petition to reject or revoke will be handled in a separate decision.

a distance of 178.25 miles. (There are milepost equations at Menominee, MI, where milepost 49.99 = milepost 51.00, and at Escanaba, MI, where milepost 116.49 = milepost 117.00.); (2) The Iron Mountain Branch, extending from milepost 0.0 at Powers, MI (connection with the Escanaba Subdivision) to milepost 30.24 at Antoine, MI, a total distance of 32.01 miles. (The Iron Mountain Branch includes 1.30 miles of trackage rights over E&LS between UP mileposts 28.45 and 29.60 at Antoine, and a 1.62-mile industrial park spur at Antoine.); (3) The Niagara Industrial Lead, extending from milepost -0.40 at Quinnesec, MI (connection with the Iron Mountain Branch) to milepost 3.75 at Niagara, WI, a distance of 4.15 miles.; and (4) The Palmer Industrial Lead, extending from milepost 0.0 at Cascade (connection with the Escanaba Subdivision) to milepost 6.06 at Palmer, MI, a distance of 6.06 miles. (The Palmer Industrial Lead currently is out of service.) SSMB also will acquire by assignment from UP incidental trackage rights over lines of LS&I between Eagle Mills Jct. and Eagle Mills, MI, a distance of approximately 3 miles, and between Empire Junction and Empire Mine, MI, a distance of approximately 2 miles, and over lines of Fox Valley & Western Ltd. between Duck Creek and Green Bay, WI, a distance of approximately 4 miles.

The scheduled consummation date originally was January 20, 1997, but SSMB extended it to January 24, 1997.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33290, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on: Janet H. Gilbert, 6250 North River Road, Suite 9000, Rosemont, IL 60018 and Robert H. Wheeler, Two Prudential

² Trackage between Negaunee, MI, and Ishpeming is owned and operated jointly by UP, Wisconsin Central Ltd. (WCL), and the Lake Superior & Ishpeming Railroad Company (LS&I). Reflecting this arrangement, changes in milepost numbering occur at West Wye near Negaunee, where milepost 176.85 and WCL milepost 164.49 designate the same point, and again at Euclid Avenue Yard in Ishpeming, where WCL milepost 170.70 and LS&I milepost 73.79 designate the same point. The Escanaba Subdivision includes industry trackage at Menominee/Marinette jointly owned or operated with the Escanaba & Lake Superior Railroad Company (E&LS).