

214.353, Training and qualification of roadway workers who provide on-track safety for roadway work groups to permit the examination and qualification of such employees every three years rather than annually as required in the current Rule.

Alaska Railroad Corporation, FRA Waiver Petition No. WPS-97-8

The Alaska Railroad Corporation (ARRC), a publicly owned passenger railroad, seeks a temporary waiver of compliance from one provision of 49 CFR Part 214, Railroad Workplace Safety, Subpart C, Roadway Worker Protection. ARRC seeks relief from 49 CFR 214.305, *Compliance dates*, by requesting an extension of the compliance date from March 15, 1997 to January 1, 1998. ARRC states that additional time is needed to permit it to replace its present method of train operation by time table and train orders with a positive train separation system. ARRC avers that to implement a roadway worker protection program based on informational lineups at this time, and then to replace that system within the year might serve to confuse its roadway workers. ARRC plans to have the positive train separation system in place by October 15, 1997, and to implement a method of exclusive track occupancy for protection of roadway workers after that date.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number WPS-97-1) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days of the date 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.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

FRA has determined that a public hearing is necessary before making a final decision on these petitions. Accordingly, a public hearing is hereby set for 9:00 a.m. on May 22, 1997, at The Westin, 1400 M Street, N.W., Vista Ballroom A, Washington, D.C. 20005. Interested parties are invited to present oral statements at this hearing.

The hearing will be informal and conducted in accordance with Rule 25 of FRA's *Rules of Practice* (49 CFR 211.25) by a representative designated by FRA. FRA's representative will make an opening statement outlining the scope of the hearing, as well as any additional procedures for the conduct of the hearing. The hearing will be non-adversarial proceeding in which all interested parties will be given the opportunity to express their views regarding this waiver petition, without cross-examination. After all initial statements have been completed, those persons wishing to make a brief rebuttal will be given an opportunity to do so in the same order in which initial statements were made.

Issued in Washington, D.C. on April 15, 1997.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 97-10501 Filed 4-22-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB No. MC-F-20906]

Capital Motor Lines, et al.—Pooling—Greyhound Lines, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice of proposed pooling application.

SUMMARY: Applicants, Capital Motor Lines, d/b/a Capital Trailways, of Montgomery, AL, and Colonial Trailways, of Mobile, AL (collectively, Capital), and Greyhound Lines, Inc. (Greyhound), of Dallas, TX, jointly seek approval under 49 U.S.C. 14302 of an operations and revenue pooling agreement to govern their motor passenger and express transportation services between Mobile and Birmingham, AL, and between Mobile and New Orleans, LA.

DATES: Comments on the proposed agreement are due by May 23, 1997, and, if comments are filed, applicants' rebuttal is by June 12, 1997.

ADDRESSES: Send an original and 10 copies of comments referring to STB No. MC-F-20906 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, Room 713, 1925 K Street, N.W., Washington, DC 20423-0001. Also, send one copy of comments to applicants' representatives: Dennis N. Barnes, 1800 M Street, N.W. (# 600N), Washington, DC 20036-5869; and Fritz R. Kahn, Suite 750 West, 1100 New

York Avenue, N.W., Washington, DC 20005-3934.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: Under the proposed pooling arrangement, applicants seek approval to pool portions of their services over routes which they both operate and to share the revenues derived from their operations over these routes.

Applicants are competitors on certain intercity routes between Mobile and Birmingham and between Mobile and New Orleans. Because their competing services operate at nearly the same times of day with buses that are only partially loaded, applicants assert that their operations are inefficient, costly, and, as a consequence, that they are unable to compete effectively with Amtrak, airlines, and private automobiles.

Applicants assert that there is substantial intermodal competition between points on the affected routes to protect the public and that the proposed revenue pooling agreement does not threaten to produce an unreasonable restraint on competition. They state that Amtrak operates daily passenger train service between Mobile and Montgomery, Mobile and Birmingham, Montgomery and Birmingham, and Mobile and New Orleans. Additionally, they indicate that the affected points receive daily connecting air flights from Delta Air Lines, Northwest Air Lines, and US Airways. Numerous interstate highways connect these points, as well, making private automobile travel relatively quick and inexpensive.

The proposed pooling of services, according to applicants, will enable them to increase their passenger load per bus. This, in turn, will reduce their unit costs and make their services more competitive. Additionally, they emphasize that the proposed pooling arrangement will permit them to schedule service more evenly throughout the day, affording the traveling public a greater choice of departure times and enhancing the convenience of bus travel.

Applicants state that they are not domiciled in Mexico and are not owned or controlled by persons of that country. In addition, they assert that approval of the pooling agreement will not significantly affect either the quality of the human environment or the conservation of energy resources. In fact, they claim that it will result in the conservation of fuel and, hence, the reduction of emissions.

Copies of the application may be obtained free of charge by contacting applicants' representatives. In the alternative, the pooling application may be inspected at the offices of the Surface Transportation Board, Room 755, during normal business hours. A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, D.C. 20530.

Decided: April 15, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-10525 Filed 4-22-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33116]

Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, exempts from the prior approval requirements of 49 U.S.C. 10902 the acquisition by Wisconsin Central Ltd. (WCL), a Class II railroad, of two rail lines: (1) The "Hayward Line" between Hayward and Hayward Junction, WI, and (2) the "Wausau Pocket" between Kelly and Wausau-Schofield, WI, totaling 17.8 miles in central Wisconsin, from Union Pacific Railroad Company. The Board also finds that the employee protective arrangement proposed by WCL, as modified by the Board, meets the requirements of 49 USC 10902(d).

DATES: The exemption will be effective May 23, 1997. Petitions to stay must be filed by May 5, 1997. Petitions to reopen must be filed by May 13, 1997.

ADDRESSES: Send pleadings, referring to STB Finance Docket No. 33116 to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) petitioner's representative: Janet H. Gilbert, General Counsel, Wisconsin Central Ltd., P.O. Box 5062, Rosemont, IL 60017-5062.

FOR FURTHER INFORMATION CONTACT:

Joseph H. Dettmar, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

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., 1925 K Street, N.W., Suite 210, Washington, D.C. 20006. Telephone (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

Decided: April 16, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-10526 Filed 4-22-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Part 249 Preservation of Air Carrier Records

AGENCY: Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Pub. L. 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need and usefulness of DOT requiring certificated air carriers to preserve accounting records, consumer complaint letters, reservation reports and records, system reports of aircraft movements, etc.

DATES: Written comments should be submitted by June 23, 1997.

ADDRESSES: Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

COMMENTS: Comments should identify the OMB # 2138-0006 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138-0006. The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT:

Bernie Stankus, Office of Airline Information, K-25, Bureau of

Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0006.

Title: Preservation of Air Carrier Records Part 249.

Form No.: None.

Type of Review: Extension of a currently approved recordkeeping requirement.

Respondents: Certificated air carriers and public charter operators.

Number of Respondents: 130 certificated air carriers; 350 public charter operators.

Total Annual Burden: 688 hours.

Needs and Uses: Part 249 requires the retention of such records as general and subsidiary ledgers, journals and journal vouchers, voucher distribution registers, accounts receivable and payable journals and ledgers, subsidy records documenting underlying financial and statistical reports to the Department, funds reports, consumer records, sales reports, auditors' and flight coupons, air waybills, etc. Depending on the nature of the document, it may be retained for a period of 30 days to 3 years. Public charter operators and overseas military personnel charter operators must retain documents which evidence or reflect deposits made by each charter participant and commissions received by, paid to, or deducted by travel agents, and all statements, invoices, bills and receipts from suppliers or furnishers of goods and services in connection with the tour or charter. These records are retained for 6 months after completion of the charter program.

Not only is it imperative that carriers and charter operators retain source documentation, but it is critical that we ensure that DOT has access to these records. Given DOT's established information needs for such reports, the underlying support documentation must be retained for a reasonable period of time. Absent the retention requirements, the documentary support for such reports may or may not exist for audit/validation purposes and the relevance and usefulness of carrier submissions would be impaired, since the data could not be verified to the source on a test basis.

Timothy E. Carmody,

Director, Office of Airline Information, Bureau of Transportation Statistics.

[FR Doc. 97-10482 Filed 4-22-97; 8:45 am]

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