

## AMENDMENTS TO PFC APPROVALS

Amendment No. city, state	Amendment approved date	Original approved net PFC revenue	Amended approved new PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
92-01-C-02-GJT, Grand Junction, CO .....	01/05/99	\$1,812,000	\$1,812,000	03/01/98	03/01/98
96-02-U-01-GJT, Grand Junction, CO .....	01/05/99	1,812,000	1,812,000	03/01/98	03/01/98
92-01-C-01-UNV, State College, PA .....	01/22/99	1,495,974	1,657,146	02/01/99	06/01/99

Issued in Washington, DC. on February 5, 1999.

**Eric Gabler,**

*Manager, Passenger Facility Charge Branch.*

[FR Doc. 99-3351 Filed 2-10-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

## National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5014]

## Bridgestone/Firestone, Inc., Receipt of Application for Decision of Inconsequential Noncompliance

Bridgestone/Firestone, Inc. (Bridgestone) has determined that certain 1998 tires of various sizes and brands are not in full compliance with 49 CFR 571.119, Federal Motor Vehicle Safety Standard (FMVSS) No. 119, "New pneumatic tires for vehicles other than passenger cars," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Bridgestone has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

Paragraph S6.5 of FMVSS No. 119 states that each tire shall comply with the labeling requirements of 49 CFR Part 574 "Tire Identification and Recordkeeping," such as the date code. Part 574, Tire Identification and Recordkeeping, establishes: (1) Tire Identification—the methodology that tire manufacturers, retreaders, new tire brand name owners, and retread tire brand name owners must use to identify tires for use on motor vehicles; and (2) recordkeeping—the methodology that tire dealers and distributors must use to record, on registration forms, the name and address of the tire(s) purchaser, along with the proper tire identification numbers.

On December 12, 1998, Bridgestone produced approximately 1,389 tires with an incorrect date code. The affected tires were marked incorrectly with a date code of "509," instead of the correct date code of "508." The tires were manufactured at Bridgestone's Oklahoma City Plant.

Bridgestone supports its application for inconsequential noncompliance by stating that all of tires manufactured in the affected sizes and brands meet all of the requirements, except the correct date code, of FMVSS No. 119. Bridgestone also noted that the primary purpose of the date code is to facilitate recalls. It stated that it would include the 509 code in any future recall of tires manufactured in its Oklahoma City plant during the 50th week of 1998.

Interested persons are invited to submit written data, views, and arguments on the application described above. Comments should refer to the docket number and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC, 20590. It is requested that two 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 15, 1999.

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

Issued on: February 5, 1999.

**Stephen R. Kratzke,**

*Acting Associate Administrator for Safety Performance Standards.*

[FR Doc. 99-3365 Filed 2-10-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

## Surface Transportation Board

[STB Finance Docket No. 33712]

## Union Pacific Railroad Company—Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company

The Burlington Northern and Santa Fe Railway Company (BNSF) has agreed to grant overhead trackage rights to Union Pacific Railroad Company (UP) over BNSF's rail line from milepost 885.2 at Kern Junction to milepost 1120.7 at Stockton Tower, a distance of 235.5 miles in the State of California.<sup>1</sup>

The transaction is scheduled to be consummated on or shortly after February 8, 1999.

The purpose of the trackage rights is to permit UP to use the BNSF trackage when UP's trackage is out of service for scheduled maintenance.<sup>2</sup>

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *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).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33712, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423—

<sup>1</sup> On February 1, 1999, UP filed a petition for exemption in STB Finance Docket No. 33712 (Sub-No. 1), *Union Pacific Railroad Company—Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company*, wherein UP requests that the Board permit the proposed overhead trackage rights arrangement described in the present proceeding to expire on March 31, 1999. That petition will be addressed by the Board in a separate decision.

<sup>2</sup> UP and BNSF own and operate separate lines of railroad which are essentially parallel between Kern Junction and Stockton Tower.