

program production. The grantee shall confer with the COTR to verify all media format and language.

- Additionally, the program materials shall be submitted in the following format for placement on NHTSA's website on the world wide web;

- Cooperative agreement number
- Original application format, for example, *.pm5; *.doc; *.ppt; etc
- HTML level 3.2 or later
- A PDF file for viewing with Adobe Acrobat

All HTML deliverables must be delivered on either a standard 3.5" floppy disk or on a Windows 95 compatible formatted Iomega zip disk and labeled with the following information:

- Cooperative Agreement Number
- Grantee's name and phone number
- Names of relevant files
- Application program and version used to create the file(s).

If the files exceed the capacity of a high density floppy, a Windows 95 compatible formatted Iomega zip disk is acceptable.

Graphics must be saved in Graphic Interchange Format (GIF) or Joint Photographic Expert Group (JPEG). Graphics should be prepared in the smallest size possible, without reducing the usefulness or the readability of the figure on the screen. Use GIF for solid color or black and white images, such as bar charts, maps, or diagrams. Use JPEG (highest resolution and lowest compression) for photographic images having a wider range of color or grey-scale tones. When in doubt, try both formats and use the one that gives the best image quality for the smallest file size. Graphic files can be embedded in the body of the text or linked from the body text in their own files: the latter is preferable when a figure needs to be viewed full screen (640 X 480 pixels) to be readable.

Tabular data must be displayed in HTML table format.

List data must be displayed in HTML list format.

Pre-formatted text is not acceptable. Currently, frames are not acceptable. JAVA, if used, must not affect the readability or usefulness of the document, only enhance it.

Table background colors may be used, but must not be relied upon (for example, a white document background with a table with colored background may look nice with white text, but the colored background doesn't show up on the user's browser the text shall be white against white and unreadable.)

All HTML documents must be saved in PC format and tested on a PC before delivery.

f. Final project briefing to NHTSA and a presentation to a national meeting: The grantee will deliver a briefing in Washington, D.C. at NHTSA's offices to the COTR and appropriate NHTSA staff to review the project implementation, evaluation, and results. This presentation shall last no less than 30 minutes and the grantee shall be prepared to answer questions from the briefing's attendees.

In consultation with the COTR, the grantee will select a national meeting to deliver a presentation of the project and its effectiveness.

g. An electronic Microsoft PowerPoint (97) presentation that NHTSA staff shall be able to use to brief senior staff or traffic safety partners at various meetings and conference.

3. During the effective performance period of the cooperative agreements awarded as a result of this announcement, the agreement as applicable to the grantee, shall be subject to the NHTSA's General Provisions for Assistance Agreement, dated July 1995.

Issued on: June 22, 1999.

R.E. Engle,

Acting Associate Administrator for Traffic Safety Programs.

[FR Doc. 99-16356 Filed 6-29-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33754]

Michigan Southern Railroad Company, Inc.—Acquisition Exemption—Branch & St. Joseph Counties Rail Users Association, Inc.

Michigan Southern Railroad Company, Inc. (MSRR), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire (by purchase) 24.34 miles of rail line owned by the Branch & St. Joseph Counties Rail Users Association, Inc. (RUA), between milepost 382.5 at or near Coldwater, MI, and milepost 406.84 at or near Sturgis, MI. Wabash & Western Railway Co., an affiliate of MSRR, will continue to operate the line of railroad under the name Michigan Southern Railroad.¹

¹ See *Southwestern Michigan Railroad Company, Inc.—Acquisition and Operation Exemption—Branch & St. Joseph Counties Rail Users Association, Inc.*, Finance Docket No. 31525 (ICC served Dec. 14, 1990); *Michigan Southern Railroad Company, Inc.—Operation Exemption—Branch & St. Joseph Counties Rail Users Association, Inc.*, Finance Docket No. 31779 (ICC served Dec 14, 1990); and *Wabash & Western Railway Co.—Lease and Operation Exemption—Morris Leasing Co.*,

The transaction is scheduled to be consummated on or before July 20, 1999.²

If this 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. 33754, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on John D. Heffner, Esq., REA, CROSS & AUCHINCLOSS, Suite 570, 1707 L Street, NW, Washington, DC 20036, and Daniel A. LaKemper, Esq., General Counsel, Pioneer RailCorp, 1318 South Johanson Road, Peoria, IL 61607-1130.

Board decisions and notices are available on our website at WWW.STB.DOT.GOV."

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

Decided: June 24, 1999.

Vernon A. Williams,
Secretary.

[FR Doc. 99-16652 Filed 6-29-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33766]

The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Illinois Central Railroad Company

Illinois Central Railroad Company (IC) has agreed to grant limited overhead trackage rights to The Burlington Northern and Santa Fe Railway Company (BNSF) over IC's rail line

Ltd., and Michigan Southern Railroad, Inc., STB Finance Docket No. 33306 (STB served (Dec. 24, 1996).

MSRR certifies that its annual revenue will not exceed those that would qualify it as a Class III rail carrier and that its annual revenues are not projected to exceed \$5 million.

² In a filing in a separate proceeding (STB Finance Docket No. 33760), MSRR reported that it was attempting to purchase the line between Coldwater and Sturgis through exercise of an option it asserts it has. In that proceeding, RUA disputes MSRR's right to exercise an option to purchase this line and observes that any authority MSRR obtains in this proceeding (STB Finance Docket No. 33754) under 49 CFR 1150.41 is permissive only. RUA is correct that the exemption in this proceeding is permissive only and does not give MSRR the legal right to purchase the line in the absence of an agreement between the parties or a court order to that effect.