

(FMVSS) No. 205 Glazing Materials.” The basis of the application is that the noncompliance is inconsequential to motor vehicle safety. Orion has filed an appropriate report pursuant to 49 CFR Part 573 “Defect and Noncompliance Information Reports.”

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 judgement concerning the merits of the application.

Orion submitted the following information in accordance with the requirements of 49 CFR Part 556, “Exemption for Inconsequential Defect or Noncompliance.”

#### Vehicles Involved

Orion II, Orion V and Orion VI transit buses manufactured between January 17, 1996, and November 30, 1998, equipped with non-opening fixed glass windows. The serial numbers of the affected vehicles fall within the range: Orion II—005917 through 6058, Orion V—32516 through 34054 and Orion VI—40006 through 40315.

#### Description of the Noncompliance

Certain Orion II, Orion V, and Orion VI transit buses were equipped with fixed glass non-sliding windows which were not marked as required by S6 of FMVSS No. 205, specifically Section 6 of ANSI Z26 as incorporated by reference. They also were not marked with the symbol “DOT” or the manufacturer’s code mark as required by S6.2 of FMVSS No. 205. The window glazing is marked with architectural code numbers by mistake. The windows meet the performance requirements of FMVSS No. 205.

#### Number of Vehicles

Five hundred and ten (510) vehicles as of November 30, 1998 potentially contain the noncompliance.

#### Supporting Information

Although the glazing does not meet the requirements of Section S6, FMVSS No. 205, the glazing has been tested and complies to AS-3, AS-2 and AS-1 of ANSI Z26.1 as required for the application. The window supplier has three different plant locations, two of which specialize in building-type windows and the third one in vehicle windows. Whenever the plant specializing in vehicle windows gets backed up with orders, the window supplier sends its excess orders, to one of the other plants for completion. The employee sandblasting the logos at one of the building glass plants did not

realize this was motor vehicle glass and put architectural codes on all windows.

There are a total of eighteen different parts numbers affected. The windows in question are used on both the curb side and road side of the bus as well as at the rear of the vehicle. On the curb side the windows are used in the front and rear doors as well as passenger windows. The door glass ranges in size from 6” x 32” to 18” x 34” and the side and rear passenger windows range from 18” x 34” to 34” x 34”. The only front facing glass is used for destination signs and is a separate piece mounted above the front windshield. All windows in this application were purchased from Barber Glass Industries Inc., 485 Southgate Drive, Guelph, Ontario, Canada N1G 3W6, Phone 519-824-2399 and Fax 519-824-1493. (DOT 522 is its Manufacturer Identification Number).

Orion argues that:

Barber Glass has stated that if a person used the architectural codes sandblasted on the bus windows in error to go to a glass shop to replace a broken bus window the glass they would get would meet the required ANSI A26.1 safety glass requirements listed in FMVSS 205. They would not however, be able to match the window tint as vehicle windows use different vinyls for their tinting purposes and would have to specify automotive glass to get the matching window tints.

Orion Bus Industries, Inc. believes that, based upon the above information, the noncompliance described above is inconsequential as it relates to motor vehicle safety.

Interested persons are invited to submit written data, views and arguments on the petition of Orion, described above. Comments should refer to the Docket Number and be submitted to: 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 practicable. 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: August 5, 1999.

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

Issued on: June 28, 1999.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 99-16956 Filed 7-2-99; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33774]

#### Chicago SouthShore & South Bend Railroad—Trackage Rights Exemption—CSX Transportation, Inc.

CSX Transportation, Inc. (CSXT) has agreed to grant overhead trackage rights to Chicago SouthShore & South Bend Railroad (CSS) over CSXT’s Barr Subdivision between the connection with CSS at milepost BI241.4, at Miller, IN, and CSXT’s connection with Baltimore and Ohio Chicago Terminal Railroad Company (B&OCT) at milepost BI248.8, at Pine Junction, IN, a distance of approximately 7.4 miles.

The transaction is scheduled to be consummated on or shortly after June 30, 1999.

The purpose of the trackage rights is to permit CSS to interchange certain traffic with B&OCT at Barr Yard, thereby promoting operating efficiencies.

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. 33774, 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, one copy of each pleading must be served on (1) Rose-Michele Weinryb, Esq., Chicago SouthShore & South Bend Railroad, 1350 New York Ave., NW., Suite 800, Washington, DC 20005-4797, and (2) Charles M. Rosenberger, CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202.

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

Decided: June 28, 1999.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 99-16897 Filed 7-2-99; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Fiscal Service

**Surety Companies Acceptable on Federal Bonds: Termination; Alliance Assurance Company of America, American Mercury Insurance Company, Boston Old Colony Insurance Company, GIGNA Indemnity Insurance Company, CIGNA Insurance Company of the Midwest, Continental Reinsurance Corporation, European Reinsurance Corporation of America, Illinois National Insurance Co., Insurance Company of North America, Kansas City Fire and Marine Insurance Company, London Assurance of America, Inc. (The), Mid-Century Insurance Company, Phoenix Assurance Company of New York, Providence Washington Insurance Company, Sea Insurance Company of America (The), Sun Insurance Office of America Inc., Tokio Marine and Fire Insurance Company, Limited (The), U.S. Branch, Transcontinental Insurance Company, Transportation Insurance Company and Valley Forge Insurance Company**

**AGENCY:** Financial Management Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This is Supplement No. 16 to the Treasury Department Circular 570; 1998 Revision, published July 1, 1998, at 63 FR 36080.

**FOR FURTHER INFORMATION CONTACT:** Surety Bond Branch at (202) 874-6850.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the Certificate of Authority issued by the Treasury to the above named Companies, under the United States Code, Title 31, Sections 9304-9308, to qualify as an acceptable surety and/or reinsurer on Federal bonds is terminated effective June 30, 1999.

The Companies were last listed as an acceptable sureties and/or reinsurers on Federal bonds at 63 FR 36080, July 1, 1998.

With respect to any bonds currently in force with above listed Companies, bond-approving officers may let such bonds run to expiration and need not secure new bonds. However, no new

bonds should be accepted from the Company. In addition, bonds that are continuous in nature should not be renewed.

The Circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570/index.html>. A hard copy may be purchased from the Government Printing Office (GPO), Subscription Service, Washington, DC, telephone (202) 512-1800. When ordering the Circular from GPO, use the following stock number: 048000-00516-1.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6A04, Hyattsville, MD 20782.

Dated: June 28, 1999.

**Michael C. Salapka,**

*Acting Director, Financial Accounting and Services Division, Financial Management Service.*

[FR Doc. 99-17012 Filed 7-2-99; 8:45 am]

BILLING CODE 4810-35-M

## DEPARTMENT OF THE TREASURY

### Fiscal Service

**Surety Companies Acceptable on Federal Bonds: Termination—Glens Falls Insurance Company**

**AGENCY:** Financial Management Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This is Supplement No. 15 to the Treasury Department Circular 570; 1998 Revision, published July 1, 1998, at 63 FR 36080.

**FOR FURTHER INFORMATION CONTACT:** Surety Bond Branch at (202) 874-7116.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the Certificate of Authority issued by the Treasury to Glens Falls Insurance Company, of Wilmington, Delaware, under the United States Code, Title 31, Sections 9304-9308, to qualify as an acceptable surety on Federal bonds is terminated effective today.

The Company was last listed as an acceptable surety on Federal bonds at 63 FR 36093, July 1, 1998.

With respect to any bonds currently in force with Glens Falls Insurance Company, bond-approving officers should secure new bonds with acceptable sureties in those instances where a significant amount of liability remains outstanding. In addition, bonds

that are continuous in nature should not be renewed.

The Treasury Department Circular 570 may be viewed and downloaded through the Internet (<http://www.fms.treas.gov/c570/index.html>). A hard copy may be purchased from the Government Printing Office (GPO), Subscription Service, Washington, DC, telephone (202) 512-1800. When ordering the Circular from GPO, use the following stock number: 048000-00516-1.

Questions concerning this notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6A04, Hyattsville, MD 20782.

Dated: June 28, 1999.

**Judith R. Tillman,**

*Acting Assistant Commissioner, Financial Operations, Financial Management Service.*

[FR Doc. 99-17015 Filed 7-2-99; 8:45 am]

BILLING CODE 4810-35-M

## DEPARTMENT OF THE TREASURY

### Fiscal Service

**Surety Companies Acceptable on Federal Bonds: Termination—Nobel Insurance Company**

**AGENCY:** Financial Management Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This is Supplement No. 14 to the Treasury Department Circular 570; 1998 Revision, published July 1, 1998, at 63 FR 36080.

**FOR FURTHER INFORMATION CONTACT:** Surety Bond Branch at (202) 874-7102.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the Certificate of Authority issued by the Treasury to Nobel Insurance Company of Dallas, TX, under the United States Code, Title 31, Sections 9304-9308, to qualify as an acceptable surety on Federal bonds is terminated effective June 30, 1999.

The Company was last listed as an acceptable surety on Federal bonds at 63 FR 36101, July 1, 1998.

With respect to any bonds currently in force with Nobel Insurance Company bond-approving officers should secure new bonds with acceptable sureties in those instances where a significant amount of liability remains outstanding. In addition, bond that are continuous in nature should not be renewed.

The Treasury Department Circular 570 may be viewed and downloaded through the Internet (<http://www.fms.treas.gov/c570/index.html>).