SUMMARY: The FAA is issuing this notice to advise the public of a change in the agenda for a special meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee (63 FR 8315, February 19, 1998; 63 FR 30284, June 3, 1998).

DATES: The meeting to be held on June 26, 1998, will begin at 10 a.m.

ADDRESSES: The meeting will be held at the U.S. Department of Transportation, 400 Seventh Street, SW., Room 6244–6248, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Miss Jean Casciano, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267–9683; fax (202) 267–5075; e-mail Jean.Casciano@faa.dot.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given of a change in the agenda for a meeting of the Executive Committee to be held on June 26, 1998, at the U.S. Department of Transportation, 400 Seventh Street, SW., Room 6244–6248, Washington, DC, 10 a.m. The agenda will include:

- A vote on a revised proposed task concerning Flight Time Limitations and Rest Requirements.
- A substantive review of the outline of the draft report of the Fuel Tank Harmonization Working Group.
- A discussion of proposed new harmonization tasks for Transport Airplane and Engine Issues.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by June 23, 1998, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**. A copy of the revised proposed task being put to a vote or the proposed harmonization tasks may also be obtained from that person.

Issued in Washington, DC, on June 10, 1998.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 98–15960 Filed 6–15–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Agency Request for Emergency Processing of Collection of Information by the Office of Management and Budget; Correction

AGENCY: Federal Railroad Administration, DOT.

ACTION: Correction.

SUMMARY: The Federal Railroad Administration (FRA) issues a notice of correction regarding its request for emergency processing by the Office of Management and Budget (OMB) of a collection of information involving a survey to measure and evaluate the corporate culture of the railroad industry. This collection is part of a project intended to assist in promoting effective railroad safety culture on the major railroads.

SUPPLEMENTARY INFORMATION: FRA submitted the information collection requests (ICRs) described below to OMB for emergency processing under the Paperwork Reduction Act of 1995 (Pub. L. 104–13, 44 U.S.C. Chapter 35). FRA requested that OMB authorize the collection of information for 180 days after the issuance of the notice published in the **Federal Register**. *See* 63 FR 17478, April 9, 1998. OMB approved the ICRs and assigned approval number 2130–0546 for the collection of information.

A copy of these ICRs, with applicable documentation, may be obtained by telephoning FRA's clearance officers, Robert Brogan (telephone number (202) 632–3318) or Maryann Johnson (telephone number (202) 632–3226). Questions about the ICRs should be directed to the Office of Information and Regulatory Affairs, Attn: OMB Desk Officer for FRA, Washington, DC 20503.

In the previous notice, the ICRs were described as follows:

Title: Railroad Safety Culture Survey

OMB Number: 2130–new.
Frequency: One-time.
Affected Public: Railroad workers.
Number of respondents: 1100.
Estimated Time Per Respondent: 20 minutes.
Total Burden: 367 hours.

Title: Railroad Safety Culture Survey—Focus Group Sessions

OMB Number: 2130–new.
Frequency: One-time.
Affected Public: Railroad workers.
Number of respondents: 420 employees attending 28 session groups.
Estimated Time Per Respondent: 2 hrs.
Total Burden: 840 hours.

Title: Railroad Safety Culture Survey—Key Interviews

OMB Number: 2130–new.
Frequency: One-time.
Affected Public: Railroad managers.
Number of respondents: 16.
Estimated Time Per Respondent: 1 hr.
Total Burden: 16 hours.

This information correctly represented the ICRs approved by OMB. FRA welcomes the participation of railroad management, labor organizations, and individual employees in this culture survey, which seeks to identify and help develop strategies to address any barriers to effective railroad safety culture on the major railroads. Accordingly, FRA corrects the element entitled ''Description'' to read as follows:

Description: These ICRs are intended to (i) identify characteristics of the safety cultures of the four selected Class I railroads; and (ii) identify any outstanding operational safety culture issues that could be addressed through on-going efforts in partnership with FRA.

Authority: 44 U.S.C. §§ 3501–3520.

Issued in Washington, DC on June 9, 1998.

Marie S. Savoy,

Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 98–15895 Filed 6–15–98; 8:45 am]

BILLING CODE 4910–62–M

DEPARTMENT OF TRANSPORTATION

Saint Lawrence Seaway Development Corporation

Advisory Board, Notice of Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC), to be held at 11:00 a.m., on Wednesday, June 24, 1998, at the Rosemont Suites Hotel, 5500 North River Road, Rosemont, Illinois. The agenda for this meeting will be as follows: Opening Remarks; Consideration of Minutes of Past Meeting; Review of Programs; New Business; and Closing Remarks.

Attendance at meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact not later than June 19, 1998, Marc C. Owen,

Advisory Board Liaison, Saint Lawrence Seaway Development Corporation, 400 Seventh Street, S.W., Washington, D.C. 20590; 202–366–6823.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued at Washington, D.C. on June 11, 1998.

Marc C. Owen,

Advisory Board Liaison.

[FR Doc. 98–15944 Filed 6–15–98; 8:45 am]

BILLING CODE 4910–61–M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33602]

Bethlehem Steel Corporation—Control Exemption—Brandywine Valley Railroad Corporation and Upper Merion and Plymouth Railroad Company

Bethlehem Steel Corporation (BSC), a noncarrier, has filed a notice of exemption to indirectly control two Class III railroads, Brandywine Valley Railroad Corporation (BVRY) and L I Acquisition Corp. (doing business as Upper Merion and Plymouth Railroad Company) (UMP),[1] operating in Pennsylvania, that are currently indirectly controlled by Lukens, Inc. (Lukens), upon the acquisition by BSC of the stock of Lukens.

BSC currently owns all of the outstanding stock of six Class III railroads: Philadelphia, Bethlehem and New England Railroad Company; Steelton & Highspire Railroad Company; Cambria & Indiana Railroad Company; and Conemaugh & Black Lick Railroad Company, operating in Pennsylvania; South Buffalo Railway Company, operating in New York; and, Patapsco & Back Rivers Railroad Company, operating in Maryland. BSC will control BVRY and UMP in common with its other subsidiary railroads through its acquisition of control of BVRY's and UMP's corporate parent Lukens.

BSC intended to acquire control of Lukens on or about May 29, 1998.

BSC states that: (1) these railroads do not connect with each other; (2) the acquisition of control is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in its corporate family; and (3) the transaction does not involve a Class I rail carrier. The transaction therefore is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

Under 49 U.S.C.10502(g), the board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III railroad carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. 33602, 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: Eric M. Hocky, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P. O. Box 796, West Chester, PA 19381–0796.

Decided: June 9, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98–15854 Filed 6–15–98; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33599]

Consolidated Rail Corporation—Trackage Rights Exemption—Delaware and Hudson Railway Company, Inc.

Delaware and Hudson Railway Company, Inc. (DHC) has agreed to grant overhead trackage rights to Consolidated Rail Corporation (Conrail) over certain railroad trackage, being a portion of the Taylor Secondary, Keyser Valley Industrial Track, and Wye Track, in Lackawanna County, PA, as follows: (1) the railroad tracks and appurtenant devices and facilities on the Taylor Secondary in Taylor Yard between Railroad Valuation Station Nos. 7762 + 04.5 and 7807 + 97, and on the Keyser Valley Industrial Track between Railroad Valuation Station Nos. 7767 + 46.2, 7786 + 32.2 and 7789 + 48, identified as a portion of Track No. 248 and Track Nos. 249, 696, 697, 698, and 699; and (2) the trackage rights also include any additional operating rights needed to make a continuous railroad route to connect the Taylor Secondary at Minooka Jct., which runs from Minooka Jct. to Pittston, with the Keyser Valley Industrial Track and existing trackage rights over DHC running between Taylor Yard and Bridge 60 in Scranton.[1]

While the exemption in STB Finance Docket No. 33599 became effective on June 3, 1998 (7 days after the notice was filed with the Board), the trackage rights transaction will not be able to be consummated until DHC receives Board approval for the exemption sought in STB Finance Docket No. 33595 to acquire the lines over which DHC would grant trackage rights in this proceeding.[2]

The purpose of the trackage rights is to allow Conrail, or its successor, to continue to access its customers on the Keyser Valley Industrial Track, and its customers and connections reached via Bridge 60 in Scranton.

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. 33599, must be filed with

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[1] *See Lukens, Inc. and Sponsor's Plan Asset Management, Inc.—Continuance in Control Exemption—L I Acquisition Corp.*, Finance Docket No. 31587, (ICC served Jan. 22, 1990).

[1] On June 8, 1998, DHC filed a petition for exemption in STB Finance Docket No. 33595, *Delaware and Hudson Railway Company, Inc.—Acquisition and Operation Exemption—Consolidated Rail Corporation*, to acquire from Conrail the trackage over which DHC would then grant back to Conrail the trackage rights that are the subject of this notice. That petition will be addressed by the Board in a separate decision.

[2] Conrail previously conveyed to the Reading, Blue Mountain & Northern Railroad (RBMN) all of its property and operating rights in the vicinity of Taylor Yard, including the Taylor Secondary, Keyser Valley Industrial Track, and the trackage rights to Bridge 60 in Scranton, and has leased to RBMN all of its rights to the tracks in Taylor Yard which DHC is acquiring in STB Finance Docket No. 33595. *See Reading Blue Mountain & Northern Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation*, STB Finance Docket No. 33004 (STB served Aug. 30, 1996). The parties intend that, once DHC receives Board approval of its exemption in STB Finance Docket No. 33595 and the trackage rights in this proceeding become effective, the lease of Conrail's rights in Taylor Yard will terminate, and these trackage rights will be assigned to RBMN.