

SAFEGUARDS:

Coded entry numbers.

RETENTION AND DISPOSAL:

Eight years.

SYSTEM MANAGER(S) AND ADDRESS:

Chief, Special Projects Staff, U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration (NHTSA), Office of Defects Investigation, 400 7th Street, SW., Washington, DC 20590.

NOTIFICATION PROCEDURE:

Write or visit the: U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration (NHTSA), Director, Technical Reference Division, 400 7th Street, SW., Washington, DC 20590.

RECORD ACCESS PROCEDURES:

Same as "Notification Procedure" above.

CONTESTING RECORD PROCEDURES:

Same as "Notification Procedure" above.

RECORD SOURCE CATEGORIES:

General public, State highway offices, insurance companies, vehicle manufacturers.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

None.

[FR Doc. 97-18471 Filed 7-14-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION**Coast Guard**

[CGD 97-038]

Chemical Transportation Advisory Committee; Subcommittee on the Review/Update of Vapor Control System Regulations Meetings

AGENCY: Coast Guard, DOT.

ACTION: Notice of meetings.

SUMMARY: The Vapor Control System (VCS) Regulations Review/Update Subcommittee of the Chemical Transportation Advisory Committee (CTAC) will meet to continue work on developing a recommended revision of the marine vapor control regulations found in Title 33, Code of Federal Regulations, Part 154 and Title 46, Code of Federal Regulations, Part 39. The meetings are open to the public.

DATES: The meetings of the VCS Subcommittee will be held on July 22, 1997, from 9 a.m. to 4 p.m. and July 23, 1997, from 8 a.m. to 3 p.m. Written material and requests to make oral

presentations should reach the Coast Guard on or before July 15, 1997.

ADDRESSES: The meetings of the VCS Subcommittee will be held in the training academy conference room ABS Plaza, 16855 Northchase Drive, Houston, TX 77060. For directions to the meetings, please contact Lieutenant J.J. Plunkett, Commandant (G-MSO-3), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001.

FOR FURTHER INFORMATION CONTACT: Lieutenant J.J. Plunkett, Commandant (G-MSO-3), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001; telephone 202-267-0087, fax 202-267-4570 or Mr. Paul J. Book, American Commercial Barge Line Company, 1701 East Market Street, Box 610, Jeffersonville, IN 47131-0610; telephone (812) 288-0220, fax (812) 288-0478.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Agenda of Meetings

The agenda includes the following:

- (1) Presentation of each subcommittee member's work thus far and plans for the future.
- (2) Review and discussion of the work completed by each member.
- (3) Discussion of joint facility/vessel opportunities for improvements to the VCS program. After meeting together, the subcommittee members will form into two work group to discuss in detail their assigned tasks. The two groups are Facility VCS work group and Vessel VCS work group.

Procedural

These meetings are open to the public. At the Subcommittee Chairperson's discretion, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations at the meetings should notify Mr. Book no later than July 15, 1997. Written material for distribution at the meetings should reach the Coast Guard no later than July 15, 1997. If you are submitting material, and would like a copy distributed to each member of the subcommittee in advance of the meetings, you should submit 25 copies to Mr. Book no later than July 15, 1997.

Information on Services for the Disabled

For information on facilities or services for the disabled or to request special assistance at the meetings, contact Lieutenant Plunkett as soon as possible.

Dated: July 2, 1997.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 97-18469 Filed 7-14-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration**

Intelligent Transportation Society of America; Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Correction of Coordinating Council meeting date.

SUMMARY: Notice of the meeting of the Coordinating Council of the Intelligent Transportation Society of America was published in the **Federal Register** on July 8, 1997 on page 36606. The correct Summary, Date and Address should read:

"**SUMMARY:** The Intelligent Transportation Society of America (ITS AMERICA) will hold a meeting of its Coordinating Council on Thursday, August 7, 1997."

"**DATE:** The Coordinating Council of ITS AMERICA will meet on Thursday, August 7, 1997, 10 a.m.-2 p.m."

"**ADDRESS:** San Diego Marriott Mission Valley, 8757 Rio San Diego Dr., San Diego, California 92108. Phone no. (800) 842-5329. Fax no. (619) 692-0769."

Issued on: July 10, 1997.

Jeffrey Lindley,

Deputy Director, ITS Joint Program Office.

[FR Doc. 97-18517 Filed 7-14-97; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. 97-039; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1990-1996 Toyota Landcruiser Multi-Purpose Passenger Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1990-1996 Toyota Landcruiser multi-purpose passenger vehicles (MPVs) are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety

Administration (NHTSA) of a petition for a decision that 1990–1996 Toyota Landcruiser MPVs that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is August 14, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590. (Docket hours are from 9:30 a.m. to 4 p.m.)

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. § 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. § 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90–009) has petitioned NHTSA to decide whether 1990–1996 Toyota Landcruiser MPVs

are eligible for importation into the United States. The vehicles which Champagne believes are substantially similar are the 1990–1996 Toyota Landcruisers that were manufactured for importation into, and sale in, the United States and certified by their manufacturer, Toyota Motor Corporation, as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared non-U.S. certified 1990–1996 Toyota Landcruisers to their U.S. certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that non-U.S. certified 1990–1996 Toyota Landcruisers, as originally manufactured, conform to many Federal motor vehicle safety standards in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 1990–1996 Toyota Landcruisers are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 Transmission Shift Lever Sequence, 103 Defrosting and Defogging Systems, 104 Windshield Wiping and Washing Systems, 105 Hydraulic Brake Systems, 106 Brake Hoses, 112 Headlamp Concealment Devices, 113 Hood Latch Systems, 116 Brake Fluid, 119 New Pneumatic Tires for Motor Vehicles other than Passenger Cars, 124 Accelerator Control Systems, 201 Occupant Protection in Interior Impact, 202 Head Restraints, 203 Impact Protection for the Driver from the Steering Control System, 204 Steering Control Rearward Displacement, 205 Glazing Materials, 206 Door Locks and Door Retention Components, 207 Seating Systems, 209 Seat Belt Assemblies, 210 Seat Belt Assembly Anchorages, 212 Windshield Retention, 216 Roof Crush Resistance, 219 Windshield Zone Intrusion, and 302 Flammability of Interior Materials.

Additionally, the petitioner states that non-U.S. certified 1990–1996 Toyota Landcruisers comply with the Bumper Standard found in 49 CFR part 581.

Petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 Controls and Displays: (a) Substitution of a lens marked "Brake" for a lens with a noncomplying symbol on the brake failure indicator lamp; (b) installation of

a seat belt warning lamp; (c) recalibration of the speedometer/odometer from kilometers to miles per hour.

Standard No. 108 Lamps, Reflective Devices and Associated Equipment: (a) Installation of U.S.-model headlamp assemblies; (b) installation of U.S.-model front and rear sidemarker/reflector assemblies; (c) installation of U.S.-model taillamp assemblies.

Standard No. 111 Rearview Mirror: Replacement of the passenger side convex rearview mirror.

Standard No. 114 Theft Protection: Installation of a warning buzzer microswitch and a warning buzzer in the steering lock assembly.

Standard No. 118 *Power Window Systems*: Rewiring of the power window system so that the window transport is inoperative when the ignition is switched off.

Standard No. 120 *Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars*: Installation of a tire information placard.

Standard No. 208 *Occupant Crash Protection*: (a) Installation of a U.S.-model seat belt in the driver's position, or a belt webbing actuated microswitch inside the driver's seat belt retractor; (b) installation of an ignition switch actuated seat belt warning light and buzzer; (c) replacement of the driver's side air bag and knee bolster (on 1995 models) with U.S.-model components; (d) replacement of the driver's and passenger's side air bags and knee bolsters (on 1996 models) with U.S.-model components. The petitioner states that non-U.S. certified 1990–1996 Toyota Landcruisers are equipped with a combination lap and shoulder restraint that adjusts by means of an automatic retractor and releases by means of a single push button at each front designated seating position, with a combination lap and shoulder restraint that releases by means of a single push button at each rear outboard designated seating position, and with a lap belt in the rear center designated seating position.

Standard No. 301 *Fuel System Integrity*: Installation of a rollover valve in the fuel tank vent line between the fuel tank and the evaporative emissions collection canister.

The petitioner states that a vehicle identification number (VIN) plate must be installed on non-U.S. certified 1990–1996 Toyota Landcruisers to comply with 49 CFR part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway

Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141 (a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: July 9, 1997.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 97-18468 Filed 7-14-97; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Indexing the Annual Operating Revenues of Railroads

This Notice sets forth the annual inflation adjusting index numbers which are used to adjust gross annual operating revenues of railroads for classification purposes. This indexing methodology will insure that regulated carriers are classified based on real business expansion and not from the effects of inflation. Classification is important because it determines the extent of reporting for each carrier.

The railroad's inflation factors are based on the annual average Railroad's Freight Price Index. This index is developed by the Bureau of Labor Statistics (BLS).

The base year for railroads is 1991. The inflation index factors are presented as follows:

RAILROAD FREIGHT INDEX

	Index	Deflator percent
1991	409.5	¹ 100.00
1992	411.8	99.45
1993	415.5	98.55
1994	418.8	97.70
1995	418.17	97.85

RAILROAD FREIGHT INDEX—Continued

	Index	Deflator percent
1996	417.46	98.02

¹ Ex Parte No. 492, *Montana Rail Link, Inc., and Wisconsin Central Ltd., Joint Petition For Rulemaking With Respect To 49 CFR 1201, 8 I.C.C. 2d 625 (1992)*, raised the revenue classification level for Class I railroads from \$50 million to \$250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also revised to reflect a rebasing from \$10 million (1978 dollars) to \$20 million (1991 dollars).

Effective Date: January 1, 1996.

For Further Information Contact: Scott Decker (202) 565-1531. (TDD for the hearing impaired: (202) 565-1695).

By the Board, Vernon A. Williams, Secretary.

Vernon A. Williams,

Secretary.

[FR Doc. 97-18542 Filed 7-14-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 32963]

Steuben County Industrial Development Agency—Acquisition Exemption—Line of Bath and Hammondsport Railroad Company

AGENCY: Surface Transportation Board, DOT.

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 Steuben County Industrial Development Agency of 7.83 miles of rail line belonging to Bath and Hammondsport Railroad Company, between milepost 0.85 at Bath, NY, and milepost 8.68 at Hammondsport, NY.

DATES: This exemption will be effective on August 14, 1997. Petitions to stay must be filed by July 30, 1997, and petitions to reopen must be filed by August 11, 1997.

ADDRESSES: Send pleadings referring to STB Finance Docket No. 32963 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: John F. Leyden, Sullivan & Leyden, P.C., 110 North Main St., Wayland, NY 14572.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (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, DC 20006. Telephone: (202) 289-4357/4359. (Assistance for the hearing impaired is available through TDD services (202) 565-1695.)

Decided: July 1, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-18543 Filed 7-14-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF VETERANS AFFAIRS

Summary of Precedent Opinions of the General Counsel

AGENCY: Department of Veterans Affairs.

ACTION: Notice.

SUMMARY: The Department of Veterans Affairs (VA) is publishing a summary of legal interpretations issued by the Department's General Counsel involving veterans' benefits under laws administered by VA. These interpretations are considered precedential by VA and will be followed by VA officials and employees in future claim matters. The summary is published to provide the public, and, in particular, veterans' benefit claimants and their representatives, with notice of VA's interpretation regarding the legal matter at issue.

FOR FURTHER INFORMATION CONTACT: Jane L. Lehman, Chief, Law Library, Department of Veterans Affairs, 810 Vermont Avenue, N.W., Washington, DC 20420, (202) 273-6558.

SUPPLEMENTARY INFORMATION: VA regulations at 38 CFR 2.6(e)(9) and 14.507 authorize the Department's General Counsel to issue written legal opinions having precedential effect in adjudications and appeals involving veterans' benefits under laws administered by VA. The General Counsel's interpretations on legal matters, contained in such opinions, are conclusive as to all VA officials and employees not only in the matter at issue but also in future adjudications and appeals, in the absence of a change in controlling statute or regulation or a superseding written legal opinion of the General Counsel.

VA publishes summaries of such opinions in order to provide the public with notice of those interpretations of