

multiple manufacturers implementing recalls of the same or substantially similar parts simultaneously; risk factors that support prioritizing certain vehicles for remedy; efforts at maximizing recall completion rates to achieve NHTSA's goal of one-hundred percent remedy rates both in high-priority vehicles and nation-wide; and addressing specific questions and concerns consumers may have about how such a coordinated remedy program would work. NHTSA anticipates that information will be provided in presentations by NHTSA personnel and vehicle manufacturers, and that inflator suppliers and organizations conducting inflator testing may also present information relevant to the investigation into the defective Takata air bag inflators and to the Coordinated Remedy Program Proceeding.

NHTSA has determined that given the importance of the subject matter and of public education on this significant defect and recall, it is appropriate to hold a public information meeting to provide updated information relevant to NHTSA's decision-making process in the Coordinated Remedy Program Proceeding.

Any interested person may provide written comments regarding a possible Coordinated Remedy Program, including questions or factors the individual believes NHTSA should consider in deciding whether, and if so how, NHTSA should exercise its authority under the Safety Act. Comments must be submitted by October 28, 2015, following the directions in the **ADDRESSES** section of this notice.

Procedural Matters: Persons wishing to attend the public information meeting must register by contacting Carla Bridges, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, DC 20590, (Telephone: 202-366-5263) (Fax: 202-366-3820), before the close of business on October 18, 2015 (and October 15, 2015 for non-U.S. citizens). Each person wishing to attend must provide his or her name and country of citizenship. Non-U.S. citizens must also provide date of birth, title or position, and passport or diplomatic ID number, along with expiration date.

For security purposes, photo identification is required to enter the U.S. Department of Transportation building. To allow sufficient time to clear security and enter the building, NHTSA recommends that meeting participants arrive 30 to 60 minutes prior to the start of the public information meeting.

The meeting will be held at a site accessible to individuals with disabilities. Individuals who require accommodations, such as sign language interpreters, should contact Ms. Arija Flowers using the contact information in the **FOR FURTHER INFORMATION CONTACT** section above no later than October 14, 2015. A transcript of the proceedings will be placed in the docket for this notice at a later date.

Persons who wish to file written comments should submit them so that they are received by NHTSA no later than October 28, 2015, following the submission instructions provided in the **ADDRESSES** section of this notice.

Authority: 49 U.S.C. 30101, *et seq.*, 30118–30120, 30120(c)(3); 49 CFR 573, 577; delegations of authority at 49 CFR 1.95(a), 501.2(a)(1).

Issued: September 3, 2015.

Mark R. Rosekind,
Administrator.

[FR Doc. 2015–22712 Filed 9–10–15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35954]

Camp Chase Railway Company, LLC— Acquisition and Operation Exemption—Camp Chase Railroad Company

Camp Chase Railway Company, LLC (CCRY),¹ a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Camp Chase Railroad Company (CCRA), and to operate, approximately 14 miles of rail line known as the Camp Chase Industrial Track (the Line). The Line extends between milepost 141.4 in Columbus, Ohio, and milepost 155.4 in Lilly Chapel, Ohio.²

This transaction is related to a concurrently filed verified notice of exemption in *Indiana Boxcar Corporation—Continuance in Control Exemption—Camp Chase Railway Company, LLC*, FD 35955, wherein Indiana Boxcar Corporation seeks Board approval to continue in control of CCRY, upon CCRY's becoming a Class III rail carrier.

The transaction may not be consummated until September 27, 2015

¹ CCRY is a new subsidiary of Indiana Boxcar Corporation.

² CCRA, previously known as Camp Chase Industrial Railroad Corporation, acquired the Line from Consolidated Rail Corporation in 1994. See *Camp Chase Indus. R.R. Corp.—Acquisition and Operation Exemption—Line of Consol. Rail Corp.*, FD 32581 (ICC served Oct. 21, 1994).

(30 days after the notice of exemption was filed).

CCRY certifies that its projected annual revenues as a result of this transaction will not result in its becoming a Class II or Class I rail carrier and will not exceed \$5 million.

CCRY states that the transaction does not involve any provision or agreement that limits future interchange with a third-party connecting carrier.

If the verified 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 effectiveness of the exemption. Petitions to stay must be filed no later than September 18, 2015 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35954, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on John D. Heffner, Strasburger & Price, LLP, 1025 Connecticut Ave. NW., Suite 717, Washington, DC 20036.

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

Decided: September 4, 2015.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Tia Delano,
Clearance Clerk.

[FR Doc. 2015–22905 Filed 9–10–15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35955]

Indiana Boxcar Corporation— Continuance in Control Exemption— Camp Chase Railway Company, LLC

Indiana Boxcar Corporation (IBCX), a noncarrier, has filed a verified notice of exemption pursuant to 49 CFR 1180.2(d)(2) to continue in control of Camp Chase Railway Company, LLC (CCRY), upon CCRY's becoming a Class III rail carrier.

This transaction is related to a concurrently filed verified notice of exemption in *Camp Chase Railway Company, LLC—Acquisition and Operation Exemption—Camp Chase Railroad Company*, Docket No. FD 35954, wherein CCRY seeks Board approval to acquire from Camp Chase

Railroad Company (CCRA), and to operate, approximately 14 miles of rail line known as the Camp Chase Industrial Track, extending between milepost 141.4 in Columbus, Ohio, and milepost 155.4 in Lilly Chapel, Ohio. Once consummation has occurred, CCRY will replace CCRA as the owner and operator of the Camp Chase Industrial Track.

The transaction may be consummated on or after September 27, 2015, the effective date of the exemption (30 days after the notice of exemption was filed).

IBCX currently owns three Class III rail carriers operating in four states: Vermilion Valley Railroad Company, Inc., operating in Illinois; Chesapeake & Indiana Railroad Company, Inc., operating in Indiana; and Youngstown & Southeastern Railway Company, Inc., operating in Ohio and Pennsylvania.

IBCX certifies that: (1) The Camp Chase Industrial Track does not connect with any carrier which IBCX owns; (2) the transaction is not part of a series of

anticipated transactions that would connect these railroads with each other; and (3) the transaction does not involve a Class I rail carrier. Therefore, the transaction 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 § 11324 and § 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here because all of the carriers involved are Class III carriers.

If the verified 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 effectiveness of

the exemption. Stay petitions must be filed no later than September 18, 2015 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35955, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on John D. Heffner, Strasburger & Price, LLP, 1025 Connecticut Ave. NW., Suite 717, Washington, DC 20036.

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

Decided: September 8, 2015.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Tia Delano,

Clearance Clerk.

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