

a course of final action on this proposal. The proposed regulations may be changed in light of comments received.

Drafting Information

The drafters of these regulations are Rose E. Guerra, project officer, and Lieutenant Commander Peter K. Mitchell, project attorney.

Discussion of Proposed Regulations

The Middle River drawbridge has only been opened twice for waterway traffic in over 30 years, one in 1975 and once in 1979. All the larger vessels use Old River, approximately 1½ miles west, where the railroad maintains a drawbridge with an operator on duty 24 hours a day. The annual maintenance cost for the bridge as a movable structure is estimated to be \$11,000, as a fixed structure \$7,200. Repair of recent fire damage to restore the bridge to operable condition will cost approximately \$125,000 and take about seven months. The railway company anticipates operating over a different route if the proposed merger with the Southern Pacific Transportation Company is approved, and would no longer need the bridge.

The segment that would be abandoned has five railroad bridges across navigable waters which come under Coast Guard jurisdiction, three are drawbridges and include this bridge. On 31 October 1984 the Coast Guard advised the railway company that when the line is no longer used for transportation purposes the Coast Guard will require them to place the movable bridges in the open to navigation position immediately. This requirement will be a part of the proposed regulation change.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulations and non-significant under the Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979).

The economic impact has been found to be so minimal that a full regulatory evaluation is unnecessary. There have only been two requests for openings in over 30 years so there will not be any impact on navigation.

Since the economic impact of these regulations is expected to be minimal, the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

In consideration of the foregoing, the Coast Guard is proposing to amend Part 117 of Title 33, Code of Federal Regulations as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for Part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46 and 33 CFR 1.05-1(g).

2. Section § 117.171 is amended by revising paragraph (b) to read as follows:

§ 117.171 Middle River.

* * * * *

(b) The draw of the Atchison, Topeka and Santa Fe railroad bridge, mile 9.8 near Middle River Station—

(1) Need not be opened for the passage of vessels.

(2) When this segment of the line is abandoned, the bridge shall be put in the open to navigation position until it is removed from the waterway.

* * * * *

Dated: June 25, 1986.

John D. Costello,
Vice Admiral, U.S. Coast Guard, Commander,
Twelfth Coast Guard District.

[FR Doc. 86-15295 Filed 7-7-86; 8:45 am]

BILLING CODE 4910-14-M

Research and Special Programs Administration

49 CFR Part 192

[Docket No. PS-91; Notice 1]

Interval for Review and Calculation of Relief Device Capacity

Correction

In FR Doc. 86-13670 appearing on page 21939 in the issue of Tuesday, June 17, 1986, make the following corrections:

1. In the second column in the second paragraph under **Background**, in the fourth line, "if" should read "is".

2. In the third column, in the first paragraph under **Classification**, in the fourth line from the bottom, "§ 192.43" should read "§ 192.743".

3. In the third column, in the first line of the List of Subjects, "devises" should read "devices".

BILLING CODE 1505-01-M

Federal Highway Administration

49 CFR Parts 391 and 395

[BMCS Docket No. MC-119 and MC-120; Notice No. 86-7]

Hours of Service of Drivers and Qualifications of Drivers; Extension of Comment Periods

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Extension of comment periods.

SUMMARY: The FHWA issued two notices of proposed rulemaking published in the *Federal Register*—BMCS Docket No. MC-119, Hours of service of drivers; Request for comments, written comments due June 9 (51 FR 17214, May 9, 1986); and BMCS Docket No. MC 120, Qualification of drivers, written comments due July 14 (51 FR 17572, May 13, 1986). The comment periods for both are extended to August 18, 1986. This extension is in response to four requests to provide adequate time for those organizations to reach a consensus on the issues, develop a policy and prepare comments. **DATE:** Comments must be received on or before August 18, 1986.

ADDRESS: All comments should refer to the docket number set forth in the above summary to which the comments relate and must be submitted (preferably in triplicate) to Room 3404, Bureau of Motor Carrier Safety (BMCS), 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 7:45 a.m. to 4:15 p.m. ET, Monday through Friday, except legal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Neill L. Thomas, Bureau of Motor Carrier Safety, (202) 755-1011; or Mrs. Kathleen S. Markman, Office of the Chief Counsel, (202) 426-0824, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m. ET, Monday through Friday.

SUPPLEMENTARY INFORMATION: The FHWA received four requests to extend the comment periods of two rulemaking actions, Docket No. MC-119, Hours of Service of Drivers, comments due June 9, and Docket No. MC-120, Qualification of Drivers, comments due July 14. Three of the commenters requested an extension of 60 days and one requested an extension to September 1 in Docket No. MC-119. Two commenters requested an extension of 60 days and one requested an extension to September 1