

agency wishes to minimize the administrative burden with § 543.9(c)(2) could place on exempted vehicle manufacturers and itself.

The agency did not intend in drafting Part 543 to require the submission of a modification petition for every change to the components or design of an antitheft device. The significance of many such changes could be de minimis. Therefore, NHTSA suggests that if the manufacturer contemplates making any changes the effects of which might be characterized as de minimis, it should consult the agency before preparing and submitting a petition to modify.

Authority: 49 U.S.C. 33106; delegation of authority at 49 CFR 1.50.

Issued on: May 13, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-12342 Filed 5-15-96; 8:45 am]

BILLING CODE 4910-59-P

Research and Special Programs Administration

[Docket PS-149]

Notice of Request for Reinstatement of an Expired Information Collection

AGENCY: Research and Special Programs Administration, DOT.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Research and Special Programs Administration's (RSPA) intention to request reinstatement of an information collection in support of the Office of Pipeline Safety (OPS) for Response Plans for Onshore Oil Pipelines.

DATES: Comments on this notice must be received by July 15, 1996 to be assured of consideration.

FOR FURTHER INFORMATION CONTACT:

Marvin Fell, Office of Pipeline Safety, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20950, (202) 366-1640.

SUPPLEMENTARY INFORMATION:

Title: Response Plans for Onshore Oil Pipelines.

OMB Number: 2137-0589.

Type of Request: Reinstatement of an information collection. **Abstract:** The Oil Pollution Act of 1990 (OPA 90) requires that certain pipelines that transport oil must develop a response plan to minimize the impact of an oil discharge in the case of an accident. These response plans enhance the spill

response capability of pipeline operators.

Estimate of Burden: The average burden hours per response is 120.

Respondents: Oil Pipeline operators.

Estimated Number of Respondents: 1,215.

Estimated Total Annual Burden on Respondents: 140,300 hours.

Frequency: Every three years.

Use: To enhance response capability in the event of an oil spill.

Copies of this information collection can be reviewed at the Dockets Unit, Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590.

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed collection of information including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques. Send comments to Marvin Fell, OPS, RSPA, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also be a matter of public record.

Issued in Washington, DC on May 8, 1996. Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 96-12233 Filed 5-15-96; 8:45 am]

BILLING CODE 4910-60-P

Surface Transportation Board¹

[STB Finance Docket No. 32940]

Buffalo & Pittsburgh Railroad, Inc.—Trackage Rights Exemption—Pittsburg & Shawmut Railroad, Inc. [19490]

Pittsburg & Shawmut Railroad, Inc. has agreed to grant local trackage rights

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.

to Buffalo & Pittsburgh Railroad, Inc. over approximately 1.5 miles of railroad located in Pennsylvania between milepost 1.5 near Dellwood Junction and milepost 0.00 at Brockway Yard. The trackage rights were to become effective on or after May 10, 1996.

This notice is filed under 49 CFR 1180.2(d)(7). 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 stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32940, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423 and served on: James B. Gray, Jr., Harter, Secrest & Emery, 700 Midtown Tower, Rochester, NY 14604-2070.

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 rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

Decided: May 10, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-12278 Filed 5-15-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board¹

[STB Finance Docket No. 32939]

Pittsburg & Shawmut Railroad, Inc.—Trackage Rights Exemption—Buffalo & Pittsburgh Railroad, Inc. [19489]

Buffalo & Pittsburgh Railroad, Inc. has agreed to grant overhead trackage rights to Pittsburg & Shawmut Railroad, Inc. over approximately 13 miles of railroad located in Pennsylvania between milepost 204.0 near Falls Creek Junction and milepost 191.0 at Forest. The

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