

It should be noted that by October 25, 1997, the Department of Transportation is required to provide a Report to Congress which will evaluate the effects of federal regulations on auto theft and comprehensive insurance premiums, and recommend what changes, if any, to these regulations are appropriate. Specifically, the Report to Congress will evaluate the effects of the Anti Car Theft Act of 1992 and the Motor Vehicle Theft Law Enforcement Act of 1984. This report will provide information on the efficacy of parts-marking and anti-theft devices. It will also recommend whether the Theft Prevention Standard should be continued without change, modified to cover more or fewer lines of passenger motor vehicles; modified to cover other classes of motor vehicles or to terminate the standard for all future motor vehicles. The notice seeking public review and comment on the report prior to its submission to Congress was published in the **Federal Register** on June 26, 1997 (See 62 FR 34494). The Department of Transportation and the Department of Justice are assessing the current theft prevention program to determine what, if any, changes are needed to further deter motor vehicle theft. Upon review of the public comments, recommendations for changes, if any, to the regulations will be considered.

The agency believes that the Theft Prevention Standard (49 CFR part 541), in conjunction with FMVSS No. 114 and Part 543, provides a comprehensive scheme for deterring motor vehicle theft. Until DOT and DOJ complete their assessment of the existing theft prevention program, it would be premature to promulgate any regulatory requirement under the vehicle safety law even if a way could be found to develop performance criteria rather than the design criteria suggested by the CARS petition.

In accordance with 49 CFR part 552, this completes the agency's review of the petition. The agency has concluded that there is no reasonable possibility that the request by the petitioner would be amended at the conclusion of a rulemaking proceeding. Accordingly, it denies CARS' petition.

**Authority:** 49 U.S.C. 30103, 30162; delegation of authority at 49 CFR 1.50 and 501.8

Issued on: October 9, 1997.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 97-27597 Filed 10-16-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

#### Notice of Public Information Collection Submitted to OMB for Review

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Reinstatement, without change of a previously approved collection for which approval has expired.

**SUMMARY:** The Surface Transportation Board has submitted to the Office of Management and Budget for review and approval the following proposal for collection of information as required by the Paperwork Reduction Act of 1995, Pub. L. 104-13 (44 U.S.C. Chapter 35).

*Title:* Annual Report form R-1 Class I Railroads.

*OMB Form Number:* 2140-0009.

*No. of Respondents:* 10.

*Total Burden Hours:* 8,000.

**DATES:** Persons wishing to comment on this information collection should submit comments by November 17, 1997.

**ADDRESSES:** Direct all comments to Case Control, Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423. When submitting comments refer to the OMB number and title of the information collection.

**FOR FURTHER INFORMATION CONTACT:**

Ward L. Ginn, Jr., 202 565-1533. Requests for copies of the information collection may be obtained by contacting Ellen R. Keys (202) 565-1675.

**SUPPLEMENTARY INFORMATION:** The Surface Transportation Board is, by statute, responsible for the economic regulation of surface transportation carriers operating in interstate and foreign commerce. The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995), which took effect on January 1, 1996 abolished the Interstate Commerce Commission and transferred the responsibility for regulating rail transportation. Annual reports are required to be filed by Class I railroads pursuant to authority in Sections 49 U.S.C. 11145, 11144 and 11901 of the Act. The Board will use this information to monitor industry growth, company financial stability, traffic, and facilitate informed decision making.

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 97-27604 Filed 10-16-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33464]

#### Ashland Railway, Inc.—Acquisition and Operation Exemption—CSX Transportation, Inc.

Ashland Railway, Inc., a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate 25.85 route miles of rail line owned by the CSX Transportation, Inc. The track to be purchased, known as the Willard to Mansfield Line, extends from Mansfield, OH, milepost 61.07, to Willard, OH, milepost 86.92.

The transaction is expected to be consummated after the October 1, 1997 effective date of the exemption.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33464, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Richard R. Wilson, Esq., 1126 Eighth Avenue, Suite 403, Altoona, PA 16602.

Decided: October 8, 1997.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 97-27601 Filed 10-16-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33489]

#### Georgia Northeastern Railroad Company, Inc.—Lease and Operation Exemption—Georgia Department of Transportation

Georgia Northeastern Railroad Company, Inc., a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from the Georgia Department of Transportation and operate three rail lines in the State of Georgia as follows: (i) From Valuation Station 20975+35 (milepost 382.47), at McCaysville, to Valuation Station 21726+83 (milepost 396.7), at Blue