the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H–98–6) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Mail Stop 10, Washington, D.C. 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at FRA’s temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.


Grady C. Cothen, Jr.,
Deputy Associate Administrator for Safety Standards and Program Development

[FR Doc. 98–23376 Filed 8–28–98; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33648]

Norfolk Southern Railway Company; Merger Exemption; Norfolk and Western Railway Company

Norfolk Southern Railway Company (NSR), 1 has filed a notice of exemption to merge Norfolk and Western Railway Company (NWR) 2 into NSR. The transaction is expected to be consummated on or shortly after September 1, 1998. The transaction will simplify NSR’s corporate structure and eliminate costs associated with separate accounting, tax, bookkeeping and reporting functions. Because the parties are members of the same corporate family, and the merger will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers operating outside the corporate family, the transaction qualifies for the class exemption at 49 CFR 1180.2(d)(3).

As a condition to the use of this exemption, any employees adversely affected by the transaction will be protected by the conditions set forth in New York Dock Ry.—Control—Brooklyn Eastern Dist., 360 I.C.C. 60, 84–90 (1979).

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 automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33648, 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, one copy of each pleading must be served on James A. Squires, Three Commercial Place, Norfolk, VA 23510–9241.

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


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

Vernon A. Williams,
Secretary

[FR Doc. 98–23351 Filed 8–28–98; 8:45 am]
BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request


The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Dates: Written comments should be received on or before September 30, 1998 to be assured of consideration.

Bureau of Alcohol, Tobacco and Firearms (BATF)

OMB Number: 1512–0391.
Recordkeeping Requirement Number: ATF REC 5210/10.
Type of Review: Extension.
Title: Tobacco—Record of Disposition of More than 60,000 Cigarettes in a Single Transaction.
Description: Records must be maintained by tobacco products manufacturers and cigarette distributors showing details of large cigarette transactions. The records are also used to trace the movement of contraband transactions.

1 NSR is a Class I rail carrier, which is controlled through stock ownership by Norfolk Southern Corporation, a noncarrier holding company.
2 NWR is Class I rail carrier, and is a wholly owned direct subsidiary of NSR. Once NWR is merged into NSR, its separate corporate existence will cease.