

receives such a petition, the agency's technical staff reviews the petition to determine whether there is a reasonable possibility that the requested order will be issued at the end of the appropriate proceeding. If the agency reaches such a conclusion, the petition is granted and NHTSA promptly commences the appropriate proceeding to issue the order. The petition is denied if NHTSA cannot conclude that there is a reasonable possibility that the order will be issued at the end of the appropriate proceeding. NHTSA is required to grant or deny any petitions within 120 days after agency receipt of the petition (49 U.S.C. 30162(d)). NHTSA uses the information in the petition, together with other information it may have or obtain, to decide whether to grant or deny the petition. Absent part 552, any person would still have a statutory right to file a petition requesting the agency to issue an order. The difference would be that the person preparing the petition would not know how to properly file such a petition and what information should be included in the petition. Further, without part 552, it would take the agency much longer to evaluate these petitions. Some of the petitions for rulemaking filed under part 552 ask for complex technical changes to our safety standards that require the agency to conduct testing or other research to learn if the petitions' allegations are accurate. If these petitions were not filed in accordance with some specified uniform procedures, the agency would not be able to meet the 120 day statutory deadline for granting or denying the petitions.

*Estimated Annual Burden Hours:* 100.

*Addresses:* Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention DOT Desk Officer. *Comments are invited on:* whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC, on October 13, 1998.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

[FR Doc. 98-27919 Filed 10-16-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Aviation Proceedings, Agreements Filed During the Week Ending October 9, 1998

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. Sections 412 and 414. Answers may be filed within 21 days of date of filing.  
*Docket Number:* OST-98-4542  
*Date Filed:* October 5, 1998

*Parties:* Members of the International

Air Transport Association

*Subject:*

PTC12 NMS-ME 0064 dated September 29, 1998

North Atlantic-Middle East expedited

Resos

r-1-002x

r-2-044b

r-3-054b

r-4-064b

r-5-070mm

r-6-070rr

r-7-084mm

r-8-092mm

Intended effective date: November 15, 1998.

*Docket Number:* OST-98-4543

*Date Filed:* October 5, 1998

*Parties:* Members of the International

Air Transport Association

*Subject:*

COMP Telex Mail Vote 957 Group/Individual Fares for Ship Crews

r1-087aa

r2-090

Intended effective date: November 1, 1998.

*Docket Number:* OST-98-4544

*Date Filed:* October 5, 1998

*Parties:* Members of the International

Air Transport Association

*Subject:*

PTC12 MATL-EUR 0033 dated October 2, 1998

Mid Atlantic-Europe Expedited Resos

r1-002y

r2-015v

r3-076e

Intended effective date: November 15, 1998.

*Docket Number:* OST-98-4563

*Date Filed:* October 9, 1998

*Parties:* Members of the International

Air Transport Association

*Subject:*

(1) PTC3 Telex Mail Vote 960, r1-002r, Reso 016a Excluded in Australia/New Zealand

(2) PTC2 Telex Mail Vote 961, r2-070ca, Excursion Fares within Africa

Intended effective date: (1) December 1, 1998; (2) March 31, 1999.

**Dorothy W. Walker,**

*Federal Register Liaison.*

[FR Doc. 98-27980 Filed 10-16-98; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33663]

#### The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company

Union Pacific Railroad Company (UP) has agreed to grant overhead trackage rights to The Burlington Northern and Santa Fe Railway Company (BNSF) between Beaumont, TX, in the vicinity of UP's milepost 30.17 and West Port Arthur, TX, in the vicinity of UP's milepost 12.7 (Sabine Branch); between West Port Arthur, TX, in the vicinity of UP's milepost 0.00 (Sabine Branch milepost 12.7) and Port Arthur, in the vicinity of UP's milepost 3.21 (Port Arthur Lead); and between Chaison Jct., TX, in the vicinity of milepost 0.0 (Sabine Branch milepost 26.1) and Chaison, TX, in the vicinity of UP's milepost 3.3 (Chaison Spur), for a total distance of 10.58 miles.

The transaction was expected to be consummated on or after October 6, 1998.<sup>1</sup>

The purpose of the overhead trackage rights is to obtain competitive access to additional industries.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or

<sup>1</sup> Under 49 CFR 1180.4(g)(1), a trackage rights exemption is effective 7 days after the notice is filed. Although applicant indicated that the proposed transaction would be consummated on October 1, 1998, the notice was not filed until September 29, 1998, and thus the proposed transaction could not be consummated before the October 6, 1998 effective date. BNSF's representative has acknowledged by telephone that the transaction may not be consummated prior to October 6, 1998.