

effective programs to reduce the incidence of these crashes. In order to properly plan and evaluate programs directed at reducing alcohol-impaired driving, the agency needs to periodically update its knowledge and understanding of the public's attitudes and behaviors with respect to drinking and driving.

The findings from this proposed collection will assist NHTSA in addressing the problem of alcohol-impaired driving and in formulating programs and recommendations to Congress. NHTSA will use the findings to help focus current programs and activities to achieve the greatest benefit, to develop new programs to decrease the likelihood of drinking and driving behaviors, and to provide informational support to states, localities, and law enforcement agencies that will aid them in their efforts to reduce drinking and driving crashes and injuries.

**Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)**

Under this proposed collection, a telephone interview averaging approximately 20 minutes in length would be administered to each of 6,000 randomly selected members of the general public age 16 and older. The respondent sample would be selected from all 50 states plus the District of Columbia. Interviews would be conducted with persons at residential phone numbers selected using random digit dialing. No more than one respondent per household would be selected, and each sample member would complete just one interview. Businesses are ineligible for the sample and would be not be interviewed.

**Estimate of the Total Annual reporting and Record Keeping Burden Resulting From the Collection of Information**

NHTSA estimates that respondents in the sample would require an average of 20 minutes to complete the telephone interview. Thus, the number of estimated reporting burden on the general public would be a total of 2000 hours for the proposed survey. The respondents would not incur any reporting or record keeping cost from the information collection.

**Rose A. McMurray,**

Associate Administrator for Traffic Safety Programs, National Highway Traffic Safety Administration.

[FR Doc. 99-3008 Filed 2-5-99; 8:45 am]

BILLING CODE 4910-59-P

**DEPARTMENT OF TRANSPORTATION**

**Surface Transportation Board**

[STB Finance Docket No. 33707]

**Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., and Live Oak, Perry & Georgia Railroad Company, Inc.—Corporate Family Transaction Exemption—Gulf & Ohio Railways, Inc.**

Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., and Live Oak, Perry & Georgia Railroad Company, Inc. (Railroad Companies), and Gulf & Ohio Railways, Inc. (G&O), have jointly filed a notice of exemption. The Railroad Companies and G&O are wholly owned by Gulf & Ohio Railways Holding Co., Inc. (Holding Company), and the Holding Company is wholly owned by H. Peter Claussen and Linda C. Claussen.<sup>1</sup> The Railroad Companies will be merged into G&O, with G&O as the surviving corporation.

The transaction was scheduled to be consummated on or shortly after January 21, 1999.

The proposed merger is intended to consolidate the operations of the Railroad Companies and G&O, and to eliminate administrative and operating inefficiencies, improve service, and to improve the financial viability of the surviving corporation.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The parties state that the transaction will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers outside the corporate family.

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.

<sup>1</sup> See *Abany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., Gulf & Ohio Railways, Inc., Lexington & Ohio Railroad Co., Inc., Live Oak, Perry & Georgia Railroad Company, Inc., Piedmont & Atlantic Railroad Co., Inc., Rocky Mount & Western Railroad Co., Inc., Wiregrass Central Railroad Company, Inc.—Corporate Family Transaction Exemption—Gulf & Ohio Railways Holding Co., Inc.*, STB Finance Docket No. 33576 (STB served Apr. 10, 1998).

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33707, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of all pleadings must be served on Jo A. DeRoche, Weiner, Brodsky, Sidman & Kider, P.C., Suite 800, 1350 New York Avenue, NW., Washington, DC 20005-4797.

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

Decided: January 29, 1999.

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

**Vernon A. Williams,**

Secretary.

[FR Doc. 99-2666 Filed 2-5-99; 8:45 am]

BILLING CODE 4910-00-P

**DEPARTMENT OF THE TREASURY**

[Treasury Directive Number 15-29]

**Delegation of Authority to the Commissioner, United States Customs Service, To Investigate Violations of 18 U.S.C. §§ 1956 and 1957**

January 21, 1999.

1. *Purpose.* This Directive delegates to the Commissioner, United States Customs Service, authority to investigate violations of 18 U.S.C. §§ 1956 and 1957.

2. *Delegation.* By virtue of the authority vested in the Secretary of the Treasury by 18 U.S.C. §§ 981, 1956(e) and 1957(e) and the authority delegated to the Under Secretary (Enforcement) by Treasury Order (TO) 101-05, there is hereby delegated to the Commissioner, United States Customs Service:

a. Investigatory authority over violations of 18 U.S.C. § 1956 or 1957 involving 18 U.S.C. §§ 542, 545, 549, 659, 1461-63, 1465, 2251-52, 2314, 2320, and 2321; 19 U.S.C. § 1590; 21 U.S.C. § 863; offenses under § 11 of the Export Administration Act of 1979 (50 U.S.C. App. § 2410); offenses under § 206 of the International Emergency Economic Powers Act (50 U.S.C. § 1705); offenses under § 16 of the Trading With the Enemy Act (50 U.S.C. App. § 16); and offenses under § 38 of the Arms Export Control Act (22 U.S.C.