

brakes of its Electric Scooter whose "peak motor output of 26 horsepower" produces more than the 5 hp maximum that separates motor driven cycles from motorcycles. The Electric Scooter can attain speeds up to 60 mph. The gear ratio of the vehicle is fixed, and "there is no need for the rider to shift gears, as on a standard motorcycle." Because of this, the Electric Scooter "is equipped with neither a clutch nor a clutch lever, and the left hand of the rider is free to operate a brake lever." Vectrix states that it prefers this design, given its focus on European and Asian markets "where rear brake controls for scooters of all horsepower ratings are typically mounted on the left handlebar."

Vectrix argues that a left handlebar rear-brake control "will not 'unreasonably degrade the safety of the vehicle,' compared to a fully compliant vehicle equipped with a right foot, rear brake pedal." It believes that "vehicle safety might be somewhat enhanced with the left hand brake lever, as the hand (bare or gloved) is generally more capable of sensitive modulation of the braking force than the foot." It also argues that the prevalence of this design in other countries attests to the fact that this type of vehicle "can be operated safely."

Vectrix intends to field test "a small fleet" of Electric Scooters, to assess "any weaknesses in the design before production begins in summer, 1999." Requiring it to redesign the Electric Scooter to incorporate a rear brake foot pedal would delay the road test program by six months. While an exemption is in effect, Vectrix would consider whether the U.S. scooter market offered sufficient sales potential to justify creation of a U.S.-specific design incorporating a right foot brake pedal. Alternatively, it might petition NHTSA for rulemaking to "allow the rear brake to be operated by a lever mounted on the left handlebar for all motorcycles designed without a clutch."

The applicant anticipates sales of 600 Electric Scooters while an exemption is in effect. It believes that an exemption would be in the public interest and consistent with the objectives of traffic safety "because it would maintain an acceptable level of safety while accelerating the advancement of an important new class of vehicles for use by consumers and businesses."

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC

20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. The Docket Room is open from 10:00 a.m. until 5:00 p.m. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: May 26, 1999. (49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Issued on April 16, 1999.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 99-10315 Filed 4-23-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33739]

**Illinois Central Railroad Company—
Trackage Rights Exemption—Indiana
Harbor Belt Railroad Company**

Indiana Harbor Belt Railroad Company (IHB) has agreed to grant overhead trackage rights to Illinois Central Railroad Company (IC) over IHB's trackage from milepost 33.9, in Broadview, IL, to milepost 39.3, in Franklin Park, IL, a total distance of 5.4 miles.

The parties report that they intend to consummate the transaction as of April 30, 1999. The earliest the transaction can be consummated is April 21, 1999, the effective date of the exemption (7 days after the exemption was filed).

The purpose of the trackage rights is to facilitate economical and efficient operation of IC's overhead traffic through Broadview and Franklin Park.

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 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. 33739, 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 each pleading must be served on Cynthia A. Bergmann, Esq., Illinois Central Railroad Company, 455 North Cityfront Plaza Drive, Chicago, IL 60611-5318.

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

Decided: April 16, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99-10415 Filed 4-23-99; 8:45 am]

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DEPARTMENT OF THE TREASURY

**Submission for OMB Review;
Comment Request**

April 19, 1999.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Pub. L. 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 May 26, 1999 to be assured of consideration.

**Bureau of Alcohol, Tobacco and
Firearms (BATF)**

OMB Number: 1512-0129.

Form Number: ATF F 4473 (5300.9)

Part I.

Type of Review: Extension.

Title: Firearms Transaction Record, Part I, Over the Counter.

Description: This form is used to determine the eligibility (under the Gun Control Act) of a person to receive a firearm from a Federal firearms licensee. It is also used to establish the identity of the buyer. The form is also used in law enforcement investigations/inspections to trace firearms.

Respondents: Business or other for-profit.