

such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

(1) *Title:* Designation of Agent.  
*OMB Control Number:* 2127-0040.

*Type of Request:* Extension of a previously approved collection.

*Affected Public:* Business.

*Abstract:* The U.S. agent is used to advise foreign manufacturers of safety related defects where laws vary from country to country. In turn, the manufacturer can notify U.S. purchasers and correct the defect.

*Estimated Annual Burden:* 1470.  
*Number of Respondents:* 70.

(2) *Title:* 49 CFR part 575 Consumer Information Regulations (Sections 103 and 105).

*OMB Control Number:* 2127-0049.

*Type of Request:* Extension of a previously approved collection.

*Affected Public:* Individuals or households and business.

*Abstract:* In order to ensure that motor vehicle manufacturers are complying with 49 CFR Part 575, NHTSA needs consumer information from manufacturers of new light trucks and utility vehicles before this information is distributed to prospective purchasers and first purchasers of a vehicle. The manufacturers will provide technical information related to performance and safety of light trucks and utility vehicles.

*Estimated Annual Burden:* 225.  
*Number of Respondents:* 15.

(3) *Title:* Motor Vehicle Importation.  
*OMB Control Number:* 2127-0002.

*Type of Request:* Extension of a previously approved collection.

*Form Number:* Form HS-7 and Form HS-474.

*Affected Public:* Business.

*Abstract:* These forms are required to implement 49 CFR parts 591 and 592, Regulations for Motor Vehicle Importation which require an imported vehicle to conform to applicable Federal Motor Vehicle Safety Standards, or to be brought into compliance within 120 days of importation.

*Estimated Annual Burden:* 72,500.

*Number of Respondents:* 838,000.

(4) *Title:* National Accident Sampling System (NASS) Crashworthiness Data System (CDS).

*OMB Control Number:* 2127-0021.

*Type of Request:* Extension of a previously approved collection.

*Affected Public:* Individuals or households.

*Abstract:* NASS investigates high severity crashes. This includes interviewing occupants and witness, inspecting crash scenes and vehicles, and obtaining medical records. The data is used in programs to prevent accidents and to reduce injuries when crashes occur.

*Estimated Annual Burden:* 0.

*Number of Respondents:* 13,500.

(5) *Title:* Nationwide Survey Regarding Speeding and Other Unsafe Driving Actions.

*OMB Control Number:* 2127-0587.

*Type of Request:* Extension of a previously approved collection.

*Affected Public:* Individuals or households.

*Abstract:* NHTSA is committed to the development of effective programs to reduce the number of deaths and injuries related to speeding and other unsafe driving. The objective of this study is to develop and implement a nationwide survey of the driving public to determine: the characteristics of drivers who speed and do not obey traffic signals or stop signs; the situations and driver motivations that accompany these unsafe behaviors; the public's attitudes regarding speed limits, including the NMSL, and the enforcement of these limits; and countermeasures the public would support to reduce the occurrence of these unsafe driving actions.

*Estimated Annual Burden:* 0.

*Number of Respondents:* 6,000.

(6) *Title:* 23 CFR part 1313

Certification Requirements for State Grants for Drunk Driving Prevention Programs.

*OMB Control Number:* 2127-0501.

*Type of Request:* Extension of a previously approved collection.

*Affected Public:* State, Local or Government.

*Abstract:* Title 23 of the U.S. Code established a Federal alcohol incentive

grant program designed to encourage States to enact strong, effective anti-drunk driving legislation and improve the enforcement of these laws. Section 410 also promotes the development and implementation of innovative programs to combat impaired driving. The program is administered by the NHTSA. Grants are awarded to the states through their designated Highway Safety offices.

*Estimated Annual Burden:* 2340.

*Number of Respondents:* 52.

(7) *Title:* 49 CFR 571.213, "Child Restraint Systems".

*OMB Control Number:* 2127-0511.

*Type of Request:* Extension of a previously approved collection.

*Affected Public:* Business.

*Abstract:* Manufacturers are required to provide each child restraint with a permanently attached label, an instruction brochure which gives the model, manufacturer's name, date of manufacture, certification that the seat conforms to FVSS No. 213, and owner's name and address for registration of child restraints and use in case of a recall.

*Estimated Annual Burden:* 63,000.

*Number of Respondents:* 15.

Issued on October 22, 1999.

**Herman L. Simms,**

*Associate Administrator for Administration.*

[FR Doc. 99-28055 Filed 10-26-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33812]

#### Arizona & California Railroad Company Limited Partnership d/b/a Puget Sound & Pacific Railroad—Modified Rail Certificate

On October 12, 1999, Arizona & California Railroad Company Limited Partnership (ARZC) d/b/a Puget Sound & Pacific Railroad (PS&P) (collectively, ARZC d/b/a PS&P) <sup>1</sup> filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, subpart C, *Modified Certificate of Public Convenience and Necessity*, to operate 10 miles of a rail line extending from milepost 0.0 in Chehalis to milepost 10.0 in Curtis, in Lewis County, WA.

An exemption to abandon the line was granted to Curtis Milburn & Eastern Railroad Company (CMER) in *Curtis Milburn & Eastern Railroad Company—Abandonment Exemption—In Lewis County, WA*, Docket No. AB-378X (ICC

<sup>1</sup> ARZC is an existing Class III rail carrier, and PS&P is an operating division of ARZC.

served Jan. 19, 1993).<sup>2</sup> The Port of Chehalis (the Port), a municipal corporation of the State of Washington, subsequently acquired the line. On October 1, 1999, ARZC d/b/a PS&P and the Port executed the Agreement, which governs the rail operations to be conducted by ARZC d/b/a PS&P in Lewis County. Rail freight operations over the line were to commence on or after October 18, 1999.

The line's only interline connection is with Tacoma & Eastern Railway Co. (Tacoma), at milepost 0.0 (Tacoma milepost 67.0). ARZC d/b/a PS&P anticipates acquiring reciprocal overhead trackage rights over 1 mile of Tacoma's line so that it can connect with The Burlington Northern and Santa Fe Railroad Company (BNSF)<sup>3</sup> in Chehalis.<sup>4</sup>

The rail segment qualifies for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

ARZC d/b/a PS&P indicates that no subsidy is involved and that there are no preconditions for shippers to meet in order to receive rail service.

This notice will be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F Street, NW, Washington, DC 20001; and on the American Short Line and Regional Railroad Association: American Short Line and Regional Railroad Association, 1120 G Street, NW, Suite 520, Washington, DC 20005.

Decided: October 19, 1999.

<sup>2</sup> Based on CMER's petition for exemption, the decision describes the line as an 11-mile line of railroad between milepost 0.0 at CM&E Junction, WA, and milepost 10.0 near Curtis, WA. According to the instant notice, milepost 0.0 at CM&E Junction and milepost 0.0 in Chehalis refer to the same location. The Railroad Right of Way Use and Track Agreement (the Agreement), attached to the notice as Exhibit A, describes the line as approximately 10 miles of rail line. The mileage discrepancy is not explained, but the line description as a whole is unambiguous.

<sup>3</sup> Although the Agreement indicates that ARZC d/b/a PS&P will use these trackage rights to connect with the Union Pacific Railway Company in addition to BNSF, ARZC d/b/a PS&P anticipates that the trackage rights agreement it negotiates with Tacoma will provide ARZC d/b/a PS&P only with access to BNSF.

<sup>4</sup> Prior to operating over Tacoma's line via the overhead trackage rights, ARZC d/b/a PS&P states that it will obtain any necessary regulatory authority from the Board.

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

**Vernon A. Williams,**  
Secretary.

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-290 (Sub-No. 155X)]

#### Norfolk Southern Railway Company— Abandonment Exemption—in Oconee County, SC

Norfolk Southern Railway Company (NS) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon 1.26 miles of its line of railroad between milepost Z-42.6 at West Union and milepost Z-43.86 at Walhalla, in Oconee County, SC. The lines traverses United States Postal Service Zip Code 29691.

NS has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there has been no overhead traffic on the line during the past 2 years and any overhead traffic could be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on November 26, 1999, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of

expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by November 8, 1999. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 16, 1999, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: James R. Paschall, General Attorney, Norfolk Southern Corporation, Three Commercial Place, Norfolk, VA 23510.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

NS has filed an environmental report which addresses the abandonment's effects, if any, on the environment or historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by November 1, 1999. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), NS shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by NS's filing of a notice of consummation by October 27, 2000, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: October 18, 1999.

Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.(f)(25).