

functions. Its primary function is to distribute the weight of two trailer ends to the lower frame via the suspension system. The second function of the upper frame is to lift the trailer to operating height. This is accomplished in two steps. First, the upper frame is shaped like a ramp. When a trailer is backed up the ramp it is raised high enough for the rubber tires to clear the ground. This removes the friction between the rubber tires and the ground, allowing the air springs, which raises the trailer further.

There is a parallel arrangement for air springs and coil springs. When the bogie is in the lowered position, with the air bags deflated, the coil springs fit inside the upper frame. When the bogie is in the "run" position, with air bags inflated, a plate is rotated into position covering the coil springs hole in the upper frame. At this point, if the air springs inadvertently deflated, the upper frame rests on the coil springs.

The 6X11 roller bearings are rated for a total bogie weight-on-rail of 110,000 pounds (70-ton railcar).

The petitioner states that the RailRunner System passed all Chapter XI tests at the Transportation Technology Center Inc., (TTCI).

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before 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 1999-6416) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW, Washington, DC 20590. Communications received within 45 days of the date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All document in the public docket are also available for inspection and copying on the Internet at the docket facility's web site <http://dms.dot.gov>.

Issued in Washington, D.C. on January 18, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-1498 Filed 1-20-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20960]

Stagecoach Holdings PLC and Coach USA, Inc., et al.,—Control—American Coach Lines, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice Tentatively Approving Finance Transaction.

SUMMARY: Stagecoach Holdings PLC (Stagecoach) and its subsidiary, Coach USA, Inc. (Coach), noncarriers, and various subsidiaries of each (collectively, applicants), filed an application under 49 U.S.C. 14303 to acquire control of American Coach Lines, Inc. (ACL), a motor passenger carrier. Persons wishing to oppose this application must follow the rules under 49 CFR part 1182.5 and 1182.8. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by March 6, 2000. Applicants may file a reply by March 21, 2000. If no comments are filed by March 6, 2000, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20960 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, send one copy of any comments to applicant's representative: Betty Jo Christian, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar (202) 565-1600. [TDD for the hearing impaired: 1-800-877-8339.]

SUPPLEMENTARY INFORMATION:

Stagecoach is a public limited corporation organized under the laws of Scotland. With operations in eight countries, Stagecoach is one of the world's largest providers of passenger transportation services. Stagecoach had annual revenues for the fiscal year ending April 30, 1999, of \$2.475 billion. Coach is a Delaware corporation that

currently controls 83 motor passenger carriers.

Stagecoach and its subsidiaries currently control Coach¹, its noncarrier regional management subsidiaries, and the motor passenger carriers jointly controlled by Coach and the management subsidiaries.² In previous Board decisions, Coach management subsidiaries, including Coach USA Southeast, Inc., have obtained authority to control motor passenger carriers jointly with Coach.³

Applicants state that Coach purchased all of the outstanding stock of ACL in November 1999 and simultaneously placed that stock into an independent voting trust.⁴

According to applicants, the transaction did not involve any transfer of the federal or state operating authorities held by ACL and will not entail any change in that carrier's operations.

Applicants have submitted information, as required by 49 CFR 1182.2(a)(7), to demonstrate that the proposed acquisition of control is consistent with the public interest under 49 U.S.C. 14303(b) Applicants state that the proposed transaction will not reduce competitive options, adversely impact fixed charges, or adversely impact the interests of the employees of ACL. In addition, applicants have submitted all of the other statements and certifications required by 49 CFR 1182.2. Additional information, including a copy of the application, may be obtained from the applicants' representative.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) the effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

¹ Stagecoach controls Coach through various subsidiaries, namely, SUS 1 Limited, SUS 2 Limited, Stagecoach General Partnership, and SCH US Holdings Corp.

² See *Stagecoach Holdings PLC—Control—Coach USA, Inc., et al.*, STB Docket No. MC-F-20948 (STB served July 22, 1999).

³ See *Coach USA, Inc. and Coach USA North Central, Inc.—Control—Nine Motor Carriers of Passengers*, STB Docket No. MC-F-20931, et al. (STB served July 14, 1999).

⁴ ACL is a Georgia corporation. It holds federally-issued operating authority in Docket No. MC-141589, authorizing it to provide charter and special services between points in the United States, as well as various regular route services between the Atlanta area and points in Georgia, North Carolina and Alabama. ACL operates a fleet of approximately 70 buses and employs approximately 120 persons. Its revenues for the 12-month period ending September 30, 1999, were approximately \$8.8 million.

On the basis of the application, we find that the proposed acquisition of control is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed vacated and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. See 49 CFR 1182.6(c). If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

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

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The proposed acquisition of control is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed as having been vacated.

3. This decision will be effective on March 6, 2000, unless timely opposing comments are filed.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Office of Motor Carrier Safety "HMCE-20, 400 Virginia Avenue, SW, Suite 600, Washington, DC 20024; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 400 7th Street, SW, Washington, DC 20590.

Decided: January 14, 2000.

By the Board, Chairman Morgan, Vice Chairman Burkes and Commissioner Clyburn.

Vernon A. Williams,
Secretary.

[FR Doc. 00-1585 Filed 1-20-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

[Docket No. BTS-99-6368]

OMB Review of Agency Information Collection Activity; Motor Carrier Report Form MP-1

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, this

notice announces that the Bureau of Transportation Statistics (BTS) has submitted the following data collection to the Office of Management and Budget (OMB) for review and approval: Motor Carrier Quarterly and Annual Report Form MP-1. This report form provides financial and operation data about large motor carriers of passengers. BTS published a **Federal Register** notice asking for public comment on this data collection October 19, 1999 (64 FR 56385). BTS received one comment in response to that notice.

DATES: You must submit comments by February 22, 2000.

ADDRESSES: Please send comments to both (1) the Office of Information and Regulatory Affairs (OIRA), OMB, 725 17th Street, NW., Washington, DC 20503, attention: DOT Desk Officer; and (2) the Docket Clerk, Docket No. BTS-99-6368, Department of Transportation, 400 Seventh Street, SW., Room PL-401, Washington, DC 20590. Comments must include the OMB control number, 2139-0003.

You only need to submit one copy. If you would like the Department to acknowledge receipt of the comments, you must include a self-addressed stamped postcard with the following statement: Comments on Docket BTS-99-6368. The Docket Clerk will date stamp the postcard and mail it back to you.

If you wish to file comments using the Internet, you may use the U.S. DOT Dockets Management System website at <http://dms.dot.gov>. Please follow the instructions online for more information. This website can also be used to read comments received.

FOR FURTHER INFORMATION CONTACT:

David Mednick, K-2, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590; (202) 366-8871; fax: (202) 366-3640; e-mail: david.mednick@bts.gov. Please refer to OMB Control No. 2139-0003 in any correspondence.

SUPPLEMENTAL INFORMATION:

Title: Motor Carrier Quarterly and Annual Report, Motor Carriers of Passengers.

OMB Control No.: 2139-0003.

Form No.: BTS Form MP-1.

Type of Review: Extension of a currently approved collection.

Respondents: Class I Motor Carriers of Passengers.

Number of Respondents:

Approximately 26.

Estimated Time Per Response: 90 minutes.

Total Annual Burden: 195 hours.

Needs and Uses: Under section 103 of the ICC Termination Act of 1995, Pub.

L. 104-88, 109 Stat. 803 (1995) (codified at 49 U.S.C. 14123), the Department of Transportation (DOT) is required to collect annual financial and safety reports from Class I and Class II motor carriers. DOT may also require motor carriers to file quarterly and special reports. In determining the matters to be covered by the reports, DOT must consider (1) safety needs; (2) the need to preserve confidential business information and trade secrets and prevent competitive harm; (3) private sector, academic, and public use of information in the reports; and (4) the public interest. DOT must also streamline and simplify the reporting requirements to the maximum extent practicable. DOT has delegated authority for this program to the Director of BTS.

Under this statutory mandate, BTS has been collecting data on motor carriers of passengers using Form MP-1. This provides quarterly and annual data on number of passengers, operating revenue and expenses, net income, and assets and liabilities. BTS uses it to provide periodic information on the health of the motor carrier of passengers industry, its impact on the economy, and the economy's impact on the industry. The report form accomplishes this with minimal data items to be completed quarterly. Please note that under the statute BTS also collects data on motor carriers of property, using report Forms M and QFR, but these forms are not part of this renewal notice and request for comments.

Request for Comments

BTS requests comments regarding any aspect of this information collection, including, but not limited to: (1) the necessity and utility of the information collection for the proper performance of the functions of the Bureau of Transportation Statistics; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information, including the use of automated collection techniques or other forms of information technology.

Rolf R. Schmitt,

Associate Director.

[FR Doc. 00-1469 Filed 1-20-00; 8:45 am]

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