

**FOR FURTHER INFORMATION CONTACT:**

Marvin Fell, (202) 366-6205, to ask questions about this notice; or write by e-mail to [marvin.fell@rspa.dot.gov](mailto:marvin.fell@rspa.dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* National Pipeline Mapping System.

*Type of Request:* Extension of existing information collection.

*Abstract:* RSPA's Office of Pipeline Safety (OPS), along with state agencies, has been working with natural gas and hazardous liquid pipeline operators to develop NPMS. When complete, this system will depict and provide data on all natural gas transmission and hazardous liquid pipeline systems operating in the United States. OPS is extending its volunteer pilot program to all regulated transmission operators. OPS will be compensating the states and regional repositories for their startup and operating costs. Four commenters, three hazardous gas pipeline operators and one trade association provided comments. The following is a summary of their comments and OPS's response to their concerns.

OPS has worked with the pipeline industry since November 1994 on the development of a voluntary NPMS. This process has included two government/industry mapping teams who worked together to identify the most cost effective way for the pipeline industry to share data with OPS and the states. Additionally OPS has conducted four mapping workshops. OPS has made every effort to develop its voluntary mapping system which is flexible offering the opportunity for either hard copy or digital submissions from operators.

NPMS is important for regulatory oversight by both the states and the Federal government. Additionally, it is essential for the public's right-to-know. A few commenters questioned OPS' estimates of the time required to provide mapping data. OPS has revised upwards its initial estimate of 20 hours per operator to 30 hours. OPS notes that a commentator suggested that the required estimate could be up to 5,200 hours. OPS believes that this represents operators converting from hand drawn maps to digital mapping. This is not what is being requested by OPS. OPS is accepting hand drawn maps.

Some commenters questioned the need for a NPMS. One purpose for NPMS is to standardize the maps and reduce the burdens of operators responding to different requests from state officials.

Some commenters had concerns with the definition of transmission lines. This is outside the scope of this information collection.

One commenter questioned the accuracy goal of  $\pm 500$  feet. OPS believes that the data submitted is much more accurate than this goal. The accuracy level is generally from 40-100 feet.

One commenter had concerns about the security of providing pipeline mapping. OPS believes that the limited pipeline data provided OPS does not pose a security threat.

*Estimate of Burden:* 30 hours per operator.

*Respondents:* Gas transmission and hazardous liquid operators.

*Estimated Number of Respondents:* 1350.

*Estimated Number of Responses per Respondent:* 1.

*Estimated Total Annual Burden on Respondents:* 40,500 hours.

This document can be reviewed between 10 a.m.-5 p.m. Monday through Friday, except Federal holidays, at the Dockets Facility, DOT, Room PL-401, 400 Seventh St., SW., Washington, DC 20590.

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) 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; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways 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.

Issued in Washington, DC on December 1, 2000.

**Stacey L. Gerard,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 00-31225 Filed 12-6-00; 8:45 am]

**BILLING CODE 4910-60-P**

**DEPARTMENT OF TRANSPORTATION****Research and Special Programs Administration****Docket RSPA-98-4957; Notice 24 Notice of Request To Extend Existing Information Collection**

**AGENCY:** Research and Special Programs Administration, DOT.

**ACTION:** Request for public comments.

**SUMMARY:** As required by the Paperwork Reduction Act of 1995, the Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS)

is publishing its intention to combine two existing information collections into one. OPS is combining Management Information System (MIS) Standardized Data Collection and Reporting of Drug Testing Materials (2137-0579) and Alcohol Testing (2137-0587). The purpose of this notice is to allow the public to comment. The combined information collection will be titled Drug and Alcohol Testing (2137-0579).

OPS believes that alcohol and drug testing requirements are an important tool for operators to monitor drug and alcohol usage in the industry. OPS has found that drug and alcohol use in the pipeline industry is less than 1% of employees.

**DATES:** Comments on this notice must be received by February 5, 2001 to be assured of consideration.

**ADDRESSES:** Comments should identify the docket number of this notice, RSPA-98-4957, and be mailed to Dockets Facility, Plaza 401, U.S. Department of Transportation (DOT), 400 Seventh Street, SW., Washington, DC 20590 or by e-mail to <http://dms.dot.gov>

**FOR FURTHER INFORMATION CONTACT:** Marvin Fell, OPS, RSPA, DOT, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-6205 or by electronic mail at [marvin.fell@rspa.dot.gov](mailto:marvin.fell@rspa.dot.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Drug and Alcohol Testing.

*OMB Number:* 2137-0579.

*Type of Request:* Extension of an existing information collection.

*Abstract:* Drug and alcohol abuse is a major societal problem and it is reasonable to assume the problem exists in the pipeline industry as it does in society as a whole. The potential harmful effect of drug and alcohol abuse on safe pipeline operations warrants imposing comprehensive testing regulations on the pipeline industry. These rules are found in 49 CFR 199. These regulations require annual information collection of the results.

DOT is rewriting its drug and alcohol testing regulations in 49 CFR Part 40. As a result, the bulk of the burden hours that were accounted for by the modes will now be accounted for in a new information collection issued by DOT.

OPS is using this opportunity to combine its information collections for drug and alcohol testing information collections.

*Respondents:* Pipeline operators.

*Estimated Number of Respondents:* 2,419.

*Estimated Number of Responses per Respondent:* 2.

*Estimated Total Annual Burden on Respondents:* 2,963 hours.

Copies of this information collection can be reviewed at the Dockets Facility, Plaza 401, DOT, 400 Seventh Street, SW., Washington, DC 20590 from 9:00 a.m. to 5:00 p.m. Monday through Friday except Federal holidays. They also can be viewed over the Internet at <http://dms.dot.gov>

Comments are invited on: (a) The need for the proposed collection of information for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) 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; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways 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.

Issued in Washington, DC, on December 1, 2000.

**Stacey L. Gerard,**

*Associate Administrator for Pipeline Safety.*

[FR Doc. 00-31226 Filed 12-6-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33964]

#### **V and S Railway, Inc.—Acquisition and Operation Exemption—Central Kansas Railway, L.L.C.**

V and S Railway, Inc. (V&S), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire and to operate the Medicine Lodge Subdivision (line) of Central Kansas Railway, L.L.C. The line extends between milepost 0+1016', in Attica, and the end of the line at milepost 41.0, in Sun City, serving the intermediate points of Sharon, Medicine Lodge, and Lake City, a distance of approximately 41 miles in Harper and Barber Counties, KS.

The transaction was scheduled to be consummated on or after November 28, 2000.

This transaction is related to STB Finance Docket No. 33965, *Kern W. Schumacher and Morris H. Kulmer—Continuance in Control Exemption—V and S Railway, Inc.*, wherein Kern W. Schumacher and Morris H. Kulmer have concurrently filed a verified notice to

continue in control of V&S upon its becoming a Class III rail carrier.

If the verified 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 revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33964, 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 Fritz R. Kahn, Esq., 1920 N Street, NW., 8th Floor, Washington, DC 20036-1601.

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

Decided: November 29, 2000.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 00-30943 Filed 12-6-00; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33953]

#### **County of Coahoma, MS—Acquisition Exemption—Line of Illinois Central Railroad Company**

The County of Coahoma, Mississippi (Coahoma), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to acquire approximately 32.46 miles of rail line known as the Swan Lake Line from Illinois Central Railroad Company (IC) extending between milepost L-74.00 at Lyon, MS, and milepost L-79.00 at Clarksdale, MS, and between milepost 104.00 at Swan Lake, MS, to the connection with the Lyon-Clarksdale line at Clarksdale near milepost 76.54. The line is currently operated by Mississippi Delta Railroad (MSD), an affiliate of Gulf & Ohio Railways, Inc. (G&O), a noncarrier.<sup>1</sup> In addition, Coahoma will acquire approximately 1.39 miles of incidental trackage rights over IC's line from milepost 104.00 to the connection with IC's main line at milepost 105.39 so that the operator of the Swan Lake Line can

<sup>1</sup> See *Gulf & Ohio Railways, Inc.—Exemption Form 49 U.S.C. 11301, 10901 and 11322*, Finance Docket No. 30683 (ICC served Nov. 6, 1985), wherein G&O leased a line of railroad from IC.

reach IC's main line and conduct interchange at Swan Lake. Coahoma certifies that its annual revenues will not exceed those that would qualify it as a Class III rail carrier and that its annual revenues are not projected to exceed \$5 million.

The transaction was expected to be consummated on or shortly after November 16, 2000.

Coahoma states that, following consummation of this transaction, MSD is expected to continue operations until July 1, 2001. Coahoma further states that, if MSD should discontinue operations, it would be replaced by another rail operator, and that it is also possible that MSD and Coahoma could reach an agreement under which MSD would continue to operate the line after July 1, 2001. According to Coahoma, it will seek the Board's approval for any authority needed in connection with MSD's discontinuance of operations or a replacement operator's commencement of operations.<sup>2</sup>

If the notice 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. 33953, 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 William C. Sippel, Esq., Fletcher & Sippel LLC, Two Prudential Plaza, Suite 3125, 180 North Stetson Avenue, Chicago, IL 60601-6721.

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

Decided: November 30, 2000.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 00-31230 Filed 12-6-00; 8:45 am]

BILLING CODE 4915-00-P

<sup>2</sup> MSD operates a contiguous rail line owned by G&O from milepost 55.40 at Lulu, MS, to milepost 74.00 at Lyon, MS, which connects to the Swan Lake Line. See Finance Docket No. 30683. G&O and Coahoma are currently negotiating the potential sale of this rail line.