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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]

BILLING CODE 4910-60-P

## 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.