

Collection of Information): NHTSA anticipates that no more than 17 vehicle manufacturers will be affected by these reporting requirements. NHTSA does not believe any of these 17 manufacturers are a small business (*i.e.*, one that employs less than 500 persons). Manufacturers of new passenger motor vehicles, including passenger cars, certain small buses, and light trucks with a gross vehicle weight rating of 8,500 pounds or less, must file a report annually.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information: NHTSA estimates that the vehicle manufacturers will incur a total annual reporting and cost burden of 6,066 hours and \$4,700,000. The amount includes annual burden hours incurred by multi-stage manufacturers and motor vehicle equipment suppliers.

Issued on: January 2, 2001.

Noble N. Bowie,

Acting Associate Administrator for Safety, Performance Standards.

[FR Doc. 01-433 Filed 1-5-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33979]

CenTra, Inc., et al.—Continuance in Control Exemption—Riverview Trenton Railroad Company

CenTra, Inc. (CenTra) and Crown Enterprises, Inc. (Crown) (collectively applicants), noncarriers, have filed a verified notice of exemption to continue in control of the Riverview Trenton Railroad Company (Riverview), upon Riverview's becoming a Class III railroad.

The transaction was expected to be consummated on the effective date of the exemption. The earliest the transaction could be consummated was December 20, 2000, 7 days after the exemption was filed.

This transaction is related to STB Finance Docket No. 33980, *Riverview Trenton Railroad Company—Acquisition and Operation Exemption—Crown Enterprises, Inc.*, wherein Riverview seeks to acquire a line of railroad approximately 1.5 miles long in Riverview and Trenton, MI.

CenTra controls Crown and Crown controls Jefferson Terminal Railroad Company (Jefferson), an entity formed to become a Class III railroad, which has filed a notice of exemption to acquire

and operate a lined owned by Crown in Detroit, MI.¹

Applicants state that (i) the rail lines of Riverview and Jefferson will not connect with each other, (ii) the transaction is not part of a series of transactions that would connect the railroads with each other and there is no other railroad in the corporate family, and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. 33979, 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 Daniel C. Sullivan, Esq., Sullivan & Hincks, 122 W. 22nd Street, Suite 350, Oak Brook, IL 60523.

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

Decided: December 29, 2000.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01-329 Filed 1-8-01; 8:45 am]

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¹ The notice of exemption was filed in *Jefferson Terminal Railroad Co.—Acquisition and Operation Exemption—Crown Enterprises, Inc.*, STB Finance Docket No. 33950 (STB served and published at 65 FR 66802 on Nov. 7, 2000). A petition filed by the City of Detroit to revoke the exemption is currently pending.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33980]

Riverview Trenton Railroad Company—Acquisition and Operation Exemption—Crown Enterprises, Inc.

Riverview Trenton Railroad Company (Riverview), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Crown Enterprises, Inc. and operate approximately 1.5 miles of rail line within a 76-acre parcel in Riverview and Trenton, MI.¹ The line connects with the track of the Canadian National Railway Company subsidiary Grand Trunk Western Railroad, Inc. (CN), over which Consolidated Rail Corporation (Conrail) has operated, at the exit from the southwesterly edge of the 195.45-acre DSC site, as the track traverses diagonally across the intersection of King Road and W. Jefferson Avenue, in Trenton, near the FN Tower and CN River Subdivision milepost 10.96. The line also connects with the track of the CN as the line exits the 76-acre parcel at the northwest corner where it traverses W. Jefferson Avenue near its junction with Ford Avenue in Riverview and extends into the so-called CN Penn Salt Yard, over which Conrail has operated, near CN River Subdivision milepost 9.39.²

This transaction is related to STB Finance Docket No. 33979, *CenTra, Inc., et al.—Continuance in Control Exemption—Riverview Trenton Railroad Company*, wherein CenTra, Inc., et al. has filed a verified notice to continue in control of Riverview upon its becoming a Class III rail carrier.

The transaction was expected to be consummated immediately after the effective date of the exemption. The earliest the transaction could be consummated was December 20, 2000, 7 days after the exemption was filed.³

¹ In addition, Riverview has acquired from DSC Ltd. (DSC), a noncarrier and nonaffiliate, related track and trackage rights within a 195.45-acre industrial site located adjacent to Riverview's 76-acre parcel.

² Riverview reports that all operations will occur within the Conrail Detroit Shared Asset Area as designated in a transaction approved by the Board, and consummated by the parties on June 1, 1999. See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998).

³ Riverview notes that it will apply to CN and Conrail for switching and interchanging of traffic to and from the tracks it owns, and/or will operate

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