

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
223.9(d); 239.107—Doors/windows Emergency Egress—Markings.	18 railroads	10,475 decals	5 minutes	873	\$25,317
Doors/Windows—Markings with Retro-reflective Material.	18 railroads	7,620 decals	4/5 minutes	614	17,806
239.107(b)—Records of Inspection, Maintenance, Repair.	18 railroads	3,600 tests/rcds	20 min./3 min.	690	20,060
239.101, 239.201—Filing of Emergency Preparedness Plan.	2 railroads	2 plans	158 hours	316	20,856
—Amendments to Emergency Plans	2 railroads	2 amendments	3.2 hours	6	228
239.101(ii)—Maintenance of Current Emergency Phone Numbers.	2 railroads	2 records	1 hour	2	76
—Subsequent Years	20 railroads	20 records	30 minutes	10	380
239.101(a)(3)—Joint Operations	4 railroad pairs	4 plans	16 hours	64	3,328
—Subsequent Years	1 railroad pair	1 plan	16 hours	16	832
239.101(a)(5)—Liaison with Emergency Responders.	2 railroads	2 plans	6 hours	12	456
—Subsequent Years	20 railroads	20 plans/1,200 copies.	30 min./5 min.	110	4,180
239.101(a)(7)(ii) Passenger Safety Information.	5/12 railroads	1,300 cards/5 progs./5 safety messages/12 progs./12 msgs.	5 min./16 hrs./48 hrs./8 hrs.	812	30,060
239.105—Debriefing and Critique	20 railroads	5 debrief sess.	27 hours	135	2,190
239.301—Operational Efficiency Tests ...	18 railroads	11,075 tests/rcds. ...	5 minutes	923	38,766

Total Responses: 35,362.

Estimated Total Annual Burden: 4,583.

Status: Extension of a Currently Approved Collection.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, D.C. on January 26, 2001.

Kathy A. Weiner,

Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 01–2700 Filed 1–31–01; 8:45 am]

BILLING CODE 4910–06–U

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Docket No. FRA–2000–8502]

Applicant: Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179–1000.

Union Pacific Railroad Company seeks approval of the proposed modification of the automatic block signal system, on the single main track of the Salina Subdivision, consisting of the discontinuance and removal of signals 1650 and 1651 near West Abilene, Kansas, milepost 165.0, and the discontinuance and removal signals 1859 and 1860 near Salina, Kansas, milepost 186.0.

The reason given for the proposed changes is that the signals are no longer needed due to crew change location revisions, and improve signal spacing for braking distance.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI–401, Washington, DC 20590–0001. Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as

practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.–5:00 p.m.) at DOT Central Docket Management Facility, Room PI–401 (Plaza Level), 400 Seventh Street, SW., Washington, DC 20590–0001. All documents in the public docket are also available for inspection and copying on the internet at the docket facility’s Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC on January 24, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01–2701 Filed 1–31–01; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval

for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Docket No. FRA-2001-8621]

Applicant: Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

Union Pacific Railroad Company seeks approval of the proposed modification of the traffic control system, on the two main tracks, near Provo, Utah, milepost 701.3, on the Provo Subdivision, consisting of the discontinuance and removal of four controlled intermediate holding signals, 7013W, 7013E, 7014W, and 7014E.

The reason given for the proposed changes is that the signals are no longer needed due to changes in operating practices, and will eliminate blockage of nearby highway-rail grade crossings which create delays to public traffic and possible emergency vehicles, when trains are stopped at the holding signals.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.–5:00 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, SW., Washington, D.C. 20590-0001. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC on January 24, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-2702 Filed 1-31-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From Requirements

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Docket No. FRA-2001-8622]

Applicant: Wheeling & Lake Erie Railway Company, Mr. Dan Reinsel, Signal & Communications Supervisor, 100 East First Street, Brewster, Ohio 44613.

The Wheeling & Lake Erie Railway Company seeks approval of the proposed discontinuance and removal of the traffic control system on the single main track and sidings between Spencer, Ohio, milepost 92.0 and Bellevue, Ohio, milepost 54.5, on the Hartland Subdivision, a distance of approximately 37.5 miles, and operate by Track Warrant Control. The proposed changes include retention of the approach signals and interlocking circuits, for the CSX rail crossing at grade, near Wellington, Ohio; conversion of three existing sidings, that have power-operated switches, to radio control; and installation of DC coded track circuits, between mileposts 63.8 and 68.7 at Norwalk, Ohio, as a broken rail detection system.

The reason given for the proposed changes is to retire facilities no longer required for present operations and provide uniformity of our operating system throughout the property. Also, due to the age of the system, inclement weather results in a failure of the code line and prevents proper communication with the control points.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest

shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, D.C. 20590-0001.

Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.–5:00 p.m.) at DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, S.W., Washington, D.C. 20590-0001. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on January 24, 2001.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 01-2703 Filed 1-31-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

January 24, 2001.

The Department of the Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before March 5, 2001 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545-1458.