

Further information on the IVI program may be found on web site www.ivy.its.dot.gov/ivi. Additionally, DOT has the goal of reducing truck-involved fatalities by 50 percent by the year 2010. Additional information concerning DOT and its commercial motor vehicle safety goals may be found on web sites www.nhtsa.dot.gov and www.fmcsa.dot.gov.

Electronically controlled braking is viewed as a technology that can provide shorter stopping distances (improved timing), improved dynamic brake force distribution, improved combination vehicle brake balance, self-diagnosis, and continuous brake monitoring. Because of the complexity of this technology (ranging from shorter stopping distances to improved vehicle brake diagnostics) and the various systems involved, it was suggested by the Truck Manufacturers Association at a public hearing sponsored by the National Transportation Safety Board in Nashville, Tennessee, August 31 through September 2, 1999, on Advanced Safety Technologies Applicable to Commercial Vehicles, that industry and Government work together in the preliminary track and operational testing of these braking systems. Additionally, electronically controlled brakes are an enabling technology whose benefits could extend to, and enhance, a number of vehicle braking and dynamic control system issues.

Numerous factors play a contributing role in causing heavy-duty tractor/trailer and passenger car crashes. Inadequate braking performance is a significant cause of commercial and vehicle crashes. The existing brake systems have performance limits. To more effectively address the brake-related issue of crashes (1) due to brake failures or defective brakes, (2) due to maladjusted and/or overheated brakes, and (3) where the heavy-duty vehicle is unable to stop in time, it is obvious to brake experts that some kind of adaptive electronic control system will be required. In 1993, brake manufacturer Bosch and truck manufacturer Scania introduced the first production-like brake by wire system for tractors/trucks and trailer/semitrailers. This technology is more commonly called Electronically Controlled Braking System (ECBS) for commercial vehicles. Other brake manufacturers and truck manufacturers have developed similar, although not identical, systems. Due to a lack of standardization of the tractor/trailer interface, production has been mostly limited to straight trucks and tractors. The next generation of electronic braking systems is well under way, taking advantage of the Controller Area

Network technology, a joint development of Bosch and Intel of a data bus especially suited for the requirements in heavy duty vehicles.

DOT, NHTSA has addressed brake-induced instability by requiring ABS on newly manufactured tractors and trailers (FMVSS No. 121). The basic function of ABS is to monitor wheel speed and modulate the air pressure in the brake chambers in a manner to prevent wheel lock during severe braking. The successful introduction and acceptance of ABS by industry was only accomplished after many years of track testing and an extensive 4-year field operational test. The planned test track evaluation of ECBS solicited by this notice will be accomplished under a cooperative agreement between the FHWA and SAE. This evaluation is intended as a precursor to an on-the-road field operational test, which will include a motor carrier fleet in revenue generating service.

Technology Submission Instructions

Submit proposed system descriptions in English, including the Docket Number (NHTSA-2001-10196), to DOT's Public Docket Management Room at the previously listed address. The submission should include the following:

1. A description of the system, along with operating instructions.
2. The submission should be no more than five pages in length.
3. Any existing evidence of objective validity or reliability is encouraged to be submitted. This information DOES NOT count toward the 5-page length limit.
4. Three copies of your submission.
5. Your name, address, phone number, and E-mail address.
6. DO NOT submit your system at this time.
7. Applications, once submitted, become the property of DOT.

Issued on: November 6, 2001.

Raymond P. Owings,
Associate Administrator for Research and Development.

[FR Doc. 01-28621 Filed 11-14-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34108]

Flats Industrial Railroad Company and Norfolk Southern Railway Company—Joint Relocation Project Exemption—in Cleveland, OH

Flats Industrial Railroad Company (FIR) and Norfolk Southern Railway

Company (NSR) filed a notice of exemption under 49 CFR 1180.2(d)(5) for a joint project involving the relocation of lines of railroad in Cleveland, OH. The relocation pertains to and facilitates NSR's Coggsville Connection, which is an overhead routing through Cleveland developed by NSR, relating to the acquisition of control over Consolidated Rail Corporation (Conrail) by NSR and CSX Transportation, Inc.¹ The transaction was expected to be consummated on or after October 24, 2001.

FIR, a Class III carrier, owns a 4-mile rail line acquired from Conrail in 1996 that extends north from Knob to the Flats area of Cleveland, OH.² NSR, a Class I carrier, along with its wholly owned subsidiaries, owns or operates approximately 21,800 miles of rail line in 22 states, the District of Columbia, and the Province of Ontario, Canada. Under Board authorization in *CSX/NS-Conrail*, NSR commenced operations over certain Conrail routes in the northeastern United States allocated to Pennsylvania Lines LLC (PRR), including the PRR line extending from the connection with FIR at Knob southward to a connection with a PRR east-west main line at Short. FIR's line between Knob and Coggsville is immediately parallel to an NSR line, and at Coggsville, NSR's east-west Nickel Plate main line passes overhead.

Under the Coggsville Connection alternative, imposed by the Board as Environmental Condition No. 26(A) in *CSX/NS-Conrail*,³ NSR agreed to upgrade its line between Coggsville and Knob and the PRR line between Knob and Short into a high-density, double-track main line route that now handles a significant amount of NSR's traffic in the Cleveland area. The Coggsville Connection improvements have involved the relocation of a portion of NSR's new double-track main line onto FIR's adjacent right-of-way, requiring the relocation of certain FIR rail operations.

With respect to the joint relocation project, FIR and NSR have reached an agreement to accommodate the FIR relocation and the transfer of the underlying right-of-way to NSR, as follows: (1) FIR's rail line extending between milepost 14.0 at Knob, and milepost 11.85 near West 41st Street, a distance of approximately 2.15 miles, will be transferred to NSR, rebuilt and

¹ See *CSX Corp. et al.—Control—Conrail Inc. et al.*, 3 S.T.B. 196 (1998) (*CSX/NS-Conrail*).

² See *Flats Industrial Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation*, STB Finance Docket No. 33044 (STB served Oct. 11, 1996).

³ 3 S.T.B. at 355–56, 595.

permanently incorporated into the NSR double-track Cloggsville Connection main line; and (2) the existing FIR-NSR interchange will be relocated from Knob to the vicinity of Fulton Road, just north of the segment being transferred to NSR, where a new FIR interchange yard has been constructed at NSR's expense.

The proposed joint relocation project will not disrupt service to shippers.⁴ Its stated purpose is to facilitate and finalize the Cloggsville Connection routing alternative which has significantly improved train operations through Cleveland and minimized adverse impacts on area residents.

The Board will exercise jurisdiction over the abandonment or construction components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track involves expansion into new territory. See *City of Detroit v. Canadian National Ry. Co., et al.*, 9 I.C.C.2d 1208 (1993), aff'd sub nom., *Detroit/Wayne County Port Authority v. ICC*, 59 F.3d 1314 (D.C. Cir. 1995). Under these standards, the incidental abandonment and construction components require no separate approval or exemption when the relocation project will not disrupt service to shippers and thus qualifies for the class exemption at 49 CFR 1180.2(d)(5).

As a condition to this exemption, any employees affected by the joint relocation project will be protected by the conditions imposed in *New York Dock Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979).

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. 34108, 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, one copy of each pleading must be served on William C. Sippel, Fletcher & Sippel LLC, Two Prudential Plaza, Suite 3125, 180 North Stetson Avenue, Chicago IL 60601-6721, and John V. Edwards, General Attorney, Norfolk Southern Corporation,

⁴ There are no shippers located on the FIR segment to be transferred to NSR, and FIR will continue to serve all of its existing shippers as it has done in the past. Interchange operations between FIR and NSR will also continue but at a relocated point approximately 2 miles north of the former interchange location.

Three Commercial Place, Norfolk, VA 23510-9241.

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

Decided: November 7, 2001.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01-28502 Filed 11-14-01; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34131]

Fort Worth and Western Railroad Company, Inc.—Acquisition and Operation Exemption—Union Pacific Railroad Company

Fort Worth and Western Railroad Company, Inc. (FWWR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire and operate rail lines owned by the Union Pacific Railroad Company (UP). FWWR will acquire, by lease, the full and exclusive rights to operate UP's Peach Yard, extending from milepost 611.20 to milepost 611.80 in Fort Worth, TX, excluding main line trackage. In addition, FWWR will acquire non-exclusive incidental trackage rights, solely for the purpose of interchanging traffic, over UP's main lines as follows: (1) Between mileposts 748.00 and 754.41, on the Choctaw Subdivision; (2) between mileposts 608.00 and 612.96, on the Duncan Subdivision, and between mileposts 250.00 and 251.03, on the Fort Worth Subdivision. The total route miles of trackage acquired under lease is 0.60 and under incidental trackage rights are 12.40.

Because the projected revenues of the rail lines to be operated will exceed \$5 million, FWWR has certified to the Board that the required notice of its acquisition and operation was posted at the workplace of the employees on the affected lines and a copy of the notice was served on the national offices of the labor unions of the employees on the affected lines on October 25, 2001. See 49 CFR 1150.42(e). The earliest the transaction can be consummated is January 1, 2002, the effective date of the exemption (60 days after FWWR's November 2, 2001 certification to the Board).

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. 34131, 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 Paul H. Lamboley, Esq., 1717 N Street, NW., Washington, DC 20036.

Board decisions and notices are available on our website at www.stb.dot.gov.

Decided: November 7, 2001.

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

Vernon A. Williams,

Secretary.

[FR Doc. 01-28655 Filed 11-14-01; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Fiscal Service

Surety Companies Acceptable on Federal Bonds: Termination—Mutual Service Casualty Insurance Company

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: This is Supplement No. 12 to the Treasury Department Circular 570; 2001 Revision, published July 2, 2001 at 66 FR 35024.

FOR FURTHER INFORMATION CONTACT:

Surety Bond Branch at (202) 874-6765.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the Certificate of Authority issued by the Treasury to the above named Company, under the United States Code, Title 31, Sections 9304–9308, to qualify as an acceptable surety on Federal bonds is terminated effective today.

The Company was last listed as an acceptable surety on Federal bonds at 66 FR 35047, July 2, 2001.

With respect to any bonds, including continuous bonds, currently in force with the above listed Company, bond-approving officers should secure new bonds with acceptable sureties in those instances where a significant amount of liability remains outstanding. In addition, in no event, should bonds that are continuous in nature be renewed.

The Circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570/>