

any other emergencies, a decision to cancel will be made as soon as possible and posted immediately on NHTSA's Web site <http://www.nhtsa.dot.gov/nhtsa/announce/meetings/>. If you do not have access to the Web site, you may call the contact listed below and leave your telephone or fax number. You will be called only if the meeting is postponed or canceled.

For Further Information Contact NHTSA or SEATTLE CIREN CENTER at: NHTSA—Catherine McCullough, Office of Human-Centered Research, 400 Seventh Street, SW., Room 6220, Washington, DC 20590, telephone: (202) 366-4734.

CIREN SEATTLE—Rob Kaufman, Harborview Injury Prevention and Research Center, 325 Ninth Ave., Box 359960, Seattle, WA 98104. Telephone: (206) 521-1533.

Issued on: July 17, 2002.

**Raymond P. Owings,**

*Associate Administrator for Research and Development, National Highway Traffic Safety Administration.*

[FR Doc. 02-18615 Filed 7-23-02; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

[STB Finance Docket No. 34204]

### South Kansas and Oklahoma Railroad Company—Lease Exemption—The Burlington Northern and Santa Fe Railway Company

South Kansas and Oklahoma Railroad Company (SKO), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from The Burlington Northern and Santa Fe Railway Company (BNSF) 6.22 miles of rail line located between milepost 139.10 near Pittsburg, KS, and milepost 145.32, near Cherokee, KS. SKO will be the operator of the property.

Because SKO's projected annual revenues will exceed \$5 million, SKO certified to the Board on May 3, 2002, that it sent the required notice of the transaction to the national offices of all labor unions representing employees on the line and posted a copy of the notice at the workplace of the employees on the affected lines on April 25, 2002. See 49 CFR 1150.42(e).

The transaction was scheduled to be consummated on or shortly after July 2, 2002 (60 days after SKO's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e)).

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. 34204, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of the each pleading must be served on Karl Morell, Ball Janik LLP, Suite 225, 1455 F Street, NW., Washington, DC 20005.

Board decisions and notices are available on our website at "[www.stb.dot.gov](http://www.stb.dot.gov)."

Decided: July 16, 2002.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 02-18438 Filed 7-23-02; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34218 (Sub-No. 1)]

### The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption.

**SUMMARY:** The Board, under 49 U.S.C. 10502, exempts the trackage rights described in STB Finance Docket No. 34218<sup>1</sup> to permit the trackage rights agreement to expire on August 16, 2002.

**DATES:** This exemption is effective on August 15, 2002. Petitions to reopen must be filed by August 5, 2002.

**ADDRESSES:** An original and 10 copies of all pleadings referring to STB Finance Docket No. 34218 (Sub-No. 1) must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of

<sup>1</sup> On June 10, 2002, The Burlington Northern and Santa Fe Railway Company (BNSF) filed a notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice covered the trackage rights agreement by Union Pacific Railroad Company (UP) to grant temporary overhead trackage rights to BNSF between UP milepost 428.7 at Klamath Falls, OR, and UP milepost 141.9 at Binney Junction (Marysville), CA, a total distance of approximately 286.8 miles. See *The Burlington Northern and Santa Fe Railway Company—Trackage Rights Exemption—Union Pacific Railroad Company*, STB Finance Docket No. 34218 (STB served June 28, 2002). The trackage rights operations under the exemption became effective and were scheduled to be consummated on June 17, 2002.

all pleadings must be served on Michael E. Roper, The Burlington Northern and Santa Fe Railway Company, 2500 Lou Menk Drive, P.O. Box 961039, Fort Worth, TX.

#### FOR FURTHER INFORMATION CONTACT:

Joseph H. Dettmar (202) 565-1600. [TDD for the hearing impaired 1-800-877-8339.]

#### SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Dã 2 Dã Legal Copy Service, Suite 405, 1925 K Street, NW., Washington, DC 20006.

Telephone: (202) 293-7776. [Assistance for the hearing impaired is available through TDD services 1-800-877-8339].

Board decisions and notices are available on our website at "<http://WWW.STB.DOT.GOV>."

Decided: July 17, 2002.

By the Board, Chairman Morgan and Vice Chairman Burkes.

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 02-18551 Filed 7-23-02; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Transportation Security Administration

#### Criteria for Certification of Explosives Trace Detection Systems

AGENCY: Transportation Security Administration (TSA) DOT.

ACTION: Notice.

**SUMMARY:** This notice discusses the criteria that an Explosive Trace Detection system (ETD) must satisfy in order to be certified by TSA (hereinafter referred to as the criteria). The criteria establish minimum acceptable performance in detecting and identifying trace amounts of explosives at levels indicative of contamination from the presence of explosive material or from proximity or contact with suspect individuals who handled explosive material. The criteria also establish certain minimum acceptable operational requirements.

#### FOR FURTHER INFORMATION CONTACT:

Richard Burdette, Office of Information and Security Technology, Transportation Security Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-7398.