

581. Jaguar stated that Menasco struts must be installed on those vehicles to meet the requirements of the standard.

NHTSA accorded J.K. an opportunity to respond to Jaguar's comments. J.K. stated that it agrees with Jaguar that the high mounted stop lamp need not be replaced on all vehicles identified in the petition. J.K. stated that it will inspect all vehicles and replace the high mounted stop lamp with a U.S.-model component on vehicles that lack this equipment. J.K. also agreed with Jaguar that replacement of the driver's side air bag and knee bolster is only required on the 1990 Jaguar XJS convertible and that the 1988–1989 Jaguar XJS, the 1990 Jaguar XJS Coupe, and the 1989–1990 Jaguar XJ6 require the installation of U.S. model motorized automatic safety belts. Finally, J.K. agreed with Jaguar's comments that all vehicles covered by the petition require the installation of U.S. model Menasco struts to comply with the Bumper Standard.

In light of J.K.'s agreement with all of Jaguar's comments, and the fact that Jaguar did not contend that any of the vehicles covered by the petition are incapable of being "readily altered to comply with applicable motor vehicle safety standards," NHTSA has decided to grant the petition.

#### **Vehicle Eligibility Number for Subject Vehicles**

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-336 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

#### **Final Decision**

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1988–1990 Jaguar XJS and XJ6 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1988–1990 Jaguar XJS and XJ6 passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and are capable of being readily altered to conform to all

applicable Federal motor vehicle safety standards.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: January 17, 2001.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 01–1958 Filed 1–22–01; 8:45 am]

**BILLING CODE 4910–59–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Surface Transportation Board**

[STB Finance Docket No. 33993]

#### **Delaware Valley Railway Company, Inc.—Acquisition and Operation Exemption—Delaware Transportation Group, Inc. and Gettysburg Railway Company, Inc.**

Delaware Valley Railway Company, Inc. (Delaware Valley), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire, pursuant to an agreement, the assets of Delaware Transportation Group, Inc.,<sup>1</sup> and the right to operate from Gettysburg Railway Company, Inc.,<sup>2</sup> over approximately 23.4 miles of rail line between milepost 31.20, at Gettysburg, PA, and milepost 7.84, at Mt. Holly Springs, PA. Delaware Valley certifies that its projected revenues will not result in the creation of a Class II or Class I rail carrier, and further certifies that its projected annual revenues will not exceed \$5 million.

The transaction was scheduled to be consummated on or shortly after January 11, 2001.

If the verified 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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance

<sup>1</sup> See *Delaware Transportation Group, Inc.—Acquisition Exemption—Delaware Valley Railway Company, Inc.*, STB Finance Docket No. 33503 (STB served Nov. 21, 1997).

<sup>2</sup> See *Gettysburg Railway Company, Inc.—Lease and Operation Exemption—Delaware Transportation Group, Inc.*, STB Finance Docket No. 33504 (STB served Nov. 21, 1997).

Docket No. 33993, 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 Louis E. Gitomer, Ball Janik LLP, 1455 F Street, NW., Suite 225, Washington, DC 20005.

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

Decided: January 16, 2001.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 01–1831 Filed 1–22–01; 8:45 am]

**BILLING CODE 4915–00–P**

## **INSTITUTE OF PEACE**

### **Announcement of the Spring Unsolicited Grant Competition Grant Program**

**AGENCY:** United States Institute of Peace.

**ACTION:** Notice.

**SUMMARY:** The Agency announces its Upcoming Spring Unsolicited Grant Deadline, which offers support for research, education and training, and the dissemination of information on international peace and conflict resolution.

*Deadline:* March 1, 2001.

**DATES:** Application material available on request. *Receipt date for return of application:* March 1, 2001. *Notification of awards:* June 2001.

**ADDRESSES:** For Application Package: United States Institute of Peace, Grant Program • Unsolicited Grants, 1200 17th Street, NW • Suite 200, Washington, DC 20036–3011, (202) 429–3842 (phone), (202) 429–6063 (fax), (202) 457–1719 (TTY), Email: grant\_program@usip.org.

Applications also available on-line at our web site: www.usip.org.

**FOR FURTHER INFORMATION CONTACT:** The Grant Program, Phone (202) 429–3842.

Dated: January 12, 2001.

**Bernice J. Carney,**

*Director, Office of Administration.*

[FR Doc. 01–1988 Filed 1–22–01; 8:45 am]

**BILLING CODE 6820–AR–M**