copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: For further information, contact Mr. Joseph Scott, Office of Crash Avoidance Standards, 400 Seventh Street, SW., DC 20590. Mr. Scott's telephone number is (202) 366–8525. His FAX number is (202) 493–2739. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) how to enhance the quality, utility, and clarity of the information to be collected;

(iv) how to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

Title: Tire Identification and Recordkeeping

OMB Control Number: 2127–0050.

Affected Public: Tire Manufacturers, Dealers, and Distributors.

Form Number: The forms on which the information is to be recorded are provided by the tire manufacturers to both independent and non-independent dealers. In the case of independent dealers, the law specifies that they must record the tire identification number(s) of the tire(s) sold on a registration form, and hand that form to the tire purchaser. The purchaser is then free to complete the remaining information, place a stamp on the registration form, and return it to the tire manufacturer.

Abstract: Each tire manufacturer must collect and maintain records of the names and addresses of the first purchasers of new tires. All tire dealers and distributors must record the names and addresses of retail purchasers of new tires and the identification number(s) of the tires sold. A specific form is provided to tire dealers and distributors by tire manufacturers for recording this information. The completed forms are returned to the tire manufacturers where they are to remain for three years after the date received by the manufacturer. Additionally, motor vehicle manufacturers are required to record the names and addresses of the first purchasers of new motor vehicles, together with the identification numbers of the tires on the new vehicles.

Estimated Annual Burden: 747,500.

Estimated Number of Respondents: 37,400,000.

Issued on: February 22, 2000.

Stephen R. Kratzke,

Acting Associate Administrator for Safety Performance Standards.

[FR Doc. 00–4482 Filed 2–24–00; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33819]

Chicago SouthShore & South Bend Railroad—Operation Exemption—Illinois Indiana Development Company, LLC

Chicago SouthShore & South Bend Railroad (CSS), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 25.888 miles of rail line to be owned by Illinois Indiana Development Company, LLC (IIDC) as follows: (1) a portion of the Michigan City Branch line from milepost 136.0 in Dillon, IN, to the end of the line, at milepost 158.518 in Michigan City, IN; and (2) approximately 3.37 miles of the South Bend Branch line from milepost 200.369 in Dillon, IN, to the end of the track in Kingsbury, IN. CSS states that it is a substitute operator for Norfolk Southern Railway Company (NS), the previous operator of the line, and that it will operate the line pursuant to an operating agreement entered into with IIDC on or about January 24, 2000.

The transaction was scheduled to be consummated on or after February 3, 2000.

This transaction is related to a concurrently filed verified notice of exemption in STB Finance Docket No. 33845, *Illinois Indiana Development Company, LLC—Acquisition and Operation Exemption—Norfolk Southern Railway Company*, wherein IIDC seeks to acquire through a purchase and sale agreement, NS's interest in certain rail property including the above noted 25.888 mile line of railroad, and a concurrently filed petition for exemption in STB Finance Docket No. 33846, *Peter A. Gilbertson, et al., and SouthShore Corporation—Control Exemption—Illinois Indiana Development Company, LLC*, wherein Peter A. Gilbertson, et al., and SouthShore Corporation seek an exemption to continue in control of IIDC once it becomes a Class III rail carrier. The petition is currently pending.

Pursuant to 49 CFR 1150.42(e), and, as stated in STB Finance Docket No. 33846, CSS certified to the Board on November 22, 1999, that its projected revenues will exceed $5 million, and that it served a copy of the notice on the national offices of the labor unions with a copy of its notice of intent to undertake the transaction and posted such notice at the workplace of the employees on the affected lines. CSS further indicated in its certification that IIDC will grant trackage rights over a small portion of the above-described rail line to NS, to enable it to connect with NS's retained portion of the South Bend Branch running east of the rail line. IIDC should seek the Board's approval for the trackage rights in a separate filing.

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. 33819, 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 Rose-Michele Weinryb, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, NW, Suite 800, Washington, DC 20005–4797.

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

Decided: February 17, 2000.

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

Vernon A. Williams,

Secretary.

[FR Doc. 00–4367 Filed 2–24–00; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33845]

Illinois Indiana Development Company, LLC—Acquisition and Operation Exemption—Norfolk Southern Railway Company

Illinois Indiana Development Company, LLC (IIDC), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire (by purchase agreement) and operate [1] approximately 25.888 miles of rail line owned by Norfolk Southern Railway Company as follows: (1) A portion of the Michigan City Branch line from milepost 136.0 in Dillon, IN, to the end of the line, at milepost 158.518 in Michigan City, IN; and (2) approximately 3.37 miles of the South Bend Branch line from milepost 200.369 in Dillon, IN, to the end of the track in Kingsbury, IN.[2]

The transaction was scheduled to be consummated on or after February 3, 2000.

This transaction is related to a concurrently filed verified notice of exemption in STB Finance Docket No. 33819, *Chicago SouthShore & South Bend Railroad—Operation Exemption—Illinois Indiana Development Company, LLC*, wherein CSS will conduct freight operations over the lines being acquired by IIDC, and a concurrently filed petition for exemption in STB Finance Docket No. 33846, *Peter A. Gilbertson, et al.,* and SouthShore Corporation—Control Exemption—Illinois Indiana Development Company, LLC, wherein Peter A. Gilbertson, et al., and SouthShore Corporation seek an exemption to continue in control of IIDC once it becomes a Class III rail carrier. The petition is currently pending.

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. 33845, 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 Rose-Michele Weinryb, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, NW, Suite 800, Washington, DC 20005–4797.

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

Decided: February 17, 2000.

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

Vernon A. Williams,

Secretary.

[FR Doc. 00–4366 Filed 2–24–00; 8:45 am]

BILLING CODE 4915–00–P

[1] IIDC states that it intends to enter into an operating agreement with Chicago SouthShore & South Bend Railroad (CSS), a Class III rail carrier, whereby CSS will conduct freight operations over the above-described rail line. IIDC further states that it will retain a residual common carrier obligation.

[2] IIDC certifies that its projected revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier.

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

February 17, 2000.

The Department of 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 27, 2000 to be assured of consideration.

Financial Management Service (FMS)

OMB Number: 1510–0037.
Form Number: TFS 5135.
Type of Review: Extension.
Title: Voucher for Payment of Awards.
Description: Awards certified to Treasury are paid annually as funds are received from foreign Governments. Vouchers are mailed to awardholders showing payments due. Awardholders signs vouchers certifying that he/she is entitled to payment. Executed vouchers are used as basis for payment.
Respondents: Individuals or households.
Estimated Number of Respondents: 1,400.
Estimated Burden Hours Per Respondent: 30 minutes.
Frequency of Response: Other (as needed).
Estimated Total Reporting Burden: 700 hours.
OMB Number: 1510–0043.
Form Number: FMS 133 and FMS 135.
Type of Review: Extension.
Title: Notice of Reclamation, Electronic Funds Transfer, Federal Recurring Payments (FMS 133); and Request for Debit, Electronic Funds Transfer, Federal Recurring Payments (FMS 135).
Description: A program agency authorizes Treasury to recover payments that have been issued after the death of the beneficiary. FMS Form 133 is used by Treasury to notify the financial institution (FI) of the FI's accountability concerning the funds. When the FI's do not respond to the FMS 133, Treasury then prepared FMS 135 and sends it to the Federal Reserve Bank which services the FI to request the FRB to debit the account of the FI.
Respondents: Business or other for-profit.
Estimated Number of Respondents: 55,000.
Estimated Burden Hours Per Respondent: 12 minutes.
Frequency of Response: Other (one-time application).
Estimated Total Reporting Burden: 77,175 hours.
OMB Number: 1510–0045.
Form Number: FMS 150.1 and FMS 150.2.
Type of Review: Extension.
Title: Trace Request for EFT Payment.
Description: The purpose is to notify the financial institution that a customer (beneficiary) has claimed non-receipt of credit for a payment. The form is designed to help the financial institution locate any problem and keep that customer (beneficiary) informed of any action taken.
Respondents: Business or other for-profit.
Estimated Number of Respondents: 138,427.
Estimated Burden Hours Per Respondent: 8 minutes.
Frequency of Response: Other (as needed).
Estimated Total Reporting Burden: 18,457 hours.
Clearance Officer: Jacqueline R. Perry (301) 344–8577, Financial Management Service, 3361–L 75th Avenue, Landover, MD 20785.

OMB Reviewer: Alexander T. Hunt (202) 395–7860, Office of Management and Budget, Room 10202, New