

ARM-24, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9078, FAX (202) 267-5075, or e-mail at gerri.robinson@faa.gov.

Issued in Washington, DC on February 2, 2001.

Anthony F. Fazio,

Director, Office of Rulemaking.

[FR Doc. 01-3308 Filed 2-5-01; 2:35 pm]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No.'s FRA-2000-6923 and FRA-2000-6924]

Cancellation of Public Hearing; CSX Transportation, Inc.

The Federal Railroad Administration (FRA) has cancelled the public hearing on the captioned block signal applications, because docketed applications FRA-2000-6923 and FRA-2000-6924 have been withdrawn by the railroad.

The hearing had been scheduled for February 6, 2001, in Cambridge, Massachusetts.

The withdrawn CSX Transportation, Incorporated's applications were seeking approval of the proposed discontinuance and removal of the manual block systems (DCS Operating Rules), on the single secondary track, between Weir, milepost 13.3 and Dock, milepost 28.2, near New Bedford, Massachusetts, New Bedford Subdivision, and on the single secondary track, between Swamp, milepost 0.0 and Wharf, milepost 12.0, near Fall River, Massachusetts, Fall River Subdivision, Albany Service Lane, and re-designation of the secondary tracks to industrial tracks. (See the original hearing notice in **Federal Register** Vol. 66, No. 9, Friday, January 12, 2001, page 2951.)

The FRA regrets any inconvenience occasioned by the cancellation of this hearing.

Issued in Washington, DC on January 31, 2001.

Michael J. Logue,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 01-3130 Filed 2-6-01; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Transit Administration National ITS Architecture Policy on Transit Projects; Delay of Effective Date

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice; delay of effective date.

SUMMARY: This action temporarily delays for 60 days the effective date of the policy titled, "Federal Transit Administration National ITS Architecture Policy on Transit Projects," published in the **FEDERAL REGISTER** on January 8, 2001, at 66 FR 1455, in conjunction with the Federal Highway Administration's (FHWA) final rule titled, "Intelligent Transportation System Architecture and Standards," also published on January 8, 2001, at 66 FR 1446. The FTA policy concerns conformance with the National ITS Architecture and Standards. The policy encourages the effective deployment of ITS projects and coordination of local ITS strategies and projects to help meet the national and local goals for mobility, accessibility, safety, security, economic growth and trade, and the environment.

FHWA is delaying the effective date of its rule in accordance with the memorandum of January 20, 2001, from the Assistant to the President and Chief of Staff, titled "Regulatory Review Plan," published in the **FEDERAL REGISTER** on January 24, 2001. To avoid any inconsistency or confusion, FTA is choosing to delay the effective date of its policy by creating a new effective date that is the same as for the FHWA rule. This 60-day delay will allow FTA to further review, consider and coordinate the policy with FHWA.

EFFECTIVE DATE: The effective date of the policy published at 66 FR 1455, January 8, 2001, is delayed until April 8, 2001.

FOR FURTHER INFORMATION CONTACT: For technical issues, Brian Cronin, Advanced Public Transportation Systems Division, (202) 366-8841. For legal issues, Richard Wong, Office of Chief Counsel, (202) 266-1936.

SUPPLEMENTARY INFORMATION: The temporary 60-day delay in the effective date of the FTA policy is consistent with the effective date of the FHWA rule. In conjunction with FHWA's review of its rule, FTA will have the opportunity to further review, consider, and coordinate FTA's National ITS Architecture policy. We are making this change effective immediately because the original effective date of the FTA policy would have led to potential

confusion given the delay in the effective date of the FHWA rule.

Issued On: February 2, 2001.

Hiram J. Walker,

Acting Deputy Administrator.

[FR Doc. 01-3264 Filed 2-5-01; 11:11 am]

BILLING CODE 4910-57-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-2001-8797]

Reports, Forms and Record Keeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Proposed information collection.

SUMMARY: The Department of Transportation has submitted the following emergency processing public information collection request to the Office of Management and Budget for review and clearance under the Paperwork Reduction Act of 1995 (Pub. L. 104-13, 44 U.S.C. Chapter 35.) This notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collections and their expected burden. Comments should be directed to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention NHTSA Desk Officer.

DATES: OMB approval has been requested by January 29, 2001

FOR FURTHER INFORMATION CONTACT: Dennis Utter, NHTSA, 400 Seventh Street, SW., Room 6125, NRD-31, Washington, DC 20590. Mr. Utter's telephone number is (202) 366-5351.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: National Automotive Sampling System Tire Pressure Special Study.

OMB Control Number: New.

Frequency: One-time only.

Affected Public: Passenger Motor Vehicle Operator Users of Gasoline Stations

Abstract: The National Automotive Sampling System Tire Pressure Special Study is being conducted to respond to Section 13 of the Transportation Recall Enhancement, Accountability, and

Documentation (TREAD) Act of 2000. The act directs the Department of Transportation to complete rule making to require a warning system in new motor vehicles to indicate under-inflated tires within one year of enactment. The stringent requirement for enactment of the rule requires that needed data on the frequency and pervasiveness of underinflation be collected and provided in a short period. This study will assess the extent to which passenger vehicle operators are aware of the recommended air pressure for their tires, if they monitor air pressure, and to what extent actual tire air pressure differs from that recommended by the vehicle manufacturer.

Estimated One-Time Burden: 1,568 hours.

Number of Respondents: 13,440.

Raymond P. Owings,

Associate Administrator for Research and Development.

[FR Doc. 01-3105 Filed 2-6-01; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33996]

Kern W. Schumacher and Morris H. Kulmer—Continuance in Control Exemption—SF&L Railway, Inc.

Kern W. Schumacher and Morris H. Kulmer (collectively applicants), have filed a notice of exemption to continue in control of SF&L Railway, Inc. (SF&L), upon SF&L's becoming a Class III railroad.

The transaction was scheduled to be consummated on or shortly after January 17, 2001.

This transaction is related to STB Finance Docket No. 33995, *SF&L Railway, Inc.—Acquisition and Operation Exemption—Toledo, Peoria and Western Railway Corporation Between La Harpe and Peoria, IL*, wherein SF&L is seeking an exemption to acquire an operating easement over, and the rail, ties, and improvements of, a line of railroad approximately 71.5 miles long in Hancock, McDonough, Fulton and Peoria Counties, IL.

Applicants currently indirectly control three existing Class III railroads: Tulare Valley Railroad Company, which is authorized to operate in the State of California; Kern Valley Railroad Company, which is authorized to operate in the State of Colorado; and V and S Railway, Inc., which is authorized to operate in the State of Kansas.

Applicants state that: (i) The rail lines of SF&L will not connect with any other lines of railroad under their control or within their corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in their corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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 will not automatically stay the transaction.¹

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33996, 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 Fritz R. Kahn, Esq., 1920 N Street, NW., 8th Floor, Washington, DC 20036-1601.

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

Decided: January 30, 2001.

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

Vernon A. Williams,
Secretary.

[FR Doc. 01-3057 Filed 2-6-01; 8:45 am]

BILLING CODE 4915-00-P

¹ On January 16, 2001, a petition to stay the effectiveness of the exemptions filed in this proceeding and in STB Finance Docket No. 33995 was filed by Joseph C. Szabo, on behalf of the United Transportation Union-Illinois Legislative Board. The petition for stay was denied by the Board in *SF&L Railway, Inc.—Acquisition and Operation Exemption—Toledo, Peoria and Western Railway Corporation Between La Harpe and Peoria, IL*, STB Finance Docket No. 33995, and *Kern W. Schumacher and Morris H. Kulmer—Continuance in Control Exemption—SF&L Railway, Inc.*, STB Finance Docket No. 33996 (STB served Jan. 16, 2001).

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33969]

Lancaster and Chester Railway Company—Lease and Operation Exemption—Norfolk Southern Railway Company

Lancaster and Chester Railway Company (L&C), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease, with an option to purchase, from Norfolk Southern Railway Company and operate approximately 30.8 miles of rail line in Kershaw and Lancaster Counties, SC. The line extends from approximately milepost SB-58.7, at the Kershaw station, to approximately milepost SB-89.5, at the Catawba station. The line connects to L&C's existing rail line at L&C Chester District Connection, at approximately milepost SB-76.4, near Lancaster.

Because the projected revenues of the rail lines to be operated will exceed \$5 million, L&C certified to the Board, on December 1, 2000, that the required notice of its proposed transaction was sent to the national offices of all labor unions representing employees on the lines and was posted at the workplace of the employees on the affected lines. See 49 CFR 1150.42(e). The transaction is expected to be consummated during the first quarter of 2001, but in no event earlier than the February 1, 2001 effective date of the exemption.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33969, 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 Rose-Michele Weinryb, Esq., Weiner Brodsky Sidman Kider, PC, 1300 19th Street, NW., Fifth Floor, Washington, DC 20036-1609.

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

Decided: January 30, 2001.