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Anyone may search the electronic form of all comments received for any of our dockets. You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477) or you may visit <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

William Fuentesvilla at (202) 366-6199, or by e-mail at William.Fuentesvilla@dot.gov.

SUPPLEMENTARY INFORMATION: Comments are invited on whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

This information collection request pertains to gas transmission operators regulated under 49 CFR Part 192. The Gas Transmission Integrity Management rule became effective February 14, 2004. The regulation improves pipeline safety through (1) accelerating the integrity assessment of pipelines in high consequence areas, (2) improving integrity management systems within companies, (3) improving the government's role in reviewing the adequacy of integrity programs and plans, and (4) providing increased public assurance in pipeline safety.

This information collection requires operators of gas transmission pipelines in high consequence areas to submit to PHMSA a written integrity management program and records showing compliance with 49 CFR Part 192, Subpart O. Operators must maintain this record for the life of the pipeline and PHMSA or State regulators may review it during inspections. The regulation requires that each operator submit the four overall performance measures to

PHMSA semi-annually. This information collection supports the DOT strategic goal of safety by reducing the number of incidents in natural gas transmission pipelines.

As used in this notice, "information collection" includes all work related to preparing and disseminating information related to this recordkeeping requirement including completing paperwork, gathering information, and conducting telephone calls.

Type of Information Collection

Request: Renewal of Existing Collection.

Title of Information Collection:

Pipeline Integrity Management in High Consequence Areas (Gas Transmission Pipeline Operators).

Respondents: 721.

Estimated Total Annual Burden on Respondents: 1,030,309 hours.

Issued in Washington, DC, on December 21, 2005.

Florence L. Hamn,

Director of Regulations, Office of Pipeline Safety.

[FR Doc. 05-24632 Filed 12-28-05; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34785]

Reading Blue Mountain and Northern Railroad Company—Operation Exemption—Locust Valley Line

Reading Blue Mountain and Northern Railroad Company (RBMN), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate a 5-mile line of railroad owned by Locust Valley Coal Company d/b/a Locust Valley Line (Locust Valley).¹ The rail line extends between milepost 0.0, at Laurel Jct. (also known as Morea Jct.), in Delano Township, and milepost 5.5 beyond Newton Jct., just south of Mahanoy City, Schuylkill County, PA. RBMN will operate over the rail line pursuant to an operating agreement with Locust Valley.²

RBMN certifies that its projected annual revenues as a result of this transaction will not result in RBMN becoming a Class II or Class I rail

¹ Locust Valley was granted an exemption to acquire the line in *Locust Valley Coal Company :d/b/a Locust Valley Line—Acquisition Exemption—Rail Lines in Schuylkill County, PA*, STB Finance Docket No. 34642 (STB served Jan. 21, 2005).

² RBMN states that the line is currently out of service, but that it previously operated over the northern mile of the line "as a spur" to serve a single customer.

carrier. In addition, RBMN states that its current annual revenues exceed \$5 million. This triggers the 60-day advance labor notice requirement at 49 CFR 1150.42(e). RBMN has requested a waiver of that requirement. The waiver request will be addressed by the Board in a separate decision in this proceeding.

As a result, the earliest this transaction will be able to be consummated will be either 60 days after RBMN certifies that it has satisfied the requirements of section 1150.42(e) or the effective date of a Board decision granting the requested waiver of the requirements of that provision.

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. 34785, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., Four Penn Center, Suite 200, 1600 John F. Kennedy Blvd., Philadelphia, PA 19103-2808.

Board decisions and notices are available on our Web site at "<http://www.stb.dot.gov>."

Decided: December 21, 2005.

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

Vernon A. Williams,

Secretary.

[FR Doc. 05-24513 Filed 12-28-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34780]¹

Northern Plains Railroad, Inc.—Operation Exemption—Rail Line of Mohall Central Railroad, Inc.

Northern Plains Railroad, Inc. (NPR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 69.15 miles of railroad owned by Mohall Central Railroad, Inc. (MCR), between

¹ A concurrently filed verified notice of exemption in STB Finance Docket No. 34781, *Mohall Central Railroad, Inc. and Gregg Haug—Continuance in Control Exemption* was withdrawn on December 22, 2005.