

### 1. FMVSS 224 Compliance Problems

Asphalt laydown equipment have hoppers into which our vehicle dumps the hot mix and the various types require our rear axles to be set ahead of the trailer rear 16"–18." This location is farther than the 12" "wheels back" measurement, so an under-ride device should be installed. However, any device behind the tires will interfere with this operation unless it can be moved out of the way when this dumping takes place.

Currently, no one has been able to get paver manufacturers to revise, or users to retrofit all their equipment so the under-ride could be accommodated. Additionally, no vehicle manufacturer has come up with a reasonably durable, cost effective, movable guard that is not too heavy, too expensive to maintain.

### 2. Competitors' Exemption

Docket #NHTSA–98–3848, Notice 2, Grant of Petition

Docket #NHTSA–98–3848, Notice 3, Petition for Renewal

Docket #NHTSA–98–3848, Notice 4, Grant of Petition

Beall Trailers of Washington, Inc. was granted an exemption. All the details in those dockets are similar to ours and we compete with them directly for this type of business.

### 3. Similar "Paver" Exemption

Docket #NHTSA–2001–8827 Notice 2, Grant of Petition

Dan Hill and Associates, Inc. and Red River Manufacturing, Inc. received an exemption published April 18, 2001, which expires April, 2003, for trailers those two competitors build. They have similar interference problems with paving equipment. Their experiences in designing and constructing guards, that will work, show how difficult this is.

### 4. Vehicle Use and Exposure on Highways

Very small quantities of these vehicles are built each year. Typical hauls are short and have minimal amount of time traveling on highways compared with most freight trailers.

Asphalt batch plants are typically set up close to the paving activities so vehicles spend little time traveling on roads to the paving site. Often, special temporary access, off highways, is provided for paving operations, which also diminishes the exposure for these vehicles.

We know of no rear end collisions, involving injuries, with this type of trailer.

### 5. Under-ride Guard and Research Activities

We are beginning a review of paving equipment that these trailers mate with to determine if they can be retrofitted or modified to accommodate trailers with tires located within 12" of the rear. With this survey, we will determine how a fixed rear guard interferes and what requirements will be necessary for swing up or retractable guards.

Based on this, Reliance will aggressively proceed to design, build, test and provide prototypes to determine the feasibility and usefulness of these devices.

Hot asphalt build-up on any moving parts may require frequent cleaning or

maintenance and will need to be analyzed carefully so these devices will work.

Frequent impacts, while contacting the paver, are a serious consideration that can affect the integrity of the guard.

Based upon the foregoing, we are asking to be granted an Exemption for Inconsequential Noncompliance.

Separately, Reliance submitted a Petition for a Temporary Exemption from FMVSS No. 224 (66 FR 36989).

Interested persons are invited to submit written data, views and arguments on the petition of Reliance, described above. Comments should refer to the Docket Number and be submitted to: Docket Management, National Highway Traffic Safety Administration, Room PL 401, 400 Seventh Street, SW., Washington, DC 20590. It is requested that two copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date will also be filed and will be considered to the extent practicable. When the application is granted or denied, a notice will be published in the **Federal Register** pursuant to the authority indicated below.

*Comment closing date:* September 24, 2001.

(49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.50 and 49 CFR 501.8)

Issued on: August 20, 2001.

**Stephen R. Kratzke,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 01–21454 Filed 8–23–01; 8:45 am]

**BILLING CODE 4910–59–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB–55 (Sub–No. 596X)]

### CSX Transportation, Inc.— Abandonment Exemption—in Lorain County, OH

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 1.17-mile line of railroad between milepost BJ–161.00 and milepost BJ–162.17 in Lorain, Lorain County, OH. The line traverses United States Postal Service Zip Code 44052.

CSXT has certified that: (1) no local traffic has moved over the line for at least 2 years; (2) there has been no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local

government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment and discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on September 25, 2001, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by September 4, 2001. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by September 13, 2001, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to CSXT's representative: Natalie S. Rosenberg, Counsel, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

CSXT has filed an environmental report which addresses the effects, if any, of the abandonment and discontinuance on the environment and historic resources. SEA will issue an environmental assessment (EA) by

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

August 31, 2001. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545.

Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned its line. If consummation has not been effected by CSXT's filing of a notice of consummation by August 24, 2002, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: August 16, 2001.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. 01-21332 Filed 8-23-01; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

August 17, 2001.

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 September 24, 2001 to be assured of consideration.

### Financial Crimes Enforcement Network (FinCEN)

*OMB Number:* 1506-0006.

*Form Number:* TD F 90-22.49.

*Type of Review:* Extension.

*Title:* Suspicious Activity Report by Casinos.

*Description:* Nevada casinos will file Form TD F 90-22.49 after a customer or individual conducts a potentially suspicious transaction or activity, pursuant to Nevada Commission Regulation 6A, Section 100, authorities, during the course of investigations involving financial crimes.

*Respondents:* Individuals or households, Business or other for-profit.

*Estimated Number of Respondents/Recordkeepers:* 110.

*Estimated Burden Hours Per Respondent/Recordkeeping:* 31 minutes.

*Frequency of Response:* Other (as required).

*Estimated Total Reporting/*

*Recordkeeping Burden:* 64 hours.

*Clearance Officer:* Lois K. Holland,  
Departmental Offices, Room 2110,  
1425 New York Avenue, NW.,  
Washington, DC 20220; (202) 622-1563.

*OMB Reviewer:* Alexander T. Hunt,  
Office of Management and Budget,  
Room 10202, New Executive Office  
Building, Washington, DC 20503;  
(202) 395-7860.

**Lois K. Holland,**

*Departmental Reports, Management Officer.*

[FR Doc. 01-21364 Filed 8-23-01; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

August 16, 2001.

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 September 24, 2001 to be assured of consideration.

### Internal Revenue Service

*OMB Number:* 1545-0074.

*Form Number:* IRS Form 1040 and Schedules A, B, C, C-EZ, D, D-1, E, EIC, F, H, J, R, and SE.

*Type of Review:* Revision.

*Title:* U.S. Individual Income Tax Return.

*Description:* Form 1040 and schedules are used by individuals to report their income tax liability. The data is used to verify that the items reported on the forms are correct, and also for general statistical use.

*Respondents:* Individuals or households.

*Estimated Number of Respondents/Recordkeepers:* 71,097,253.

*Estimated Burden Hours Per Respondent/Recordkeeper:*

Form/Schedule	Recordkeeper	Learning about the law or the form	Preparing the form	Copying, assembling, and sending the form
Form 1010 .....	2 hr., 46 min .....	3 hr., 29 min .....	4 hr., 1 min .....	34 min.
Schedule A .....	3 hr., 4 min .....	39 min .....	1 hr., 34 min .....	20 min.
Schedule B .....	33 min .....	8 min .....	25 min .....	20 min.
Schedule C .....	6 hr., 4 min .....	1 hr., 31 min .....	2 hr., 19 min .....	41 min.
Schedule C-EZ .....	45 min .....	3 min .....	35 min .....	20 min.
Schedule D .....	1 hr., 29 min .....	2 hr., 59 min .....	2 hr., 34 min .....	34 min.
Schedule D-1 .....	13 min .....	1 min .....	11 min .....	34 min.
Schedule E .....	3 hr., 0 min .....	1 hr., 0 min .....	1 hr., 24 min .....	34 min.
Schedule EIC .....	.....	1 min .....	13 min .....	20 min.
Schedule F:				
Cash Method .....	3 hr., 29 min .....	36 min .....	1 hr., 27 min .....	20 min.
Accrual Method .....	3 hr., 36 min .....	26 min .....	1 hr., 25 min .....	20 min.
Schedule H .....	1 hr., 38 min .....	30 min .....	53 min .....	34 min.
Schedule J .....	19 min .....	11 min .....	1 hr., 32 min .....	20 min.