

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.

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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]

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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.

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Decided: January 30, 2001.