

It should be noted that by October 25, 1997, the Department of Transportation is required to provide a Report to Congress which will evaluate the effects of federal regulations on auto theft and comprehensive insurance premiums, and recommend what changes, if any, to these regulations are appropriate. Specifically, the Report to Congress will evaluate the effects of the Anti Car Theft Act of 1992 and the Motor Vehicle Theft Law Enforcement Act of 1984. This report will provide information on the efficacy of parts-marking and anti-theft devices. It will also recommend whether the Theft Prevention Standard should be continued without change, modified to cover more or fewer lines of passenger motor vehicles; modified to cover other classes of motor vehicles or to terminate the standard for all future motor vehicles. The notice seeking public review and comment on the report prior to its submission to Congress was published in the **Federal Register** on June 26, 1997 (See 62 FR 34494). The Department of Transportation and the Department of Justice are assessing the current theft prevention program to determine what, if any, changes are needed to further deter motor vehicle theft. Upon review of the public comments, recommendations for changes, if any, to the regulations will be considered.

The agency believes that the Theft Prevention Standard (49 CFR part 541), in conjunction with FMVSS No. 114 and Part 543, provides a comprehensive scheme for deterring motor vehicle theft. Until DOT and DOJ complete their assessment of the existing theft prevention program, it would be premature to promulgate any regulatory requirement under the vehicle safety law even if a way could be found to develop performance criteria rather than the design criteria suggested by the CARS petition.

In accordance with 49 CFR part 552, this completes the agency's review of the petition. The agency has concluded that there is no reasonable possibility that the request by the petitioner would be amended at the conclusion of a rulemaking proceeding. Accordingly, it denies CARS' petition.

Authority: 49 U.S.C. 30103, 30162; delegation of authority at 49 CFR 1.50 and 501.8

Issued on: October 9, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 97-27597 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Notice of Public Information Collection Submitted to OMB for Review

AGENCY: Surface Transportation Board, DOT.

ACTION: Reinstatement, without change of a previously approved collection for which approval has expired.

SUMMARY: The Surface Transportation Board has submitted to the Office of Management and Budget for review and approval the following proposal for collection of information as required by the Paperwork Reduction Act of 1995, Pub. L. 104-13 (44 U.S.C. Chapter 35).

Title: Annual Report form R-1 Class I Railroads.

OMB Form Number: 2140-0009.

No. of Respondents: 10.

Total Burden Hours: 8,000.

DATES: Persons wishing to comment on this information collection should submit comments by November 17, 1997.

ADDRESSES: Direct all comments to Case Control, Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423. When submitting comments refer to the OMB number and title of the information collection.

FOR FURTHER INFORMATION CONTACT:

Ward L. Ginn, Jr., 202 565-1533. Requests for copies of the information collection may be obtained by contacting Ellen R. Keys (202) 565-1675.

SUPPLEMENTARY INFORMATION: The Surface Transportation Board is, by statute, responsible for the economic regulation of surface transportation carriers operating in interstate and foreign commerce. The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995), which took effect on January 1, 1996 abolished the Interstate Commerce Commission and transferred the responsibility for regulating rail transportation. Annual reports are required to be filed by Class I railroads pursuant to authority in Sections 49 U.S.C. 11145, 11144 and 11901 of the Act. The Board will use this information to monitor industry growth, company financial stability, traffic, and facilitate informed decision making.

Vernon A. Williams,
Secretary.

[FR Doc. 97-27604 Filed 10-16-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33464]

Ashland Railway, Inc.—Acquisition and Operation Exemption—CSX Transportation, Inc.

Ashland Railway, Inc., a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate 25.85 route miles of rail line owned by the CSX Transportation, Inc. The track to be purchased, known as the Willard to Mansfield Line, extends from Mansfield, OH, milepost 61.07, to Willard, OH, milepost 86.92.

The transaction is expected to be consummated after the October 1, 1997 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. 33464, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Richard R. Wilson, Esq., 1126 Eighth Avenue, Suite 403, Altoona, PA 16602.

Decided: October 8, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-27601 Filed 10-16-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33489]

Georgia Northeastern Railroad Company, Inc.—Lease and Operation Exemption—Georgia Department of Transportation

Georgia Northeastern Railroad Company, Inc., a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from the Georgia Department of Transportation and operate three rail lines in the State of Georgia as follows: (i) From Valuation Station 20975+35 (milepost 382.47), at McCaysville, to Valuation Station 21726+83 (milepost 396.7), at Blue

Ridge, a distance of 14.23 miles in Fannin County; (ii) from Valuation Station 21726+83 (milepost 396.7), at Blue Ridge, to Valuation Station 22154+46 (milepost 404.8), at White Path, a distance of 8.1 miles in Fannin and Gilmer Counties; and (iii) from Valuation Station 21556+55 (milepost 393.47) on the north leg of the wye including the south leg of the wye, at Murphy Junction, to Valuation Station 21706+72 (milepost 396.32), in Mineral Bluff, a distance of 2.85 miles in Fannin County.

The transaction is expected to be consummated on or after the effective date of the exemption. Because the notice of exemption was filed on October 3, 1997, the transaction can be consummated no sooner than October 10, 1997.

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. 33489, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Kevin R. Armbruster, Esq., Cushing, Morris, Armbruster & Jones, LLP, Suite 2110, International Tower, 229 Peachtree Street, N.E., Atlanta, GA 30303.

Decided: October 8, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-27603 Filed 10-16-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33487]

Iowa Northern Railway Company— Acquisition and Operation Exemption—Union Pacific Railroad Company

Iowa Northern Railway Company (IANR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire and operate an 8,692-foot portion of rail line, known as the Bristow Subdivision, owned by Union Pacific Railroad Company (UP), between the crossing of the UP and IANR lines at MP 288.8 and the end of

the Bristow Subdivision at approximately MP 287.4 (end of track) to the east of that crossing in Clarksville, IA.¹ The transaction was expected to be consummated as soon as practicable after October 9, 1997, the 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 will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33487, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001 and served on: David A. Hirsh, Harkins Cunningham, 1300 19th Street, N.W., Suite 600, Washington, DC 20036.

Decided: October 9, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-27602 Filed 10-16-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-534 (Sub-No. 1X)]

Lake State Railway Company— Abandonment Exemption—in Alpena County, MI

Lake State Railway Company (Lake State) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon its 8-mile line of railroad between milepost 0.0 near Alpena, and milepost 8.0 near Hillman, in Alpena County, MI. The line traverses United States Postal Service Zip Code 49707.

Lake State has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there has been no overhead traffic moving over the line during this time; (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

¹ IANR states that, although the official UP milepost designations suggest a track length of 1.4 miles, IANR personnel have measured the track length as 8,692 feet, or approximately 1.6 miles.

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 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 November 16, 1997, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by October 27, 1997. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 6, 1997, 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 applicant's representative: Kelvin J. Dowd, Esq., Slover & Loftus, 1224 Seventeenth Street, N.W., Washington, DC 20036.

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

Lake State has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by October 22, 1997. 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

¹ 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 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.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$900. See 49 CFR 1002.2(f)(25).