

ADDRESSES: Comments are invited on: (a) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (b) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (c) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (d) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). Comments may be sent to: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 1120 Vermont Ave., NW, Mail Stop 17, Washington, DC 20590, or Ms. Dian Deal, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number 2130-0017. Alternatively, comments may be transmitted via facsimile to (202) 493-6265 or (202) 493-6170, or E-mail to Mr. Brogan at robert.brogan@fra.dot.gov, or to Ms. Deal at dian.deal@fra.dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. All responses to this notice will be included in the request for OMB's approval. All comments will also become a matter of public record.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the information collection form and instruction should be directed to Mr. Robert Brogan, (202) 493-6292 or Dian Deal, (202) 493-6292. (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to provide 60-days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR §§ 1320.8(d)(1), 1320.10(e)(1), 1320.12(a).

Below is a brief summary of the currently approved information collection activity that FRA will submit for clearance by OMB as required under the PRA:

Title: U.S. DOT—AAR Crossing Inventory Form.

OMB Control Number: 2130-0017.

Form Number: FRA F 6180.71.

Expiration: March 31, 2000.

Type of Request: Revision of a currently approved collection.

Abstract: Form FRA 6180.71 is a voluntary form and is being revised to include additional data elements at the request of states and railroads. The form is also being revised to fulfill National Transportation Safety Board (NTSB) recommendations and to take advantage of recent advances in information technology. The form is used by States and railroads to periodically update certain cite specific highway-rail crossing information which is then transmitted to FRA for input into the National Inventory File. This information has been collected on the U.S. DOT—AAR Crossing Inventory Form since 1974 and maintained in the National Inventory File database since 1975. The primary purpose of the National Inventory is to provide for the existence of a uniform database which can be merged with accident data and used to analyze information for planning and implementation of crossing safety improvement programs by public, private, and governmental agencies responsible for highway-rail crossing safety. Following the official establishment of the National Inventory in 1975, the Federal Railroad Administration (FRA) assumed the principal responsibility as custodian for the maintenance and continued development of the U.S. DOT/AAR National Highway-Rail Crossing Inventory Program. The major goal of the Program is to provide federal, state, and local governments, as well as the railroad industry, information for the improvement of safety at highway-rail crossings. Good management practices necessitate maintaining the database with current information. The data will continue to be useful only if maintained and updated as inventory changes occur. FRA previously cleared the reporting and recordkeeping burden for this form under Office of Management and Budget (OMB) clearance number 2130-0017. OMB approved the burden in the original form through March 31, 2000. Based on the most recent information available, FRA estimates 62,000 updates per year. This is a substantial reduction in updates from the previous estimate of responses and represents a corresponding reduction of

1,473 hours in the reporting and recordkeeping burden. The reduction in responses is due to a lower response rate from states and railroads over the past few years and the expected continuation of this trend. FRA is requesting a three-year approval from OMB for this information collection.

Affected Public: Railroads and State governments.

Estimated Total Number of Responses Per Year: 62,000 updates.

Estimated Response Time per Form:

.25 hr. (8,000 form updates); .50 hr. per mass update list (337 mass update lists containing 24,000 updates); .03333 hr. per GX computer update (30,000 updates on 36 GX computer disks).

Total Annual Burden: 3,169 hours

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501-3520.

Issued in Washington, D.C. on May 6, 1999.

M. Johnson,

Information Technology Manager, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 99-12049 Filed 5-12-99; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33716]

Georgia & Florida RailNet, Inc.— Acquisition and Operation Exemption—Lines of Gulf & Ohio Railways, Inc.

Georgia & Florida RailNet, Inc. (GFRN), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to acquire (by purchase or acquisition of a lease interest) and operate approximately 256.37 miles of rail lines operated by and either owned by, or under the control of, Gulf & Ohio Railways, Inc. (GOR).¹ The lines to be acquired through purchase by GFRN are as follows: (1) The Albany Bridge, a line of railroad approximately 3,470 feet in length, extending across a bridge in Albany, GA, from track chaining station 5473+20 to track chaining station 5438+50; (2) the Adel-Foley Line, from milepost GB-1.0 at Adel, GA, to

¹ GFRN indicates that some rail lines are owned and operated by GOR, while GOR operates and possesses a leasehold interest in other rail lines.

milepost GB-77.3 at Perry, FL, and from milepost GB-77.3/LO-45.75 at Perry, FL, to milepost LO-39.0 at Foley, FL; (3) the Valdosta-Nashville Line, from milepost 30.65 at Valdosta, GA, to milepost 57.2 at Nashville, GA; (4) the Moultrie-Schley Junction Line, from milepost 27.1 at Moultrie, GA, to milepost 33.6 at Schley Junction, GA; (5) the Norman Junction Line, from milepost 29.52 at Norman Junction, GA, to milepost 33.52 at Moultrie, GA; and (6) the Thomasville-Camilla Line, from milepost ANC-692.08 at Thomasville, GA, to milepost ANC-728.0 at Camilla, GA.²

In addition, GFRN will also acquire GOR's lease interest in, and operate, the following rail lines: (1) The Albany-Sparks Line, (owned by and leased from the Norfolk Southern Railway (NSR)) from milepost GN-0.7 at Albany, GA, to milepost GN-58.9 at Sparks, GA; (2) the Camilla-Albany Line (owned by and leased from CSX Transportation, Inc. (CSX)) from milepost ANC-728.0 at Camilla, GA, to milepost ANC-748.03 at Albany, GA; and (3) the Albany-Sylvester Line (owned by and leased from CSX) from milepost AP-699.12 at Albany, GA, to milepost AP-677.67 at Sylvester, GA.

GFRN will also acquire incidental overhead trackage rights over approximately 29.8 miles of rail line owned by the Georgia Southern and Florida Railway Company (a subsidiary of NSR) from milepost 125.2-G at Sparks, GA, to milepost 155.0-G (at a connection into NS' Valdosta yard facilities) at Valdosta, GA.

The transaction was scheduled to be consummated on or shortly after April 30, 1999.

This transaction is related to STB Finance Docket No. 33717, *North American RailNet, Inc.—Continuance in Control Exemption—Georgia & Florida RailNet, Inc.*, wherein North American RailNet, Inc., is seeking an exemption to continue in control of GFRN upon its becoming a Class III rail carrier.

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.

² GFRN states that its projected revenues will not exceed those that would qualify it as a Class III rail carrier.

Because its projected revenues will exceed \$5 million, however, GFRN certified to the Board, on February 12, 1999, that it had served a copy of the notice on the national offices of the labor unions with employees on the affected lines, and that the required notice of its acquisition has been posted at the workplace of the employees on the affected lines. See 49 CFR 1150.32(e).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33717, 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 Robert A. Wimbish, Esq., Rea, Cross, & Auchincloss, 1707 L Street, NW, Suite 570, Washington, DC 20036.

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

Decided: May 5, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99-11995 Filed 5-12-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33717]

North American RailNet, Inc.—Continuance in Control Exemption—Georgia & Florida RailNet, Inc.

North American RailNet, Inc. (NARN), has filed a notice of exemption to continue in control of Georgia & Florida RailNet, Inc. (GFRN), upon GFRN's becoming a Class III railroad.

The transaction was scheduled to be consummated on or shortly after April 30, 1999.

This transaction is related to STB Finance Docket No. 33716, *Georgia & Florida RailNet, Inc.—Acquisition and Operation Exemption—Lines of the Gulf & Ohio Railways Inc.*, wherein GFRN is seeking an exemption to acquire and operate certain rail lines currently operated by and owned by, or under the control of, Gulf & Ohio Railways, Inc.

NARN controls four existing Class III railroads: Nebraska, Kansas & Colorado RailNet, Inc., operating in Nebraska, Kansas, and Colorado; Illinois RailNet, Inc., operating in Illinois; Camas Prairie RailNet, Inc., operating in Washington and Idaho; and Mississippi & Tennessee RailNet, Inc., operating in Mississippi and Tennessee.

NARN states that: (i) The rail lines operated by GFRN do not connect with any railroad in the corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect GFRN's lines with any railroad in the 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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33717, 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 Robert A. Wimbish, Esq., Rea, Cross, & Auchincloss, 1707 L Street, NW, Suite 570, Washington, DC 20036.

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Decided: May 5, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99-11994 Filed 5-12-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33729 (Sub-No. 1)]

Union Pacific Railroad Company—Trackage Rights Exemption—The Burlington Northern and Santa Fe Railway Company

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, exempts the trackage rights described in STB Finance Docket No. 33729¹ to permit the trackage rights to

¹ On March 19, 1999, Union Pacific Railroad Company (UP) filed a notice of exemption under the Board's class exemption procedures at 49 CFR 1180.2(d)(7). The notice covered the agreement by The Burlington Northern and Santa Fe Railway