

Manufacturer and model	Mobile	Nonmobile
Breathalyzer Model:		
900*	X	X
900A*	X	X
1000*	X	X
2000*	X	X
2000 (non-Humidity Sensor)*	X	X
Sound-Off, Inc., Hudsonville, MI:		
AlcoData	X	X
Seres Alco Master	X	X
Seres Alcopro	X	X
Stephenson Corp.:		
Breathalyzer 900*	X	X
U.S. Alcohol Testing, Inc./Protection Devices, Inc., Rancho Cucamonga, CA:		
Alco-Analyzer 1000		X
Alco-Analyzer 2000		X
Alco-Analyzer 2100	X	X
Verax Systems, Inc., Fairport, NY:		
BAC Verifier*	X	X
BAC Verifier Datamaster	X	X
BAC Verifier Datamaster II*	X	X

Instruments marked with an asterisk () meet the Model Specifications detailed in 49 FR 48854 (December 14, 1984) (i.e., instruments tested at 0.000, 0.050, 0.101, and 0.151 BAC.) Instruments not marked with an asterisk meet the Model Specifications detailed in 58 FR 48705 (September 17, 1993), and were tested at BACs = 0.000, 0.020, 0.040, 0.080, and 0.160. All instruments that meet the Model Specifications currently in effect (dated September 17, 1993) also meet the Model Specifications for Screening Devices to Measure Alcohol in Bodily Fluids.

(23 U.S.C. 402; delegations of authority at 49 CFR 1.50 and 501.1)

Issued on: May 28, 1999.

Rose A. McMurray,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 99-14165 Filed 6-3-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[DP99-003]

Denial of Motor Vehicle Defect Petition

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted to NHTSA under 49 U.S.C. 30162, requesting that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety. The petition is hereinafter identified as DP99-003.

FOR FURTHER INFORMATION CONTACT: Dr. George Chiang, Office of Defects Investigation (ODI), NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Telephone: (202) 366-5206.

SUPPLEMENTARY INFORMATION: Dr. Mary Halas of Alexandria, Virginia, submitted a petition to NHTSA by letter dated April 15, 1999, requesting that an investigation be initiated to determine whether to issue an order concerning

the notification and remedy of a defect in model year 1992 Acura Legend vehicles (subject vehicles) manufactured by Honda Motor Company (Honda) because of concerns related to their brake deficiency. The Petitioner alleges that the brake pedal on her vehicle stuck while driving, resulting in a crash. The Petitioner further alleges that she had no warning of any brake problem prior to the crash. In addition, the Petitioner alleges that there have been a number of complaints and service bulletins in NHTSA's database concerning the braking system on the subject vehicles. The Petitioner, however, did not identify a specific vehicle subsystem or component that might have been involved in or caused the brake failure.

During our review, we discovered that Honda had issued Technical Service Bulletin (TSB) 91-031 on August 18, 1992, for the model year 1991-1992 Acura Legend to correct a condition identified as "ABS Problem Code 1-8." The TSB states that when the ABS indicator light activates and the system is checked, problem code 1-8 appears. The light is activated inappropriately due to an overly sensitive sensor. To eliminate this inappropriate warning light, Honda implemented the TSB directing technicians to install a new pressure switch which ensures that the ABS light only comes on when appropriate. Thus, the issue addressed by this TSB has no effect on the vehicle's braking performance, and it is not related to the complaint filed by Dr. Halas.

A review of agency data files, including information reported to the Auto Safety Hotline by consumers,

indicates that there are six complaints about the brake system on the subject vehicles. Five of the six complaints were received prior to May 1996. The most recent complaint, received in March 1999, concerns illumination of the anti-lock brake warning light which is discussed in the TSB referenced in the above paragraph. None of these six complaints indicated that the complainants experienced difficulty in depressing the brake pedal. In addition, the number of complaints compared to the vehicle population (complaint rate) is lower for the model year 1992 Acura Legend than for five peer vehicles. Furthermore, there have been no safety recalls concerning the braking systems on the Acura Legend vehicles, regardless of the model year. On April 29, 1999, an ODI staff engineer inspected the Petitioner's vehicle at a local body shop. The staff was unable to test the operation of the vehicle's braking system vacuum booster because the crash rendered the engine inoperable. Visual inspection showed that the vacuum hose remains connected to the vacuum booster and to the engine, and that the brake pedal linkages appear to be free of obstruction or binding.

In view of the foregoing, it is unlikely that NHTSA would issue an order for the notification and remedy of a safety-related defect in the subject vehicles at the conclusion of the investigation requested in the petition. Therefore, in view of the need to allocate and prioritize NHTSA's limited resources to best accomplish the agency's safety mission, the petition is denied.

Authority: 49 U.S.C. 30162(d); delegations of authority at CFR 1.50 and 501.8.

Issued on: June 1, 1999.

Kenneth N. Weinstein,
Associate Administrator for Safety
Assurance.

[FR Doc. 99-14213 Filed 6-3-99; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33750]

Wisconsin Central Ltd.—Trackage Rights Exemption—Grand Trunk Western Railroad Incorporated

Grand Trunk Western Railroad Incorporated (GTW) has agreed to grant limited, non-exclusive overhead trackage rights to Wisconsin Central Ltd. (WC), over a segment of GTW's South Bend Division between GTW's connection to the Belt Railway of Chicago at GTW milepost 12.8 at Hayford, IL, and GTW milepost 25.1 at Harvey, IL, including the connections to the Illinois Central Railroad Company at Harvey, a total distance of approximately 12.3 miles.¹ The purpose of the trackage rights is to allow WC to move traffic in Canadian National Railway Company's (CN) account as part of WC's haulage of CN traffic between Superior, WI and Chicago, IL. The transaction is scheduled to be consummated on or after May 28, 1999, the effective date of the exemption (7 days after the exemption was filed.)

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk & Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease & Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33750, 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 Janet H. Gilbert, Wisconsin Central Ltd., 6250 N. River Road, Suite 9000, Rosemont, IL 60018.

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

Decided: May 28, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-14187 Filed 6-3-99; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

Proposed Collection; Comment Request for Form 1120-H

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 1120-H, U.S. Income Tax Return for Homeowners Associations.

DATES: Written comments should be received on or before August 3, 1999 to be assured of consideration.

ADDRESSES: Direct all written comments to Garrick R. Shear, Internal Revenue Service, room 5571, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to Carol Savage, (202) 622-3945, Internal Revenue Service, room 5569, 1111 Constitution Avenue NW., Washington, DC 20224.

SUPPLEMENTARY INFORMATION:

Title: U.S. Income Tax Return for Homeowners Associations.

OMB Number: 1545-0127.

Form Number: 1120-H.

Abstract: Homeowners associations file Form 1120-H to report income, deductions, and credits. The form is also used to report the income tax

liability of the homeowners association. The IRS uses Form 1120-H to determine if the income, deductions, and credits have been correctly computed. The form is also used for statistical purposes.

Current Actions: There are no changes being made to the form at this time.

Type of Review: Extension of a currently approved collection.

Affected Public: Business or other for-profit organizations and individuals.

Estimated Number of Respondents: 112,311.

Estimated Time Per Respondent: 32 hours, 10 minutes.

Estimated Total Annual Burden Hours: 3,611,922.

The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number. Books or records relating to a collection of information must be retained as long as their contents may become material in the administration of any internal revenue law. Generally, tax returns and tax return information are confidential, as required by 26 U.S.C. 6103.

Request for Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record.

Comments are invited on: (a) whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Approved: May 28, 1999.

Garrick R. Shear,

IRS Reports Clearance Officer.

[FR Doc. 99-14226 Filed 6-3-99; 8:45 am]

BILLING CODE 4830-01-U

¹ A redacted version of the draft trackage rights agreement between WC and GTW was filed with the notice of exemption. The full version of the agreement was concurrently filed under seal along with a motion for a protective order, which will be addressed in a separate decision. A copy of the executed trackage rights agreement will be filed in accordance with 49 CFR 1180.6(a)(7)(ii).