

(OMB) to reinstate the expired information collection for FHWA's Transportation of Hazardous Materials, Highway Routing.

DATES: Comments must be submitted on or before February 17, 1998.

ADDRESSES: Signed, written comments should refer to the docket number that appears at the top of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, S.W., Washington, D.C. 20590-0001. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard. Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the FHWA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB clearance of this information collection.

FOR FURTHER INFORMATION CONTACT: Mr. Kenneth Rodgers, Office of Motor Carrier Safety and Technology, Safety and Hazardous Materials Division, (202) 366-4016, Department of Transportation, Federal Highway Administration, 400 Seventh Street, S.W., Washington, D.C. 20590-0001. Office hours are from 7:45 a.m. to 4:15 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Availability

An electronic copy of this document may be downloaded using a modem and suitable communications software from the **Federal Register** electronic bulletin board service (telephone number: 202-512-1661). Internet users may reach the **Federal Register's** web page at: http://www.access.gpo.gov/su_docs.

Title: Transportation of Hazardous Materials; Highway Routing.
OMB Number: 2125-0554.

Background

Public comment is requested regarding the burden associated with this collection of information. The data for the Transportation of Hazardous Materials; Highway Routing designations are collected under

authority of 49 U.S.C. 5112 and 5125, which places the responsibility on the Secretary of Transportation to specify and regulate standards for establishing, maintaining, and enforcing routing designations. The Federal Highway Administrator has the authority, as required in 49 CFR 397.73, to request that each State and Indian tribe, through its routing agency, provide information identifying hazardous materials routing designations within their respective jurisdictions. This information will be consolidated by the FHWA and published annually in whole or as updates in the **Federal Register**.

Respondents: The reporting burden is shared by the 50 States, the District of Columbia, Puerto Rico, American Samoa, Guam, Northern Marianas, and the Virgin Islands.

Estimated Total Annual Burden: The annual reporting burden is estimated to be 63 hours.

Frequency: The data is collected by the respondents and submitted to FHWA within 60 days after any routing designation changes occur.

Authority: 49 U.S. Code 5112 and 5125; Section 3506 (c)(2)(A) of Pub. L. 104-13; 49 CFR 1.48.

Issued on: December 3, 1997.

George S. Moore,

Associate Administrator for Administration.
[FR Doc. 97-32736 Filed 12-15-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. MC-96-40; FHWA-1997-2287]

Motor Carrier Regulatory Relief and Safety Demonstration Project

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Extension of deadline for submission of applications.

SUMMARY: The FHWA is extending the deadline for motor carriers to submit applications to participate in the agency's Motor Carrier Regulatory Relief and Safety Demonstration Project (the Project). The Project will allow eligible motor carriers operating light- to medium-weight commercial motor vehicles in interstate commerce to qualify for an exemption from certain Federal Motor Carrier Safety Regulations (FMCSRs) for a three-year period.

DATES: Applications must be received on or before June 30, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Robert W. Miller, Office of Motor Carrier Field Operations, HMC-DC, (202) 523-0178, Federal Highway Administration, Union Center Plaza, Suite 750, 820 First Street, N.E., Washington, DC 20002; or Mr. Charles E. Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354, Federal Highway Administration, 400 Seventh Street, S.W., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

On November 28, 1995, the President signed the National Highway System Designation Act of 1995 (Pub. L. 104-59, 109 Stat. 568) (the Act). Section 344 of the Act, codified at 49 U.S.C. 31136(e)(2), requires the Secretary to implement a commercial motor vehicle regulatory relief and safety pilot program to grant and to monitor exemptions from provisions of the Federal Motor Carrier Safety Regulations. The exemptions would be applicable to motor carriers operating commercial motor vehicles with a gross vehicle weight rating (GVWR) between 4,537 and 11,794 kilograms (10,001 and 26,000 pounds), inclusive. However, commercial motor vehicles designed to transport more than 15 passengers, including the driver, and vehicles transporting hazardous materials in a quantity requiring placarding are not covered under the Project.

On August 28, 1996 (61 FR 44385), the FHWA requested public comment on the implementation of section 31136(e)(2). In response to comments which raised the concerns about the relationship between the Project and existing State motor carrier safety regulations, a supplemental notice was published on October 29, 1996 (61 FR 55835). The supplemental notice requested comment on the use of the FHWA's preemption authority to resolve any conflicts between the Project and State regulations. The FHWA issued the notice of final determination for the Project on June 10, 1997 (62 FR 31655).

Reason for Extending the Application Deadline

The FHWA has received numerous telephone calls from motor carriers interested in participating in the Project but uncertain about how to document the information that must be submitted with their requests to participate. These inquiries indicate there is need for additional information to assist motor carriers in understanding the criteria for

admission to, and the procedures for applying for, the Project. The agency will soon publish in the **Federal Register** additional information clarifying the eligibility criteria and application process. In the meantime, to ensure that all eligible motor carriers have an opportunity to submit the information required by the notice of final determination, the agency is extending the application period to June 30, 1998.

The FHWA notes that this extension of the deadline to submit applications does not alter the eligibility criteria for participating in the Project, or the information that must be submitted. Therefore, eligible motor carriers interested in participating in the Project must submit all of the information specified in the notice of final determination. If there are questions about the eligibility criteria or the application process, motor carriers should contact one of the individuals listed at the beginning of this notice.

Authority: 49 U.S.C. 31136, 31141, and 31502; 49 CFR 1.48.

Issued on: December 9, 1997.

Kenneth R. Wykle,
Administrator.

[FR Doc. 97-32737 Filed 12-15-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. 87-2]

RIN 2130-AB20

Automatic Train Control and Advanced Civil Speed Enforcement System; Northeast Corridor Railroads; Correction

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Correction.

SUMMARY: In proposed order document 97-30505 beginning on page 62097 in the issue of November 20, 1997, make the following corrections:

e. Missing transponder:

1. On page 62105 in the second column in line 13, the maximum speed

for the North End should be changed to read 110 mph.

2. On page 62105 in the second column in line 14, the maximum speed for the South End should be changed to read 125 mph.

Dated: December 10, 1997.

S. Mark Lindsey,
Chief Counsel, Federal Railroad Administration.

[FR Doc. 97-32772 Filed 12-15-97; 8:45 am]

BILLING CODE 4910-06-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33413]

Trimax Holdings, Inc.—Corporate Family Transaction Exemption—Allegheny Valley Railroad Company and Southwest Pennsylvania Railroad Company

Trimax Holdings, Inc. (TMH), a noncarrier holding company, has filed a verified notice of exemption for the acquisition of control through stock ownership of the Allegheny Valley Railroad Company (AVR) and the Southwest Pennsylvania Railroad Company (SWP).¹ TMH is wholly owned and controlled by Russell A. Peterson (Peterson), a noncarrier individual. Prior to the transaction covered by the exemption, AVR and SWP were commonly controlled through stock ownership by Peterson, Philip C. Larson (P. Larson) and Dennis E. Larson (D. Larson), also noncarrier individuals.² TMH has acquired all of the outstanding stock of AVR that had previously been owned by P. Larson and D. Larson.³ Following the issuance of stock to TMH by SWP's board of directors that is as anticipated to occur in the near future, TMH will own 92.69% of the stock of SWP.⁴

¹ AVR and SWP are Class III common carriers by rail operating in the State of Pennsylvania.

² In addition, Peterson, P. Larson, and D. Larson commonly control the Camp Chase Industrial Railroad Corporation (CCIR), a Class III common carrier operating in the State of Ohio. No changes in the ownership of CCIR are planned at this time.

³ The stock of AVR is currently 50% owned by Peterson and 50% owned by TMH.

⁴ At that time, TMH would own 92.69% of the stock of SWP, Peterson would own 3.67%, and P. Larson and D. Larson would each own 1.82%.

The transaction was to be consummated on or after the December 8, 1997 effective date of the exemption. TMH's acquisition of control of AVR and SWP is intended to create operating and management efficiencies for these entities.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The parties state that the transaction will not result in changes in service levels, operational changes, or a change in the competitive balance with carriers outside the corporate family.

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 reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33413, 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 M. Sheys, Esq., Oppenheimer Wolff & Donnelly, 1020 Nineteenth Street, N.W., Suite 400, Washington, DC 20036.

Decided: December 9, 1997.

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

Vernon A. Williams,
Secretary.

[FR Doc. 97-32777 Filed 12-15-97; 8:45 am]

BILLING CODE 4915-00-P