

**FOR FURTHER INFORMATION CONTACT:**

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**SUPPLEMENTARY INFORMATION:****Electronic Access**

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**Background**

On January 7, 1993, at 58 FR 3063, the FHWA issued a notice of intent that an environmental impact statement for Stillwater County, Montana would be prepared for a proposal to improve the Montana Highway Route 78 corridor from the East Rosebud Creek Bridge South of Absarokee, Montana to the Yellowstone River Bridge south of Columbus, Montana.

The notice published today revises the 1993 notice of intent by revising the southern limit. The southern terminus of the project has been changed from the junction of P-78 with Butcher Creek Road, to the P-78 junction with FAS 419, shortening the project by approximately 5 kilometers (3 miles). This revision represents a logical termini as the roadway volumes decrease at its junction with FAS 419.

The FHWA, in cooperation with the Montana Department of Transportation (MDT), is preparing an Environmental Impact Statement for a proposal to improve the Montana Highway Route 78 corridor from the FAS 419 junction with P-78 south of Absarokee, Montana, to the Yellowstone River Bridge south of Columbus, Montana.

Comments are being solicited from appropriate Federal, State, and local agencies and from private organizations and citizens who have previously expressed or are known to have interest in this proposal. A public informational meeting as well as two public scoping meetings have been held on the proposed project improvements. Additional public meetings will be held in the project area to discuss recent alignment revisions as well as the new project termini. The draft EIS will be available for public and agency review,

and a public hearing will be held to receive comments. Public notice will be given of the time and place of the meetings and public hearing.

Comments and/or suggestions from all interested parties are requested, to ensure that the full range of all issues, and significant environmental issues in particular, are identified and reviewed. Comments or questions concerning this proposed action and/or its EIS should be directed to the FHWA or the MDT at the addresses listed previously.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this proposed action.).

**Authority:** 23 U.S.C. 315; 49 CFR 1.48.

Issued on: August 25, 1998.

**Darrin Grenfell,**

*Operations Engineer, Montana Division, Helena.*

[FR Doc. 98-23357 Filed 8-28-98; 8:45 am]

BILLING CODE 4910-22-M

**DEPARTMENT OF TRANSPORTATION****Federal Railroad Administration****Petition for Waiver of Compliance**

In accordance with Title 49, Code of Federal Regulations (CFR), Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance from certain requirements of Federal railroad safety regulations. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

**CSX Transportation, Incorporated (Waiver Petition Docket Number H-98-6)**

CSX Transportation, Incorporated (CSXT) seeks a waiver of compliance from certain sections of 49 CFR Parts 216, Special Notice and Emergency Order Procedures: Railroad Track, Locomotive and Equipment; 217, Railroad Operating Rules; 218, Railroad Operating Practices; 229, Railroad Locomotive Safety Standards; 233, Signal Systems Reporting Requirements; 235, Instructions Governing Applications for Approval of a Discontinuance or Material Modification of a Signal System or Relief from the Requirements of Part 236; 236, Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of

Signal and Train Control Systems, Devices, and Appliances; and 240, Qualification and Certification of Locomotive Engineers, under Part 211.51, Tests, to allow them to develop, implement, and test technology designed to prevent train collisions and overspeed violations and to protect track maintenance personnel from trains. The program will enable CSXT to demonstrate and validate the technology, referred to as CBTM (for Communications Based Train Management), before it is implemented on a larger scale.

CBTM is a non-vital safety overlay that works in conjunction with the existing method of operation in DTC (Direct Traffic Control) territory to protect against the consequences of human error. This approach provides a "safety net" for train operations while retaining the existing method of operation as the primary means of control.

CBTM's safety enhancements are achieved through a distributed, communication-based system that enforces movement authority and speed restrictions for CBTM-equipped trains. Five CBTM segments work together to provide this enforcement: office server, zone logic controller, wayside, locomotive, and communications. The office server receives the DTC authority and train message information from CADS (Computer Aided Dispatching System). This information is passed down to the appropriate zone logic controller. The zone logic controller sends this information through the communications segment down to the locomotive, as targets. The locomotive segment enforces a train's movement and speed limits by monitoring the train's location and speed in relation to the targets. The system will apply a penalty brake application to stop the train, if necessary, to prevent a violation. The wayside segment will communicate switch position information to the zone logic controller and the locomotive. Two Differential Global Positioning System sites will be utilized to provide train location information, one being at Savannah Beach, Georgia, and the other located at either Knoxville, Tennessee, or Greensboro, North Carolina.

The CBTM pilot is designed to develop, test and demonstrate PTS (Positive Train Separation) technology. As a pilot program, it will focus on proving the CBTM concepts and technology and on laying the groundwork for a production system. While the purpose of CBTM is to enhance safety, the pilot program itself is not expected to yield immediate

safety benefits. The program will focus on testing the technology without adversely affecting the safety of operations under the existing method of operations, which will remain in effect.

The CBTM pilot program will be implemented on 126.6 miles of CSXT track in the Southeast. The pilot will include all of the territory on two subdivisions, Spartanburg and McCormick, of the Florence Service Lane. Relief is sought for CBTM test operations on all tracks of all types included in the pilot territory. The pilot territory includes single main track, sidings, and branch lines. It will also include the self restoring, power operated switch located at M.P. AK 557.9, normally positioned for straightaway movement to CSXT's CN&L subdivision. The following are the waiver requests and their justifications:

**Section 216.13 Special notice for repairs—locomotive.** Waiver is requested for CBTM-equipped locomotives to the extent that non-operation of CBTM equipment installed on board (whether through malfunction or deactivation) shall not be construed as an unsafe condition requiring special notice for repairs; waiver is sought for non-CBTM-equipped locomotives operating in the CBTM pilot territory to the extent that the absence of CBTM equipment on board shall not be construed as an unsafe condition requiring special notice for repairs.

Justification: With or without CBTM equipment operating on board the controlling locomotive, a train remains subject to existing method of operation. (CBTM is an overlaid system, enhancing current safety without affecting the operation of existing systems). CBTM tests require flexibility in installing, removing, turning on, and turning off the on-board equipment. The CBTM pilot will equip only six locomotives, which is a small subset of locomotives operating in the pilot territory.

**Section 217.9 Program of operational tests and inspections; recordkeeping.** Waiver is requested exempting operation of CBTM equipment and procedures from the requirements for operational tests and inspections and associated recordkeeping.

Justification: The CBTM pilot is a test program during which procedures for using CBTM equipment and functions will be refined and modified. Until such procedures are defined, they cannot be addressed in the code of operating rules, timetables, and timetable special instructions to which this section applies.

**Section 217.11 Program of instruction on operating rules; recordkeeping; electronic recordkeeping.** Waiver is requested exempting operation of CBTM equipment and procedures from the requirements for instruction and associated recordkeeping.

Justification: The CBTM pilot is a test program during which procedures for using CBTM equipment and functions will be refined and modified. Until such procedures are defined, they cannot be addressed in the code of operating rules to which this section applies. In any case, CBTM is expected to have minimal impact on the code of operating rules.

**Part 218 [Subpart D] Prohibition Against Tampering With Safety Devices.** Waiver is requested exempting on-board CBTM equipment from the requirements of all sections under Subpart D of Part 218 (Sections 51, 53, 55, 57, 59, and 61) to the extent that CBTM equipment on board a locomotive shall not be considered a "safety device" according to the provisions of this subpart at any time during the pilot program.

Justification: The CBTM pilot is a test program. CBTM tests require flexibility in installing, removing, turning on and turning off the on-board equipment. CSXT tests require the flexibility to permanently disable or remove CBTM equipment in the event that a production system is not implemented.

**Section 229.7 Prohibited acts.** Waiver is requested to the extent that CBTM equipment on board a locomotive shall not be considered "appurtenances" rendering the locomotive subject to the constraints of this section.

Justification: The CBTM pilot is a test program. CBTM tests require flexibility in installing, removing, turning on and turning off the on-board equipment. CSXT also requires the flexibility to temporarily or permanently disable on-board CBTM equipment. Whether or not CBTM equipment on board a locomotive is functioning, the train remains subject to the safety provisions of the existing method of operation.

**Section 229.135 Event recorders.** Waiver is requested to the extent that CBTM equipment on board a locomotive shall not be considered an "event recorder" subject to the provisions of this section.

Justification: CBTM equipment by design will operate intermittently during the pilot program. CBTM tests require flexibility in installing, removing, turning on and turning off the on-board equipment. CSXT also requires the flexibility to temporarily or permanently disable on-board CBTM equipment.

**Section 233.9 Reports.** Waiver is requested exempting CBTM operations in the pilot program from the reporting requirement of this section.

Justification: While a CBTM production system may belong to the category of "other similar appliances, methods, and systems" specified in § 233.1, this requirement would impose an unnecessary paperwork burden for a test program.

**Section 235.5 Changes requiring filing of application.** Waiver is requested exempting the CBTM pilot program from the filing requirements of this section.

Justification: The CBTM pilot is a test program. It is an overlay system that can enhance the safety of train operations without affecting the existing method of operation. CBTM tests require flexibility in installing, removing, modifying, turning on and turning off the on-board equipment. CSXT also requires the flexibility to permanently disable or remove CBTM equipment in the event that a production system is not implemented.

**Section 236.4 Interference with normal functioning of device.** Waiver is requested to the extent that CBTM equipment shall be excluded from this requirement during the pilot program.

Justification: The CBTM pilot is a test program through which the "normal functioning" of CBTM will be defined and refined. CBTM tests require flexibility in installing, removing, turning on and turning off the on-board equipment. With or without CBTM equipment operating on board the controlling locomotive, the train remains subject to the safety provisions of existing method of operation.

**Section 236.5 Design of control circuits on closed circuit principle.** Waiver is requested excepting CBTM equipment from the closed circuit design requirement.

Justification: CBTM is an overlay system using solid-state components. It will enhance railroad safety while in no way interfering with the operation of existing safety devices.

**Section 236.6 Hand-operated switch equipped with switch circuit controller.** Waiver is requested exempting the CBTM pilot program from the maintenance requirements of this section.

Justification: CBTM is an overlay system in non-signaled territory. The installation of circuit controllers on the manual switches and the information they convey are for use by the CBTM pilot only, the maintenance of which will not affect the safety of train operations. CSXT requires the flexibility to temporarily or permanently disable or

remove CBTM related equipment in the event that a production system is not implemented.

**Section 236.8 Operating characteristics of electromagnetic, electronic, or electrical apparatus.** Waiver is requested exempting CBTM equipment from the requirements of this section.

Justification: CBTM consists of devices which are not signal apparatus. The functioning of these devices are not essential to the safety of train operations. The CBTM pilot is a test program during which the limits within which these devices are designed to operate will be defined.

**Section 236.11 Adjustment, repair, or replacement of component.** Waiver is requested exempting CBTM components on board a locomotive from the requirements of this section.

Justification: CBTM is an overlay system designed to enhance safety while in no way affecting the operation of existing method of operation. Failure of a CBTM component will not jeopardize the safety of train operations.

**Section 236.15 Timetable instructions.** Waiver is requested exempting the CBTM pilot territory from the timetable designation requirement of this section.

Justification: Since the pilot program will consist of tests and demonstrations, identifying the test territory in the timetable as "CBTM" (or some similar label) would be both premature and an unnecessary paperwork burden.

**Section 236.23 Aspects and indications.** Waiver is requested to the extent that the CBTM display on board an equipped locomotive shall not be construed to represent or correspond to signal aspects or indications and shall therefore be exempt from the requirements of this section.

Justification: CBTM is an overlay system in non-signaled territory. Its design excludes any visual display of signal aspects or indications. CBTM enforceable authorities will not be derived from signal indications. Only CBTM status information will be displayed to the crew. Trains will remain subject to the existing method of operation. Text information regarding authorities, speed restrictions, or work zones will be displayed to the crew only after enforcement. This information will in no way represent or qualify the authority conveyed by the dispatcher.

**Section 236.76 Tagging of wires and interference of wires or tags with signal apparatus.** Waiver is requested exempting CBTM equipment from the wire tagging requirement.

Justification: CBTM hardware consists of computers, computer peripherals,

and communication devices. While the inapplicability of this section to circuit boards, connectors, and cables would appear obvious, waiver is sought for clarification.

**Section 236.101 Purpose of inspection and tests; removal from service of relay or device failing to meet test requirements.** Waiver is requested exempting CBTM equipment from the requirement for removal of failed equipment from service.

Justification: The CBTM pilot is a test program. CBTM tests require flexibility in installing, removing, turning on and turning off the on-board equipment. With or without CBTM equipment operating on board, a train remains subject to the safety provisions of the existing method of operation.

**Section 236.107 Ground tests.** Waiver is requested exempting CBTM equipment in the pilot program from the requirement for ground testing.

Justification: CBTM hardware consists of computers, computer peripherals, and communication devices. Ground tests would serve no purpose in ensuring safety and could be damaging to this equipment.

**Section 236.109 Time releases, timing relays and timing devices.** Waiver is requested exempting CBTM equipment in the pilot program from the annual testing requirement.

Justification: The timing devices in CBTM equipment are software-driven, have no moving parts, and are far more reliable than the devices for which this regulation was promulgated.

**Section 236.110 Results of tests.** Waiver is requested exempting CBTM tests from the recordkeeping requirements of this section.

Justification: The CBTM pilot is a test program during which the types of tests needed to ensure appropriate levels of maintenance will be defined.

**Section 236.202 Signal governing movements over hand-operated switch.** Waiver is requested exempting CBTM tests from the requirements of this section.

Justification: The CBTM pilot is a test program during which the operational parameters will be defined.

**Section 236.501 Forestalling device and speed control.** Waiver is requested exempting CBTM from the requirement for low or medium-speed restriction in paragraphs (1) and (2) under provision (b).

Justification: CBTM is a safety enhancement system that will apply a penalty brake application to enforce the maximum permissible speed based on permanent or temporary speed restrictions issued by the dispatcher, not signal indications.

**Section 236.502 Automatic brake application, initiation by restrictive block conditions stopping distance in advance.** Waiver is requested exempting CBTM automatic brake applications from the requirement tying brake applications to restrictive block conditions.

Justification: As an overlay system, CBTM applies enforcement braking with reference to CBTM enforceable targets generated from dispatcher issued movement authorities, not signal indications. As for the signal indication at the self-restoring power operated switch location, CBTM enforceable targets are generated based on switch position and dispatcher issued authorities; they may or may not correspond to a restrictive signal indication at this location.

**Section 236.504 Operation interconnected with automatic block-signal system.** Waiver is requested exempting CBTM from the requirement of interconnection with an automatic block-signal system.

Justification: CBTM is an overlay system in non-signaled territory with no connection to a signal system.

**Section 236.511 Cab signals controlled in accordance with block conditions stopping distance in advance.** Waiver is requested exempting any CBTM on-board display from the cab-signal requirements in this section.

Justification: CBTM is not an automatic cab signal system and will have no direct connection with the signal system.

**Section 236.512 Cab signal indication when locomotive enters block where restrictive conditions obtain.** Waiver is requested exempting any CBTM on-board display from the cab-signal requirements in this section.

Justification: CBTM is not an automatic cab signal system. Since CBTM is an overlay system, the train crew will maintain the primary responsibility for adherence to the movement authorities issued verbally by the train dispatcher.

**Section 236.514 Interconnection of cab signal system with roadway signal system.** Waiver is requested exempting CBTM from the requirement of interconnection with the roadway signal system.

Justification: CBTM is an overlay system in non-signaled territory with no connection to a signal system except for the self-restoring power operated switch where CBTM will indirectly receive switch position information only.

**Section 236.515 Visibility of cab signals.** Waiver is requested exempting any CBTM display from the visibility requirement of this section.

Justification: CBTM is not an automatic cab signal system. The CBTM design excludes any visual representation of signal aspects or indications.

**Section 236.528 Restrictive condition resulting from open hand-operated switch; requirement.** Waiver is requested exempting any CBTM display from the requirements of this section.

Justification: CBTM is a test program in non-signaled territory. The installation of circuit controllers on the manual switches and the information they convey are for use by the CBTM pilot only. Trains will continue to be governed by the existing method of operation, therefore the functioning of these devices is not essential to the safety of train operations. The limits within which these devices will be required to operate under a restrictive condition will be defined as part of the CBTM pilot program.

**Section 236.534 Entrance to equipped territory; requirements.** Waiver is requested exempting the CBTM pilot program from the requirements of this section.

Justification: The CBTM pilot is a test program. CBTM tests will require flexibility in installing, removing, turning on and turning off the on-board equipment.

**Section 236.551 Power supply voltage; requirement.** Waiver is requested exempting the on-board CBTM power supply from the voltage requirement in this section.

Justification: The CBTM pilot is a test program during which the limits within which the power supply voltage must be maintained, will be defined.

**Section 236.552 Insulation resistance; requirement.** Waiver is requested exempting CBTM equipment from the insulation resistance requirement in this section.

Justification: CBTM on-board equipment consists of computers, computer peripherals, and communications equipment. Insulation resistance tests could be damaging to such components.

**Section 236.553 Seal, where required.** Waiver is requested exempting CBTM equipment from the seal requirement in this section.

Justification: The CBTM system will allow the crew to inhibit the CBTM functions and equipment through an on-board manual function. Use of the on-board inhibit function will be electronically monitored and archived.

**Section 236.563 Delay time.** Waiver is requested exempting CBTM from the delay time requirement in this section.

Justification: The CBTM braking algorithm continuously computes

braking distance to the next target where a stop is required based on dispatcher issued authorities, not signals.

**Section 236.564 Acknowledging time.** Waiver is requested exempting CBTM from the acknowledging time requirement in this section.

Justification: The CBTM pilot is a test program during which these types of parameters will be refined and modified.

**Section 236.566 Locomotive of each train operating in train stop, train control or cab signal territory; equipped.** Waiver is requested to the extent that the equipment requirements in this section shall not apply to CBTM during the test period.

Justification: The CBTM pilot is a test program. A small subset of locomotives operating in the test territory will be CBTM-equipped; the majority of trains will not be equipped. CBTM tests require flexibility in installing, removing, turning on and turning off the on-board equipment. CSXT requires the flexibility to permanently disable or remove CBTM equipment.

**Section 236.567 Restrictions imposed when device fails and/or is cut out en route.** Waiver is requested exempting CBTM operations from the restrictions associated with device failure or cutout.

Justification: The CBTM pilot is a test program requiring flexibility in installing, removing, turning on and turning off the on-board equipment. Since CBTM is a safety overlay, a failure or deactivation of CBTM equipment has the effect only of suspending the safety enhancements associated with CBTM without compromising the underlying safety provisions of existing method of operation. If a CBTM device fails, operations will continue in a normal mode. The dispatcher will be immediately notified before CBTM equipment is inhibited. Moreover, the dispatcher is immediately notified if CBTM equipment fails, eliminating any need for a reduction in speed.

**Section 236.586 Daily or after trip test.** Waiver is requested exempting the CBTM pilot program from the test requirements of this section.

Justification: The CBTM pilot is a test program during which requirements for a daily or after-trip test, if necessary, will be defined. CBTM equipment is many times more reliable than the equipment for which this regulation was promulgated.

**Section 236.587 Departure test.** Waiver is requested exempting the CBTM pilot program from the test requirements of this section.

Justification: The CBTM pilot is itself a test program during which the

requirements for a departure test will be defined. Further, it is likely the departure test will be made without human intervention and/or outside CBTM territory.

**Section 236.588 Periodic test.** Waiver is requested exempting the CBTM pilot program from the test requirements of this section.

Justification: The CBTM pilot is itself a test program during which the requirements for periodic testing will be defined.

**Section 236.703 Aspect.** Clarification is requested exempting the CBTM display from this definition.

Justification: CBTM is not an automatic cab signal system. CBTM is an overlay system designed for non-signaled territory and does not include any visual representation of signal aspects or indications.

**Section 236.805 Signal, cab.** Clarification is requested exempting the CBTM display from this definition.

Justification: CBTM is not an automatic cab signal system. CBTM is an overlay system designed for non-signaled territory and does not include any visual representation of signal aspects or indications.

**Section 240.127 Criteria for examining skill performance.** Waiver is requested exempting the CBTM pilot program from the testing procedures in this section.

Justification: The CBTM pilot is itself a test program. Criteria and procedures for CBTM performance evaluation do not yet exist; they will be determined during the program. Since CBTM is a limited test program, there is not justification for including it in our engineer certification procedures. A training program will be developed and implemented for engineers operating CBTM-equipped locomotives.

**Section 240.129 Criteria for monitoring operational performance of certified engineers.** Waiver is requested exempting the CBTM pilot program from the performance monitoring procedures in this section.

Justification: The CBTM pilot is itself a test program. Criteria and procedures for CBTM performance evaluation do not yet exist; they will be determined during the program.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before

the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-98-6) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Mail Stop 10, Washington, D.C. 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on August 24, 1998.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 98-23376 Filed 8-28-98; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33648]

#### Norfolk Southern Railway Company; Merger Exemption; Norfolk and Western Railway Company

Norfolk Southern Railway Company (NSR),<sup>1</sup> has filed a notice of exemption to merge Norfolk and Western Railway Company (NWR)<sup>2</sup> into NSR.

The transaction is expected to be consummated on or shortly after September 1, 1998. The transaction will simplify NSR's corporate structure and eliminate costs associated with separate accounting, tax, bookkeeping and reporting functions.

Because the parties are members of the same corporate family, and the merger will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers operating outside the corporate family, the transaction qualifies for the class exemption at 49 CFR 1180.2(d)(3).

As a condition to the use of this exemption, any employees adversely affected by the transaction will be

protected by the conditions set forth in *New York Dock Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60, 84-90 (1979).

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. 33648, 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, one copy of each pleading must be served on James A. Squires, Three Commercial Place, Norfolk, VA 23510-9241.

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

Decided: August 24, 1998.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 98-23351 Filed 8-28-98; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

August 21, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Pub. L. 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

*Dates:* Written comments should be received on or before September 30, 1998 to be assured of consideration.

#### Financial Management Service (FMS)

*OMB Number:* 1510-0034.

*Form Number:* POD 315.

*Type of Review:* Extension.

*Title:* Depositor's Application to Withdraw Postal Savings.

*Description:* This form is prepared by the applicant for payment of a Postal Savings Account. This form is used to identify the depositor and ensure that

payment is made to the proper person. POD Form 315 was formerly used by the Post Office Department for processing payments, when payments of accounts were their responsibility.

*Respondents:* Individuals or households.

*Estimated Number of Respondents:* 700.

*Estimated Burden Hours Per Respondent:* 30 minutes.

*Frequency of Response:* On occasion.

*Estimated Total Reporting Burden:* 350 hours.

*Clearance Officer:* Jacqueline R. Perry (301) 344-8577, Financial Management Service, 3361-L 75th Avenue, Landover, MD 20785.

*OMB Reviewer:* Alexander T. Hunt (202) 395-7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

**Lois K. Holland,**

*Departmental Reports Management Officer.*

[FR Doc. 98-23342 Filed 8-28-98; 8:45 am]

BILLING CODE 4810-35-P

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

August 21, 1998.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

*Dates:* Written comments should be received on or before September 30, 1998 to be assured of consideration.

#### Bureau of Alcohol, Tobacco and Firearms (BATF)

*OMB Number:* 1512-0391.

*Recordkeeping Requirement Number:* ATF REC 5210/10.

*Type of Review:* Extension.

*Title:* Tobacco—Record of Disposition of More than 60,000 Cigarettes in a Single Transaction.

*Description:* Records must be maintained by tobacco products manufacturers and cigarette distributors showing details of large cigarette transactions. The records are also used to trace the movement of contraband

<sup>1</sup> NSR is a Class I rail carrier, which is controlled through stock ownership by Norfolk Southern Corporation, a noncarrier holding company.

<sup>2</sup> NW is Class I rail carrier, and is a wholly owned direct subsidiary of NSR. Once NW is merged into NSR, its separate corporate existence will cease.