

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PI-401, Washington, D.C. 20590-0001. Communications received within 45 days of the date of this notice will be considered by the 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 DOT Central Docket Management Facility, Room PI-401 (Plaza Level), 400 Seventh Street, S.W., Washington, D.C. 20590-0001. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on August 25, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-22295 Filed 8-30-00; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

[Docket No. FRA-2000-7377]

Applicant: CSX Transportation, Incorporated, Mr. E.G. Peterson, Assistant Chief Engineer, Signal Design and Construction, 4901 Belfort Road, Suite 130 (S/C J-370), Jacksonville, Florida 32256.

CSX Transportation Incorporated seeks approval of the proposed

modification of the traffic control system, on the main and siding tracks, near Allen, Kentucky, on the Big Sandy Subdivision, Appalachian Division, consisting the discontinuance and removal of absolute controlled signals 178L, 178R, and 178RB, the hand-operated switch, and derail at E.E. Allen, milepost CMG 84.3, and the hand-operated switch and derail at milepost CMG 84.4, associated with the combining of the Allen Storage Track with the Adams Mine Storage Track.

The reason given for the proposed changes is to increase efficiency and eliminate facilities no longer needed in present day operations.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the Protestant in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

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FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC, on August 25, 2000.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 00-22296 Filed 8-30-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33915]

Norfolk Southern Railway Company—Trackage Rights Exemption—Canton Railroad Company

Canton Railroad Company (CTN), a Class III rail common carrier, has agreed to grant overhead trackage rights to Norfolk Southern Railway Company (NS) over approximately 1780 feet of CTN's mainline of railroad between a connection with NS at Station 100+92 in Baltimore, MD, and a connection with NS at approximately Station 83.12 in Baltimore City.¹

NS reported that it intends to consummate the transaction on September 1, 2000, or as soon thereafter as the parties may agree and/or the time required for any necessary labor notice is given.

The purpose of the trackage rights is to permit NS to facilitate the development of a more efficient facility to serve a coal exporting facility in Baltimore, and to thus move traffic more safely, efficiently and expeditiously in the eastern Maryland region.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and 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. 33915, 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 John V. Edwards, Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510-2191.

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¹ A redacted version of the trackage rights agreement between CTN and NS was filed with the notice of exemption. The full version of the agreement, as required by 49 CFR 1180.6(a)(7)(ii), was concurrently filed under seal along with a motion for a protective order. A protective order was served on August 23, 2000.

Decided: August 24, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00-22191 Filed 8-30-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33911]

KBN, Inc.—Control Exemption— Minnesota Northern Railroad, Inc. and St. Croix Valley Railroad Company

KBN, Inc. (KBN), a noncarrier, has filed a verified notice of exemption to control two Class III railroads, Minnesota Northern Railroad, Inc. (MNR) and St. Croix Valley Railroad Company (SCVR), operating in the State of Minnesota. KBN is proposing to acquire all of the outstanding stock of MNR and SCVR pursuant to a letter of intent to sell by RailAmerica Transportation Corp. KBN further states that signing of a formal agreement is imminent.

The transaction was scheduled to be consummated on or shortly after August 15, 2000.

KBN states that: (i) These railroads do not connect with each other; (ii) the acquisition of control is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in their 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. 33911, 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 Thomas F. McFarland, Jr., 20 North Wacker Drive, Suite 1330, Chicago, IL 60606-2902.

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Decided: August 24, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00-22357 Filed 8-30-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33916]

Penn Eastern Rail Lines, Inc.— Acquisition Exemption—Lines of the Commonwealth of Pennsylvania, Acting Through Its Department of Transportation

Penn Eastern Rail Lines, Inc. (PERL), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire ownership rights in two rail lines from the Commonwealth of Pennsylvania, acting through its Department of Transportation. The first rail line, known as the Perkiomen Branch, extends between approximately milepost 22.338, at Pennsburg, and milepost 38.23, at Emmaus Junction, Emmaus, in Berks, Lehigh and Montgomery Counties, PA. The second rail line, known as the Mount Hope Industrial Track, extends between approximately milepost 0.36 and milepost 1.00, at Manheim, Lancaster County, PA. The total distance of the rail lines to be acquired is approximately 16.53 route miles. PERL will continue as the operator of the two rail lines.¹

The parties report that they intend to consummate the transaction on or soon after the effective date of the exemption. The earliest the transaction can be consummated is August 25, 2000, 7 days after the exemption was filed.

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

¹ See *Penn Eastern Rail Lines, Inc.—Acquisition and Operation Exemption—Lines of Lancaster Northern Railway, Inc., Chester Valley Railway, Inc., East Penn Railways, Inc., and Bristol Industrial Terminal Railway, Inc.*, STB Finance Docket No. 33512 (STB served December 1, 1997).

a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33916, 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 Kevin M. Sheys, Esq., Oppenheimer Wolff & Donnelly LLP, 1350 Eye Street, NW., Suite 200, Washington, DC 20005-3324.

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Decided: August 23, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00-22033 Filed 8-30-00; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Departmental Offices; Privacy Act of 1974, as Amended; Systems of Records

AGENCY: Departmental Offices, Treasury.

ACTION: Notice of proposed new privacy act system of records.

SUMMARY: The Department of the Treasury proposes to add a new Treasury-wide system of records to its inventory of records systems subject to the Privacy Act of 1974 (5 U.S.C. 552a), as amended. This action is necessary to meet the requirements of the Privacy Act to publish in the **Federal Register** notice of the existence and character of records systems maintained by the agency (5 U.S.C. 552a(e)(4)).

DATES: The new system will be effective without further notice October 10, 2000, unless comments are received that would result in a contrary determination.

ADDRESSES: Comments should be sent to Director, Office of Personnel Policy, Room 6018 Metropolitan Square, Department of the Treasury, Washington, DC 20220.

FOR FURTHER INFORMATION CONTACT: Hank Reddick, Office of Personnel Policy, (202) 622-0735.

SUPPLEMENTARY INFORMATION: The Department of the Treasury Child Care Tuition Assistance Records system will collect family income data from Department of the Treasury employees for the purpose of determining their eligibility for child care tuition assistance. It also will collect