make public all non-confidential information upon request. (5 U.S.C. section 552) and all agency rules to be supported by substantial evidence in the public record (5 U.S.C. section 706). It is therefore very important for the agency to promptly determine whether or not information it obtains should be accorded confidential treatment.

NHTSA therefore promulgated 49 CFR part 512 *Confidential Business Information* to establish the procedure by which NHTSA will consider claims that information submitted to the agency, or which it otherwise obtains, is confidential business information. Because of part 512, both NHTSA and the submitters of information for which confidential treatment is requested are now able to ensure that confidentiality requests are properly substantiated and expeditiously processed.

Description of the Need for the Information and Proposed Use of the Information—Confidential information is obtained by the agency for use in all of its activities. These include investigations, rulemaking actions, program planning and management, and program evaluation. The confidential information is needed to ensure the agency has all the relevant information for decision making in connection with these activities.

If part 512 were not in existence, the agency would still get this confidential information, either provided voluntarily by the manufacturers or through its information gathering powers. The only difference would be that the determinations of whether the information should be accorded confidential treatment would be more expensive and time consuming for both the manufacturers and the agency.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information—The number of potential submitters of claims for confidential treatment of information is 3,000. This includes 1,000 vehicle manufacturers and 2,000 equipment manufacturers. The decision whether to request confidential treatment of information provided to NHTSA is entirely at the discretion of the manufacturer. In a typical year, NHTSA receives about 150 requests for confidential treatment of information, almost all of which are from large businesses.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—As earlier stated, in a typical year, NHTSA receives about 150 requests for confidential treatment of information. Almost all of these requests come from large businesses. The justification for a request for confidential treatment consists of several statements and a certification by a responsible corporate official. In the case of submissions by large manufacturers, (which may consist of thousands of pages of information), NHTSA estimates it would take 4 hours to do the necessary background check to be able to submit the required justification. On the other hand, the typical small business that submits a single blueprint should need only about 5 minutes to fully comply with the regulation. To ensure that this estimate does not understate the burden the agency has assumed that all confidentiality requests are submitted by large manufacturers. Since they are not required to keep copies of the information provided to NHTSA, there are no recordkeeping costs to the manufacturers. The total burden hours associated with this collection of information is estimated at 600 hours.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued: May 22, 1998.

John Womack,

Acting Chief Counsel.

[FR Doc. 98–14250 Filed 5–28–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Sunshine Act Meeting

Board Voting Conference

TIME & DATE: 1:00 p.m., Monday, June 8, 1998.

PLACE: Hearing Room, Surface Transportation Board, 1925 K Street, NW, Washington, D.C. 20423.

STATUS: The Board will meet to discuss among themselves the agenda item listed below. Although the conference is open for public observation, no public participation is permitted.

MATTERS TO BE DISCUSSED: Finance Docket No. 33388, *CSX Corporation And CSX Transportation, Inc., Norfolk Southern Corporation And Norfolk Southern Railway Company—Control And Operating Leases/Agreements—Conrail Inc. And Consolidated Rail Corporation.*

CONTACT PERSONS FOR MORE INFORMATION: Dennis Watson, Office of Congressional and Public Services, Telephone: (202) 565–1594, TDD: (202) 565–1695.

Vernon A. Williams,

Secretary.

[FR Doc. 98–14469 Filed 5–27–98; 3:24 pm]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33571]

Wisconsin & Southern Railroad Co.—Lease and Operation Exemption—Soo Line Railroad; Company d/b/a Canadian Pacific Railway

The Wisconsin & Southern Railroad Co. (WSOR), an existing Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from the Soo Line Railroad Company d/b/a Canadian Pacific Railway (CPR), and to operate a line of railroad known as the Waterloo Spur, extending from milepost 132.11 at Watertown, WI, to milepost 164.61 at Madison, WI, a total of 32.5 miles.

Pursuant to 49 CFR 1150.42(e), WSOR certified on May 7, 1998, that its annual revenues exceed $5 million and that it has, as of March 20, 1998, served the national offices of the labor unions with a copy of a notice of its intent to undertake this transaction and posted such notice at the workplace of the employees on the affected lines on March 23, 1998.

The transaction is expected to be consummated on or after June 1, 1998.[1]

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. 33571 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 upon Robert A. Wimbish, Rea, Cross & Auchincloss, Suite 570, 1707 L Street, NW, Washington, DC 20036.

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

[1] The date of consummation under normal circumstances would be July 6, 1998 (60 days after WSOR's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e)). The Board, in a concurrently issued decision in this proceeding, has at the request of WSOR waived, in part, the 60-day period to allow consummation on June 1, 1998.