

Such procedures may consist of the adoption of a show-cause order, a tentative order or, in appropriate cases, a final order without further proceedings.

Docket Number: OST-2000-7446

Date Filed: May 30, 2000

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: June 20, 2000.

Description: Application of Oneida Airlines, Inc. pursuant to 49 U.S.C. 41101 and subpart B, applies for a Certificate of Public Convenience and Necessity authorizing interstate scheduled air transportation of persons, property and mail under 49 U.S.C. 41102.

Dorothy Y. Beard,

Federal Register Liaison.

[FR Doc. 00-15084 Filed 6-14-00; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The nature of the information collection is described as well as its expected burden. The *Federal Register* Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 4, 2000 [65 FR 17704]. No comments were received.

DATES: Comments must be submitted on or before July 17, 2000.

FOR FURTHER INFORMATION CONTACT: John Wiegand, Maritime Administration, MAR-611, 400 Seventh Street, SW., Washington, DC 20590. Telephone: 202-366-2627 or FAX: 202-366-3702. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION: Maritime Administration (MARAD).

Title: Maintenance and Repair Cumulative Summary.

OMB Control Number: 2133-0007.

Type of Request: Extension of currently approved collection.

Affected Public: Ship Owner Operators.

Form (s): MA-140.

Abstract: The collection consists of form MA-140 to which are attached invoices and other supporting documents for expenses claimed for subsidy. Subsidized operators submit form MA-140 to the appropriate MARAD region office for review within 60 days of the termination of a subsidized voyage.

Annual Estimated Burden Hours: 300 hours.

Addressee: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW, Washington, DC 20503, Attention MARAD Desk Officer.

Comments Are Invited On: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; (b) the accuracy of the agency's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Issued in Washington, D.C. on June 12, 2000.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 00-15171 Filed 6-14-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-564]

Camas Prairie RailNet, Inc.— Abandonment—In Lewis, Nez Perce, and Idaho Counties, ID (Between Spalding and Grangeville, ID)

On May 26, 2000, Camas Prairie RailNet, Inc. (CSPR) filed with the Surface Transportation Board, Washington, DC 20423, an application for permission for the abandonment of a line of railroad known as the 2nd Subdivision or Grangeville Line extending from railroad milepost 0.00 near Spalding, ID, to railroad milepost 66.8 (end of track) near Grangeville, ID, a distance of 66.8 miles, in Lewis, Nez Perce, and Idaho Counties, ID. The line includes the stations of Lapwai (MP

3.3), Sweetwater (MP 5.3), Culesac (MP 12.1), Nucrag (MP 19.5), Ruebens (MP 26.1), Craigmont (MP 34.3), Ferdinand (MP 42.3), Cottonwood (MP 51.0), Fenn (MP 59.5), and Grangeville (MP 66.8), and traverses United States Postal Service ZIP Codes 83501, 83522, 83523, 83524, 83526, 83530, 83531, 83548, and 83640.

The line contains federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it. The applicant's entire case for abandonment (case-in-chief) was filed with the application.

This line of railroad has been included in the railroad's system diagram map or has been included in its narrative in category 1 since December 28, 1999.¹

The interest of railroad employees will be protected by conditions imposed in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

Any interested person may file with the Surface Transportation Board written comments concerning the proposed abandonment or protests (including the protestant's entire opposition case), by July 10, 2000. All interested persons should be aware that following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (§ 1152.28 of the Board's rules) and any request for a trail use condition under 16 U.S.C. 1247(d) (§ 1152.29 of the Board's rules) must also be filed by July 10, 2000. The due date for applicant's reply to protests and its response to trail use requests is July 25, 2000. Persons who may oppose the abandonment or discontinuance but who do not wish to participate fully in the process by submitting verified statements of witnesses, containing detailed evidence, should file comments. Persons interested only in seeking public use or trail use conditions should also file comments. Persons opposing the proposed abandonment who wish to participate actively and fully in the process should file a protest.²

¹ Applicant inadvertently neglected to furnish a copy of its system diagram map (SDM) or narrative to the Idaho Transportation Department on December 28, 1999. Applicant corrected this omission by faxing and mailing a copy to that agency on January 27, 2000, 120 days before filing its abandonment application. The SDM or narrative contained a *de minimis* mistake indicating that the line terminates at milepost 66.5 rather than at the end of the track at milepost 66.8.

² By decision served June 9, 2000, requests for oral hearing in this proceeding were denied. The