

systems by improving the information technology (IT) infrastructure, updating the data collected, and reexamining the NASS sample sites and sample size.

The current data system samples crashes through a clustered sample of law enforcement agencies that were selected decades ago. Using updated population and other auxiliary information, NHTSA has identified a new set of probabilistically selected geographic locations around the country that are expected to provide a more accurate traffic safety picture, more precise estimates, and greater insight into new and emerging data needs.

This collection of information will assist NHTSA with the next step in updating the NASS sample design, which is to select a fresh sample of law enforcement agencies within these primary sampling units (PSUs). This requires compiling basic crash count data from every law enforcement agency that responds to motor vehicle crashes in the PSUs. This data would be used to construct a measure of size in order to make informed and efficient choices in the probabilistic selection of the second stage sample units, the law enforcement agencies.

Estimated Annual Burden: 2,900 hours (2 hours per respondent).

Number of Respondents: 1,450

Issued in Washington, DC on: August 30, 2013.

Terry T. Shelton,

Associate Administrator, National Center for Statistics and Analysis.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35758]

Indiana Eastern Railroad, LLC, d/b/a Ohio South Central Railroad—Change in Operators Exemption—Rail Lines of the City of Jackson, Ohio, in Jackson, Vinton, and Ross Counties, Ohio

Indiana Eastern Railroad, LLC, d/b/a Ohio South Central Railroad (OSCR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to change operators from US Rail Corporation to OSCR on the following rail lines located in Ohio and owned by the City of Jackson, Ohio (the City): (1) From milepost 91.6 at RA Junction near Richmond Dale, Ross County, to milepost 95.5 at West Junction, Ross County; (2) from milepost 112.3 at West Junction to milepost 127.5 near Hamden, Vinton County; (3) from milepost 127.5 near Hamden to milepost

136.8 near Red Diamond, Vinton County; (4) from milepost 0.0 at Hamden to milepost 31.0 near Firebrick, Jackson County; (5) from milepost 0.0 in the City, Link Township, to milepost 4.5 in Liberty Township.¹ The change in operators is being accomplished through OSCR's lease of the lines from the City. OSCR states that it will operate the lines. This change in operators is exempt under 49 CFR 1150.41(c).²

Based on projected revenues for the line, OSCR expects to remain a Class III rail carrier after consummation of the proposed transaction. OSCR certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier.

OSCR states that the proposed transaction will be consummated no sooner than September 20, 2013 (at least 30 days after the notice of exemption was filed).

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 effectiveness of the exemption. Petitions for stay must be filed no later than September 13, 2013 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35758, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604-1112.

Board decisions and notices are available on our Web site at www.stb.dot.gov.

Decided: September 3, 2013.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Raina S. White,

Clearance Clerk.

[FR Doc. 2013-21745 Filed 9-5-13; 8:45 am]

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¹ OSCR states that incidental trackage rights will be granted over a rail line of CSX Transportation, Inc. (CSX) between milepost 91.6 at RA Junction and milepost 85.7 near Vauces, Ohio, solely for purposes of interchange between OSCR and CSX.

² To qualify for a change of operators exemption, an applicant must give notice to shippers on the line. See 49 CFR 1150.42(b). In a letter filed August 23, 2013, OSCR certified to the Board that it had provided notice to the shippers on the lines.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35757]

Mississippi Central Railroad Co.—Lease and Change in Operators Exemption—Line of Mississippi-Alabama Railroad Authority

Mississippi Central Railroad Co. (MSCI), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate a 41.5-mile line of railroad between milepost IC-529.5 (Corinth, Miss.) and milepost IC-571.0 (Red Bay, Ala.), in Alcorn, Prentiss, Tishomingo, and Itawamba Counties, Miss., and Franklin County, Ala. (the Line), owned by the Mississippi-Alabama Railroad Authority (MARA). MSCI also proposes to acquire approximately 2.2 miles of incidental trackage rights for interchange over Norfolk Southern Railroad Company's (NS) line between milepost IC-529.5 and milepost IC-527.3 (at NS's Corinth yard).

According to MSCI, it has reached agreement with both Redmont Railway Company, Inc. (RRC), the current operator of the Line,¹ and MARA, the owner of the Line, to permit MSCI to acquire RRC's leasehold interest in the Line, and for MSCI to lease and operate the Line between Corinth and Red Bay. MSCI states that RRC will also assign its incidental trackage rights between milepost IC-527.3 and milepost IC-529.5. MSCI states that, pursuant to its agreements with RRC and MARA, MSCI will lease, operate, maintain, and perform all common carrier services on the Line.² Further, MSCI states that it will interchange with NS and Kansas City Southern Railroad Company at Corinth.

MSCI certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier and further certifies that the projected annual revenue from the Line, together with MSCI's projected annual revenue, will not exceed \$5 million. MSCI states that the proposed lease and operation of the Line does not involve a provision or agreement that would limit future interchange with a third-party connecting carrier.

¹ RRC obtained Board authority to lease and operate the Line in 1995. See *Redmont Ry.—Lease & Operation Exemption—Certain Lines of Miss.-Ala. R.R. Auth.*, FD 32616 (STB served Mar. 1, 1995).

² Under 49 CFR 1150.42(b), a change in operators requires that notice be given to shippers. MSCI certifies that it served a copy of its verified notice on Sunshine Mills, Inc., the only shipper known to have shipped over the Line in the last two years.