

- *Form Number:* DS–2032.
- *Respondents:* Respondents are any person/s who engages in the United States in the business of manufacturing or exporting or temporarily importing defense articles.

- *Estimated Number of Respondents:* 14,800.

- *Estimated Number of Responses:* 15,540.

- *Average Time per Response:* 1 hour to complete the registration; 5 minutes to amend the form as necessary.

- *Total Estimated Burden Time:* 14,862 hours.

- *Frequency:* Annually, with amendments as necessary.

- *Obligation to Respond:* Required to Obtain or Retain a Benefit.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.

- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.

- Enhance the quality, utility, and clarity of the information to be collected.

- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

Pursuant to Part 122 of the International Traffic in Arms Regulation (ITAR), and section 38 of the Arms Export Control Act, 22 U.S.C. 2778, any person who engages in the United States in the business of manufacturing or exporting or temporarily importing defense articles or furnishing defense services is required to register with the Department of State, Directorate of Defense Trade Controls (DDTC). Pursuant to Part 129 of the ITAR, any U.S. person wherever located, and any foreign person located in the United States or otherwise subject to the jurisdiction of the United States, who engages in the business of brokering activities, is required to register with DDTC. DDTC uses the information provided by registrants to meet the mandates described in Part 122 and Part 129 of the ITAR. As appropriate, such information may be shared with other

U.S. Government entities. This information is currently used in the review and action on registration requests and to ensure compliance with defense trade laws and regulations.

Methodology

Statement of Registration submissions are made via a completed DS–2032 which may be accessed from DDTC’s website and submitted electronically.

Response to Public Comment

DDTC received a single response removal of home address and Social Security Number (SSN) for members of the applicant’s board of directors, senior officers, partners and owners from the information collection. DDTC has reevaluated the need to collect home address and SSN for these individuals and determined the home address and SSN fields will be removed from the information collection (Block 6 of the DS–2032). The same commenting party recommended updating or removing payment information from the information collection. DDTC notes that the payment information was previously removed from the information collection under a previous OMB review and approval.

Anthony M. Dearth,

Chief of Staff, Directorate of Defense Trade Controls, U.S. Department of State.

[FR Doc. 2019–02096 Filed 2–12–19; 8:45 am]

BILLING CODE 4710–25–P

DEPARTMENT OF STATE

[Public Notice: 10674]

Culturally Significant Object Imported for Exhibition—Determinations: “Charlotte Posenenske: Work in Progress” Exhibition

AGENCY: State Department.

ACTION: Notice.

SUMMARY: Notice is hereby given of the following determinations: I hereby determine that a certain object to be included in the exhibition “Charlotte Posenenske: Work in Progress,” imported from abroad for temporary exhibition within the United States, is of cultural significance. The object is imported pursuant to a loan agreement with the foreign owner or custodian. I also determine that the exhibition or display of the exhibit object at the Dia Art Foundation, Beacon, New York, from on or about March 8, 2019, until on or about September 9, 2019, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that

Public Notice of these determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Julie Simpson, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6471; email: section2459@state.gov). The mailing address is U.S. Department of State, L/PD, SA–5, Suite 5H03, Washington, DC 20522–0505.

SUPPLEMENTARY INFORMATION: The foregoing determinations were made pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236–3 of August 28, 2000.

Marie Therese Porter Royce,

Assistant Secretary, Educational and Cultural Affairs, Department of State.

[FR Doc. 2019–02236 Filed 2–12–19; 8:45 am]

BILLING CODE 4710–05–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36256]

Central Railroad Company of Indianapolis—Change in Operators Exemption—Kokomo Rail, LLC

Central Railroad Company of Indianapolis (CERA), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to assume operations over approximately 12.59 miles of track owned by Kokomo Rail, LLC (Kokomo Rail), extending from milepost 147.07 in Amboy, Ind., to milepost 134.48 in Marion, Ind. (the Line).

According to CERA, the Line previously was leased to, and operated by, US RAIL Corporation (US Rail) until its lease expired on November 25, 2018. *See U.S. Rail Corp.—Lease & Operation Exemption—Winamac S. Ry.*, FD 35205 (STB served Dec. 31, 2008), *corrected*, FD 35205 (STB served Jan. 15, 2009). CERA states that, since then, Kokomo Rail has been providing service on an interim basis.¹ CERA states that it will provide its own common carrier service over the Line pursuant to a lease to be executed shortly, and that it will begin operations on receipt of all regulatory approvals or exemptions. CERA states

¹ CERA states that, because Kokomo Rail currently does not have railroad employees or equipment, Kokomo Rail has retained CERA to provide the interim common carrier service in the name and on behalf of Kokomo Rail.

that US Rail does not object to the proposed change in operators and will no longer operate over the Line.

CERA states that there are no existing interchange commitments with any connecting carriers and that none will be required as part of this transaction. CERA certifies that its projected annual revenues as a result of the transaction will not exceed those that would qualify it as a Class III carrier and will not exceed \$5 million.

Under 49 CFR 1150.42(b), a change in operator requires that notice be given to shippers. CERA certifies that it has provided notice of the proposed change in operators to Kokomo Grain, the only known shipper on the Line.

The earliest this transaction may be consummated is February 27, 2019 (30 days after the verified notice was filed).²

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 February 20, 2019 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36256, 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 Eric M. Hocky, Clark Hill PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

According to CERA, this action is excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

Board decisions and notices are available at www.stb.gov.

Decided: February 7, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

Brendetta Jones,
Clearance Clerk.

[FR Doc. 2019-02155 Filed 2-12-19; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36255]

Toledo, Peoria & Western Railway Corp.—Change in Operators Exemption—Winamac Southern Railway Company

Toledo, Peoria & Western Railway Corp. (TPW), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and operate approximately 46.3 miles of rail line owned by Winamac Southern Railway Company (WSRY), located in Indiana as follows: (1) The Bringhurst Line, between milepost 50.1 at Bringhurst and milepost 71.5 at Van Junction in Logansport; (2) the Kokomo Line, between milepost 74.5 at Eighteenth Street Yard in Logansport and milepost 97.9 at Kokomo; and (3) the Kokomo Belt Line, between milepost 0.0 at East Markland Avenue in Kokomo and milepost 1.5 at South Union Street in Kokomo (collectively, the Lines).

According to TPW, the Lines were previously leased to, and operated by, US Rail Corporation (US Rail) until its lease expired on November 25, 2018. *See U.S. Rail Corp.—Lease & Operation Exemption—Winamac S. Ry.*, FD 35205 (STB served Dec. 31, 2008), *corrected*, FD 35205 (STB served Jan. 15, 2009). TPW states that, since the US Rail lease expired, WSRy, as the residual carrier and owner of the Lines, has been providing common-carrier freight service on an interim basis.¹ TPW states that it will provide its own common-carrier service over the Lines pursuant to a lease to be executed shortly. According to TPW, US Rail does not object to the proposed change in operators and will no longer operate over the Lines.

TPW certifies that there are no existing interchange commitments with any of the connecting carriers and that none will be required as part of the proposed transaction. TPW states the proposed transaction will not result in the creation of a Class II or Class I rail carrier, but that its projected annual revenues as a result of this transaction would exceed \$5 million. Accordingly, under 49 CFR 1150.42(e), TPW is required, at least 60 days before this exemption is to become effective, to send notice of the transaction to the national offices of the labor unions with employees on the affected lines, post a

copy of the notice at the workplace of the employees on the affected lines, and certify to the Board that it has done so. On November 28, 2018, TPW certified that it had posted notice of the transaction at the workplace of US Rail employees and noted that US Rail employees are not represented by any labor union.

Under 49 CFR 1150.42(b), a change in operators requires that notice also be given to shippers. TPW certifies that it has provided notice of the proposed change in operators to the eight shippers on the Lines.

The earliest this transaction may be consummated is February 27, 2019 (30 days after the verified notice was filed).²

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 February 20, 2019 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 36255, 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 TPW's representative, Eric M. Hocky, Clark Hill PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

According to TPW, this action is excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(1).

Board decisions and notices are available at www.stb.gov.

Decided: February 7, 2019.

By the Board, Allison C. Davis, Acting Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2019-02194 Filed 2-12-19; 8:45 am]

BILLING CODE 4915-01-P

² CERA submitted the verified notice during the partial shutdown of the Federal government from December 22, 2018, through January 25, 2019. Filings submitted during the partial shutdown are considered filed on January 28, 2019. *See Filings Submitted or Due to Be Submitted During the Partial Fed. Gov't Shutdown*, EP 751 (STB served Jan. 28, 2019).

¹ TPW states that, because WSRy does not currently have railroad employees or equipment, WSRy has retained TPW to perform the common carrier service in the name of and on behalf of WSRy.

² TPW submitted the verified notice during the partial shutdown of the Federal government from December 22, 2018, through January 25, 2019. Filings submitted during the partial shutdown are considered filed on January 28, 2019. *See Filings Submitted or Due to Be Submitted During the Partial Fed. Gov't Shutdown*, EP 751 (STB served Jan. 28, 2019).