

Champagne Imports, Inc. of Lansdale, Pennsylvania ("Champagne") (Registered Importer 90-009) has petitioned NHTSA to decide whether a 1993 Pontiac Trans Sport MPV manufactured for the German market is eligible for importation into the United States. The vehicle which Champagne believes is substantially similar is the 1993 Pontiac Trans Sport that was manufactured for sale in the United States and certified by its manufacturer as conforming to all applicable Federal motor vehicle safety standards.

The petitioner claims that it carefully compared the non-U.S. certified 1993 Pontiac Trans Sport to its U.S. certified counterpart, and found the two vehicles to be substantially similar with respect to compliance with most Federal motor vehicle safety standards.

Champagne submitted information with its petition intended to demonstrate that the non-U.S. certified 1993 Pontiac Trans Sport, as originally manufactured, conforms to many Federal motor vehicle safety standards in the same manner as its U.S. certified counterpart, or is capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S. certified 1993 Pontiac Trans Sport is identical to its U.S. certified counterpart with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence . . .*, 103 *Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 105 *Hydraulic Brake Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 111 *Rearview Mirrors*, 113 *Hood Latch Systems*, 114 *Theft Protection*, 116 *Brake Fluid*, 118 *Power-Operated Window Systems*, 124 *Accelerator Control Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 208 *Occupant Crash Protection*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorages*, 212 *Windshield Retention*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 301 *Fuel System Integrity*, and 302 *Flammability of Interior Materials*.

Additionally, the petitioner states that the bumpers on the non-U.S. certified 1993 Pontiac Trans Sport comply with the Bumper Standard found in 49 CFR Part 581.

Petitioner also contends that the vehicle is capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101 *Controls and Displays*: (a) substitution of a lens

marked "Brake" for a lens with an ECE symbol on the brake failure indicator lamp; (b) labeling of the odometer to reflect its calibration in kilometers per hour.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: installation of U.S.-model front and rear sidemarker/reflector assemblies.

Standard No. 110 *Tire Selection and Rims*: installation of a tire information placard.

The petitioner also states that a certification label must be affixed to the vehicle to meet the requirements of 49 CFR Part 565.

Interested persons are invited to submit comments on the petition described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, S.W., Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the Federal Register pursuant to the authority indicated below. If NHTSA decides that non-U.S. certified 1993 Pontiac Trans Sport MPVs are eligible for importation into the United States, that decision will be made with respect to all such vehicles, and not be limited to those manufactured for the German market.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: September 30, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 96-25361 Filed 10-2-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board¹

[STB Finance Docket No. 33073]

Coach USA, Inc.—Control Exemption—American Sightseeing Tours, Inc.; California Charters, Inc.; Texas Bus Lines, Inc.; Gulf Coast Transportation, Inc.; and K-T Contract Services, Inc.

AGENCY: Surface Transportation Board.

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803 (1995), abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board

ACTION: Notice of filing of petition for exemption.

SUMMARY: Coach USA, Inc. (Coach), a noncarrier that controls 10 motor passenger carriers, seeks to be exempted, under 49 U.S.C. 13541, from the prior approval requirements of 49 U.S.C. 14303(a)(5), to acquire control of five other motor passenger carriers.

DATES: Comments must be filed by November 4, 1996. Petitioner may file a reply by November 12, 1996.

ADDRESSES: Send an original and 10 copies of comments referring to STB Finance Docket No. 33073 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423. In addition, send one copy of comments to petitioner's representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, NW., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Coach seeks an exemption to acquire stock control over five motor passenger carriers that operate both in interstate and intrastate commerce: American Sightseeing Tours, Inc., d/b/a ASTI (MC-252353) (primarily charter operations from the Miami/Ft. Lauderdale, FL area); California Charters, Inc. (CCI) (MC-241211) (primarily charter operations from the Los Angeles, Long Beach, and San Diego, CA area); Texas Bus Lines, Inc. (TBL) (MC-37640) (primarily charter operations from the Houston, TX area and regular-route service between Houston and Galveston, TX); Gulf Coast Transportation, Inc., d/b/a Gray Line Tours of Houston (GCTI) (MC-201397) (primarily charter operations from Texas); and K-T Contract Services, Inc. (K-T) (MC-218583) (primarily charter operations from the Las Vegas, NV area and regular-route service between Las Vegas and both Phoenix, AZ and Reno/Carson City, NV). TBL and 50% of CCI are owned by one individual, Mr. Scott Keller, and TBL owns 50% of K-T.²

Coach states that each of the five carriers accounts for a relatively small market share, and, aside from charter

(Board) effective January 1, 1996. This notice relates to a control transaction that is subject to Board jurisdiction under 49 U.S.C. 14303.

² The stock of ASTI, CCI, TBL, and GCTI was placed in separate, independent voting trusts with different trustees to avoid any unlawful control. The stock of K-T was left as is because Coach will not acquire the remaining 50% of K-T's stock from Kerrville Bus Company, Inc., unless and until this petition is granted.

and special operations, operates regionally in diverse markets across the United States. While it controls the nation's second largest group of motor passenger carriers,³ Coach states that there is little competition, and no significant overlap in operations, among the 10 carriers it now controls and the five it seeks to control. It acknowledges that there is some overlap in services, but states that this overlap will have no meaningful effect on the continued availability of competitive transportation.

Following the acquisition of control, the five carriers will continue to operate in their respective markets, each under its own name and in the same basic manner as before. Coach claims that improved service at lower costs will result because of the coordination of functions, centralized management, financial support, rationalization of resources, and economies of scale that are anticipated from the common control. Coach also states that all collective bargaining agreements will be honored, that employee benefits will improve, and that no change in management personnel is planned. Additional information may be obtained from petitioner's representatives.

Decided: September 25, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 96-25364 Filed 10-2-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33003]

Louisiana & Delta Railroad, Inc.— Lease and Operation Exemption— Southern Pacific Transportation Company

Louisiana & Delta Railroad, Inc. (LDRR), a Class III rail carrier, has filed

³In *Notre Capital Ventures II, LLC and Coach USA, Inc.—Control Exemption—Arrow Stage Lines, Inc.; Cape Transit Corp.; Community Coach, Inc.; Community Transit Lines, Inc.; Grosvenor Bus Lines, Inc.; H.A.M.L. Corp.; Leisure Time Tours; Suburban Management Corp.; Suburban Trails, Inc.; and Suburban Transit Corp.*, STB Finance Docket No. 32876 (Sub-No. 1) (STB served May 3, 1996), Coach was exempted from the prior approval requirements of 49 U.S.C. 14303(a)(4) to acquire control of Arrow Stage Lines, Inc. (MC-29592); Cape Transit Corp. (MC-161678); Community Coach, Inc. (MC-76022); Community Transit Lines, Inc. (MC-145548); Grosvenor Bus Lines, Inc. (MC-157317); H.A.M.L. Corp. (MC-194792); Leisure Time Tours (MC-142011); Suburban Management Corp. (MC-264527); Suburban Trails, Inc. (MC-149081); and Suburban Transit Corp. (MC-115116).

¹The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996,

a verified notice of exemption under 49 CFR 1150.41: (1) To lease and operate approximately 8.909 miles of rail line; and (2) to acquire approximately 15 miles of incidental overhead trackage rights owned by Southern Pacific Transportation Company (SPT) and located in the State of Louisiana. The proposed transaction was to be consummated on or after September 10, 1996, the effective date of the exemption.²

The lines involved in the acquisition by lease are described as follows: The Breaux Bridge Branch from milepost 0.35 at or near BR Jct. to the end of track at milepost 8.060 at or near Breaux Bridge, and the remaining segment of the St. Martinsville Branch from the switch on the Breaux Bridge Branch near milepost 7.678 at a point on the St. Martinsville Branch near milepost 19.381 to the end of track at milepost 19.680; and the Alexandria Branch from milepost 0.50 at or near Alex Jct. to the end of track at milepost 1.00, and the extension track from milepost 144.90 to milepost 145.30. These lines involve a total distance of approximately 8.909 miles.³

The incidental trackage rights involved are described as follows: The

abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10902.

²A letter, dated September 9, 1996, requesting that this application be denied was received from Tyrone Boudreaux, for and on behalf of the United Transportation Union-Louisiana State Legislative Board. If Mr. Boudreaux wishes the Board to consider his letter, or to consider a more detailed petition, he must serve a copy of his letter or petition for relief on LDRR's counsel (Eric M. Hocky) and certify to us that he has done so. Because Mr. Boudreaux asserts a nexus between this filing by LDRR and the Board's Decision No. 44 (served August 12, 1996) in Finance Docket No. 32760, *Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company*, Mr. Boudreaux should also serve a copy of his letter or petition on the counsel for Southern Pacific Transportation Company (Paul A. Cunningham, Harkins Cunningham, 1300 Nineteenth Street, N.W., Washington, D.C. 20036) and on the counsel for Burlington Northern Railroad Company and The Atchison, Topeka and Santa Fe Railway Company (Erika Z. Jones, Mayer, Brown & Platt, 2000 Pennsylvania Avenue, N.W., Washington, D.C. 20006), and certify to us that he has done so. Mr. Boudreaux may wish to supplement his filing or otherwise specify what provisions of the statute or the Board's regulations he maintains are violated by the proposed transaction and what adverse effects he sees resulting from this transaction.

³The lease also grants LDRR the right to operate side tracks at mileposts 143.97, 143.55, 141.465 and 140.146, and spurs at mileposts 145.129 and 121.92. SPT states that the right to operate these tracks is not subject to Board jurisdiction.

extension of existing trackage rights from milepost 131.0 at Ara Spur to milepost 146.0 at the east end of, but not including, Lafayette Yard, a total distance of approximately 15 miles.⁴

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. 33003, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Eric M. Hocky, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P. O. Box 796, West Chester, PA 19381-0796.

Decided: September 26, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-25363 Filed 10-2-96; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Submission to OMB for Review; Comment Request

September 16, 1996.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

Internal Revenue Service (IRS)

OMB Number: 1545-0091.

Form Number: IRS Form 1040X.

Type of Review: Revision.

Title: Amended U.S. Individual Income Tax Return.

Description: Form 1040X is used by individuals to claim a refund of income taxes, pay additional income taxes, or designate \$3 to the presidential election campaign fund. The information is needed to help verify that the individual

⁴ LDRR states that these trackage rights extend existing trackage rights granted by SPT to LDRR in ICC Finance Docket No. 30958.