

into the United States for market testing purposes during the 1999 sales year and would like to present a model line including the Leonardo 150 motorcycle." Absent an exemption, it would be unable to do so because the vehicle would not fully comply with Standard No. 123. It has requested an exemption for calendar years 1999 and 2000.

Aprilia argues that the overall level of safety of the Leonardo 150 equals or exceeds that of a non-exempted motor vehicle for the following reasons. The Leonardo 150 is equipped with an automatic transmission. As there is no foot operated gear change, "the operation and use of a motorcycle with an automatic transmission is similar to the operation and use of a bicycle." Thus, the Leonardo 150 can be operated without requiring special training or practice. In response to NHTSA's justification for standardization of motorcycle controls, Aprilia argues that "any driver will not hesitate when confronted with an emergency" because "the use of a left hand lever for the rear brake is highly 'intuitive' and easy to use \* \* \*."

Admitting that "the human foot can apply much more force than can the hand," Aprilia believes that "with the modern hydraulically activated disc brakes used on the Leonardo 150, more than enough brake actuation force is available from the hand of even the smallest rider." Further, "it takes much longer for the rider's foot to be placed over the pedal, and the foot force applied, than it does for the rider to reach and squeeze the hand lever." Aprilia argues that "reducing this 'latency time' to a minimum, especially for inexperienced riders, has obvious safety benefits." Finally, the hand lever reduces the possibility of loss of control because of rear wheel locking in an emergency braking situation because of "the increased sensitivity to brake feedback with the hand lever."

Aprilia points out that European regulations allow motorcycle manufacturers the option of choosing rear brake application through either a right foot or left handlebar control, and that Australia permits the optional locations for motorcycles of any size with automatic transmissions.

An exemption would be consistent with objectives of motor vehicle safety, Aprilia argues, because it believes that its disc brake system provides "better resistance to fade and better performance under wet conditions." The design of the vehicle "has been tested by long use in Europe and the rest of the world" without safety concerns being raised. An exemption would be in

the public interest because the emissions "of the small engines have been demonstrated to be lower than alternative means of transportation such as large motorcycles or automobiles." The introduction of "this type of motor vehicle will provide the American consumer with a broader range of choice of low-cost transportation."

Interested persons are invited to submit comments on the application described above. Comments should refer to the docket number and the notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590. It is requested but not required that 10 copies be submitted.

All comments received before the close of business on the comment closing date indicated below will be considered, and will be available for examination in the docket at the above address both before and after that date. The Docket Room is open from 10:00 a.m. until 5:00 p.m. To the extent possible, comments filed after the closing date will also be considered.

Notice of final action on the application will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: September 28, 1998.

(49 U.S.C. 30113; delegations of authority at 49 CFR 1.50. and 501.8)

Issued on August 25, 1998.

**L. Robert Shelton,**

*Associate Administrator for Safety Performance Standards.*

[FR Doc. 98-23241 Filed 8-27-98; 8:45 am]

BILLING CODE 4910-59-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. MC-F-20927]

**Coach USA, Inc.—Control—Chenango Valley Bus Lines, Inc.; Colonial Coach Corp.; GL Bus Lines, Inc.; Gray Line Air Shuttle, Inc.; Gray Line New York Tours, Inc.; Hudson Transit Corporation; Hudson Transit Lines, Inc.; and International Bus Services, Inc.**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice Tentatively Approving Finance Transaction.

**SUMMARY:** Coach USA, Inc. (Coach), a noncarrier that controls several motor passenger carriers, filed an application under 49 U.S.C. 14303 for control of Chenango Valley Bus Lines, Inc. (Chenango), Colonial Coach Corp. (Colonial), GL Bus Lines, Inc. (GL), Gray

Line Air Shuttle, Inc. (GL Air), Gray Line New York Tours, Inc. (GLNY), Hudson Transit Corporation (HTC), Hudson Transit Lines, Inc. (HTL), and International Bus Services, Inc. (IBS), all motor passenger carriers related to one another through largely common ownership. Persons wishing to oppose the application must follow the rules under 49 CFR part 1182, subparts B and C. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

**DATES:** Comments must be filed by October 13, 1998. Applicant may file a reply by November 2, 1998. If no comments are filed by October 13, 1998, this notice is effective on that date.

**ADDRESSES:** Send an original and 10 copies of comments referring to STB Docket No. MC-F-20927 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of comments to applicant's representatives: Betty Jo Christian and David H. Coburn, Steptoe & Johnson LLP, 1330 Connecticut Avenue, N.W., Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** Joseph H. Dettmar, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** Coach currently controls several motor passenger carriers.<sup>1</sup> In this transaction, it seeks to acquire control of Chenango;<sup>2</sup>

<sup>1</sup> The Board recently issued a notice tentatively granting Coach authority to control nine additional motor carriers of passengers. *Coach USA, Inc.—Control—Blue Bird Coach Lines, Inc. et al.*, STB Docket No. MC-F-20921 (STB served June 19, 1998). Because no adverse comments were filed, the notice became the final action of the Board. In addition, the Board more recently issued notices tentatively granting Coach authority to control two motor passenger carriers, *Coach USA, Inc.—Control—Kansas City Executive Coach, Inc. and Le Bus, Inc.*, STB Docket No. MC-F-20923 (STB served July 24, 1998); and to control five motor passenger carriers, *Coach USA, Inc.—Control—Brunswick Transportation Company d/b/a The Maine Line, et al.* STB Docket No. MC-F-20926 (STB served Aug. 14, 1998). Finally, Coach has recently filed an application with the Board to continue in control of a motor passenger carrier, *Coach USA, Inc.—Continuance in Control—Salt Lake Coaches, Inc.*, STB Docket No. MC-F-20928 (filed Aug. 3, 1998).

<sup>2</sup> Chenango is a New York corporation. It holds federally issued operating authority in Docket No. MC-141324, as well as authority from the New York State Department of Transportation (NYDOT). Chenango utilizes a fleet of approximately 14 motorcoaches and employs 47 full and part time employees. Chenango's gross revenue for fiscal year 1997 was approximately \$2.2 million. Chenango is owned in full by noncarrier Limousine Rental Service, Inc. (Limousine). A majority of the shares of Limousine are owned by Mr. Barnett Rukin. Limousine also wholly owns GL.

Colonial;<sup>3</sup> GL;<sup>4</sup> GL Air;<sup>5</sup> GLNY;<sup>6</sup> HTC;<sup>7</sup> HTL;<sup>8</sup> and IBS<sup>9</sup> by acquiring all of the stock of each of these commonly-controlled carriers.<sup>10</sup>

<sup>3</sup> Colonial is a New Jersey corporation. It holds federally issued operating authority in Docket No. MC-39491, as well as authority from the New Jersey Department of Transportation (NJDOT). Colonial operates a fleet of 8 motorcoaches and employs 25 full and part time persons. Colonial's gross annual revenue in 1997 was approximately \$945,000. Colonial is owned by Mr. Barnett Rukin (who holds a majority interest), Mr. Julius Eisen and Ms. Susan Eisen.

<sup>4</sup> GL is a New York corporation. It holds federally issued operating authority in Docket No. MC-180074, as well as authority from NYDOT. At present, GL is not conducting motor passenger operations and has no revenues from bus operations. GL, like Chenango, is owned in full by noncarrier Limousine.

<sup>5</sup> GL Air is a New Jersey corporation. It holds federally issued operating authority in Docket No. MC-218255, as well as authority from NYDOT. GL Air operates a fleet of 44 vans, 33 double-deck buses, 17 minibuses and 1 trolley. GL Air employs approximately 200 persons. GL Air's gross annual revenue in 1997 was over \$9.2 million. GL Air is owned by Mr. Barnett Rukin, Mr. Julius Eisen, Mr. Charles Flateman, Mr. Andrew Eisen, Ms. Cara Eisen, Mr. Joshua Eisen, the Emily Rukin Grantor Trust, the William Rukin Grantor Trust, and the Alexandra Rukin Family Trust.

<sup>6</sup> GLNY is a New York corporation. It holds federally issued operating authority in Docket No. MC-180229. GLNY employs approximately 90 persons. GLNY's 1997 annual revenues were in excess of \$17.8 million. GLNY is owned by Mr. Barnett Rukin, Mr. Julius Eisen, Ms. Brina Lois Rosenblatt, Mr. Bernard Flateman, and Mr. Charles Flateman.

<sup>7</sup> HTC is a New York corporation. It holds federally issued operating authority in Docket No. MC-133403, as well as authority from NYDOT. HTC employs approximately 40 persons. HTC's gross annual revenue for 1997 was \$5.1 million. HTC is owned by Mr. Julius Eisen, Mr. Joshua Eisen, Mr. Andrew Eisen, William Rukin Grantor Trust, Cara Gail Eisen Trust, Ms. Donna Rukin, and Short Line Terminal Agency, Inc. (Short Line), a noncarrier which owns a majority interest in HTC. The voting shares of Short Line are in turn owned largely by Mr. Barnett Rukin.

<sup>8</sup> HTL is a Delaware Corporation. It holds federally issued operating authority in Docket No. MC-228, as well as authority from NJDOT. HTL operates a fleet of 150 vehicles, mostly motorcoaches, and employs approximately 325 persons. HTL's gross annual revenue in 1997 was approximately \$25.6 million. Short Line, in which Mr. Barnett Rukin holds the large majority of voting shares, owns a majority interest in HTL. HTL is also owned by Mr. Barnett Rukin, Mr. Julius Eisen, Ms. Susan Eisen, Mr. Joshua Eisen, Mr. Andrew Eisen, William Rukin Grantor Trust, Trust for the Benefit of Joshua Eisen, Trust for the Benefit of Andrew Eisen, and HTC, another of the acquired companies.

<sup>9</sup> IBS is a New York corporation. It holds federally issued operating authority in Docket No. MC-155937, as well as authority from NYDOT and NJDOT. IBS operates a fleet of approximately 50 vehicles and employs approximately 150 persons. IBS's gross annual revenue in 1997 was approximately \$5.8 million, most of which was earned from transfers from related companies. IBS is owned by Mr. Barnett Rukin (who holds a majority interest), Mr. Julius Eisen, Ms. Brina Lois Rosenblatt, Mr. Charles Flateman, and Mr. Bernard Flateman.

<sup>10</sup> The Interstate Commerce Commission had previously approved the common control of these entities in *Hudson Transit Lines, Inc.—Purchase—*

Applicant submits that there will be no transfer of any federal or state operating authorities held by any of the acquired carriers. Following the consummation of the control transaction, each of the acquired carriers will continue operating in the same manner as before. According to applicant, granting the application will not reduce competitive options available to the traveling public. Applicant asserts that none of the carriers proposed to be acquired competes to any meaningful degree with any of the others. Applicant submits that each carrier faces substantial competition from other bus companies and modes of transportation.

Applicant also submits that granting the application will produce substantial benefits, including savings in interest costs from the restructuring of debt and reduced operating costs from Coach's enhanced volume purchasing power. Specifically, applicant claims that the carriers to be acquired will benefit from lower insurance premiums negotiated by Coach and from volume discounts for equipment and fuel. Applicant indicates that Coach will provide each of the carriers to be acquired with centralized legal and accounting services and coordinated purchasing services. In addition, applicant states that vehicle sharing arrangements will be facilitated through Coach to ensure maximum use and efficient operation of equipment. Applicant states that, with Coach's assistance, coordinated driver training services will be provided enabling each carrier to allocate driver resources in the most efficient manner possible. Applicant also states that the proposed transaction will benefit the employees of the acquired carriers and that all collective bargaining agreements will be honored by Coach.

Coach plans to acquire control of additional motor passenger carriers in the coming months. It asserts that the financial benefits and operating efficiencies will be enhanced further by these subsequent transactions. Over the long term, Coach states that it will provide centralized marketing and reservation services for the bus firms that it controls, thereby further

enhancing the benefits resulting from these control transactions.

Applicant certifies that: (1) none of the carriers holds an unsatisfactory safety rating from the U.S. Department of Transportation;<sup>11</sup> (2) each has sufficient liability insurance; (3) none of the acquired carriers is either domiciled in Mexico or owned or controlled by persons of that country; and (4) approval of the transaction will not significantly affect either the quality of the human environment or the conservation of energy resources. Additional information may be obtained from applicant's representatives.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) the effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

On the basis of the application, we find that the proposed acquisition of control is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed vacated and a procedural schedule will be adopted to reconsider the application. If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

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

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

*It is ordered:*

1. The proposed acquisition of control is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed as having been vacated.

3. This decision will be effective on October 13, 1998, unless timely opposing comments are filed.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Office of Motor Carriers-HIA 30, 400 Virginia Avenue, S.W., Suite 600, Washington, DC 20024; and (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: August 21, 1998.

*Inter-City Transportation Co., Inc.*, No. MC-F-8620 (ICC served July 27, 1964); *Chenango Valley Bus Lines, Inc.—Purchase—Binghamton Short Lines, Corp., and Chenango Valley Transit*, No. MC-F-12502 (ICC served Oct. 16, 1975); *David Rukin, et al.—Control—International Bus Services, Inc.*, No. MC-F-15297 (ICC served Aug. 30, 1983); *Julius Eisen, et al.—Continuance in Control—GL Bus Lines and Gray Line New York Tours, Inc.*, No. MC-F-16347 (ICC served July 23, 1985); and *Barnett Rukin, et al.—Continuance in Control*, No. MC-F-19545 (ICC served Jan. 1990).

<sup>11</sup> Chenango, Colonial, GL Air, GLNY, HTL, and IBS each hold a satisfactory safety rating. GLNY and HTC have not been rated.

By the Board, Chairman Morgan and Vice Chairman Owen.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 98-23203 Filed 8-27-98; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Bureau of Alcohol, Tobacco and Firearms

#### Proposed Collection; Comment Request

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the Bureau of Alcohol, Tobacco and Firearms within the Department of the Treasury is soliciting comments concerning the Certification on Agency Letterhead Authorizing Purchase of Firearm For Official Duties of Law Enforcement Officer.

**DATES:** Written comments should be received on or before October 27, 1998 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Linda Barnes, Bureau of Alcohol, Tobacco and Firearms, 650 Massachusetts Avenue, NW., Washington, DC 20226, (202) 927-8930.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of the form(s) and instructions should be directed to Barry Fields, Regulations Division, 650 Massachusetts Avenue, NW., Washington, DC 20226, (202) 927-8522.

#### SUPPLEMENTARY INFORMATION:

**Title:** Certification on Agency Letterhead Authorizing Purchase of Firearm For Official Duties of Law Enforcement Officer.

**OMB Number:** 1512-0546.

**Abstract:** This letter is used by a law enforcement officer to purchase a handgun to be used in his/her official duties from a licensed firearm dealer anywhere in the country. The letter shall state that the firearm is to be used in the official duties of the officer and that he/she has been checked and that he/she has not been convicted of a misdemeanor crime of domestic

violence. The letter will be retained for 5 years in the licensee's files.

**Current Actions:** There are no changes to this information collection and it is being submitted for extension purposes only.

**Type of Review:** Extension.

**Affected Public:** State, local or tribal Government.

**Estimated Number of Respondents:** 50,000.

**Estimated Time Per Respondent:** 5 seconds for the licensee to file the letter.

**Estimated Total Annual Burden Hours:** 278.

#### Request For Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: August 20, 1998.

**William T. Earle,**

Assistant Director (Management) CFO.

[FR Doc. 98-23135 Filed 8-27-98; 8:45 am]

BILLING CODE 4810-31-P

## UNITED STATES INFORMATION AGENCY

### Culturally Significant Objects Imported for Exhibition Determinations: "Miro's Black and Red Series: A New Acquisition in Context"

**AGENCY:** United States Information Agency.

**ACTION:** Notice.

**SUMMARY:** Notice is hereby given of the following determinations: 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 (43 FR 13359, March 29, 1978), and Delegation Order No. 85-5 of June 27, 1985 (50 FR 27393, July 2, 1985). I hereby determine that the objects to be included in the exhibit,

"Miró's Black and Red Series: A New Acquisition in Context" (see list), imported from abroad for the temporary exhibition without profit within the United States, are of cultural significance. These objects are imported pursuant to a loan agreement with the foreign lender. I also determine that the exhibition or display of the listed exhibit objects at The Museum of Modern Art, New York, NY, from on or about November 18, 1998 through on or about February 2, 1999, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** Lorie Nierenberg, Assistant General Counsel, Office of the General Counsel, 202/619-6084, and the address is Room 700, U.S. Information Agency, 301 4th Street, SW Washington, DC 20547-0001.

Dated: August 24, 1998.

**Les Jin,**

General Counsel.

[FR Doc. 98-23247 Filed 8-27-98; 8:45 am]

BILLING CODE 8230-01-M

## UNITED STATES INFORMATION AGENCY

### Culturally Significant Objects Imported for Exhibition Determination: "Five Revolutionary Seconds XI"

**AGENCY:** United States Information Agency.

**ACTION:** Notice.

**SUMMARY:** Notice is hereby given of the following determinations: 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 (43 FR 13359, March 29, 1978), and Delegation order No. 85-5 of June 27, 1985 (50 FR 27393, July 2, 1985), I hereby determine that the object, "Five Revolutionary Seconds XI," to be included in the exhibit, "New Photography 14: Jeanne Dunning, Olafur Eliasson, Rachel Harrison, Sam Taylor-Wood," imported from abroad for the temporary exhibition without profit within the United States, is of cultural significance. This object is imported pursuant to a loan agreement with the foreign lender. I also determine that the exhibition or display of the object at the Museum of Modern art, New York, NY, from on or about October 14, 1998, to on or about January 12, 1999, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** Ms. Neila Sheahan, Assistant General Counsel, Office of the General Counsel,