

of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

#### Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-150 is the vehicle eligibility number assigned to vehicles admissible under this notice of final decision.

#### Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1995 Chevrolet 400 SS pickup truck manufactured for the Mexican market is substantially similar to a 1995 Chevrolet C1500 originally manufactured for sale in the United States and certified under 49 U.S.C. 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: April 17, 1996.

Marilynne Jacobs,

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 96-9901 Filed 4-22-96; 8:45 am]

BILLING CODE 4910-59-M

#### [Docket No. 96-13; Notice 2]

### Decision That Nonconforming 1972 Ford Mustang Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, (NHTSA), DOT.

**ACTION:** Notice of decision by NHTSA that nonconforming 1972 Ford Mustang passenger cars manufactured for the Mexican market are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1972 Ford Mustang passenger cars manufactured for the Mexican market that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to a vehicle originally manufactured for importation into and sale in the United States and certified by its manufacturer as complying with the safety standards (the U.S.-certified version of the 1972 Ford Mustang), and they are capable of

being readily altered to conform to the standards.

**DATES:** This decision is effective on or before April 23, 1996.

#### FOR FURTHER INFORMATION CONTACT:

George Entwistle, Office of Vehicle Safety Compliance, NHTS (202-366-5306).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the Federal Register of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the Federal Register.

Wallace Environmental Testing Laboratories, Inc. of Houston, Texas (Registered Importer R-90-005) petitioned NHTSA to decide whether 1972 Ford Mustang passenger cars manufactured for the Mexican market are eligible for importation into the United States. NHTSA published notice of the petition on February 21, 1996 (61 FR 6685) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

#### Vehicle Eligibility Number for Subject Vehicles

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-151 is the vehicle eligibility number assigned to vehicles admissible under this decision.

#### Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that a 1972 Ford Mustang manufactured for the Mexican market that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1972 Ford Mustang originally manufactured for sale in the United States and certified under 49 U.S.C. 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

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: April 17, 1996.

Marilynne Jacobs

*Director, Office of Vehicle Safety Compliance.*  
[FR Doc. 96-9903 Filed 4-22-96; 8:45 am]

BILLING CODE 4910-59-M

### Research and Special Programs Administration

#### Submission for OMB Review; Comment Request

**ACTION:** Notice of request to extend an existing OMB approved information collection (2137-0584).

**SUMMARY:** As required by the Paperwork Reduction Act of 1995, a notice was published in the Federal Register on February 1, 1996 stating the Research and Special Programs Administration's (RSPA) intention to request OMB approval to extend this information collection. The notice allowed 60 days for public comments; none were received. The information collection has been submitted to OMB for review and approval, and the purpose of this notice is to allow 30 days from the date of this notice for public comment. Interested persons are invited to send comments regarding the burden estimate or any other aspect of this collection of information, including any of the following: (1) The necessity and utility of the proposed information collection for the proper performance of the agency's functions; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity

of the information to be collected; and (4) the use of automated collection techniques or other forms of information technology to minimize the information collection burden.

*Type of Information Collection*

*Request:* Renewal of Existing Collection.

*Title of Information Collection:*

Certification and Agreement Forms for the Gas and Hazardous Liquid Pipeline Safety Program.

*OMB Approval Number:* 2137-0584.

*Frequency:* Annually.

*Use:* This collection is used by RSPA to ensure that state agencies attesting they have regulatory jurisdiction over pipeline safety have adopted and are complying with minimum Federal safety standards. This information is used to calculate grants to states.

*Estimated Number of Respondents:* 61.

*Respondents:* State Agencies.

*Total Annual Hours Requested:* 3,649.

Copies of this information collection can be reviewed at the Dockets Unit (Docket PS-146; Notice 2), Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh St. SW., Washington, D.C.

**ADDRESSES:** Written comments and recommendations concerning the proposed information collection should be sent within 30 days of this notice directly to the Office of Information and Regulatory Affairs, Office of Management and Budget, 726 Jackson Place NW., Washington, DC 20503, ATTN: Desk Officer for Department of Transportation, RSPA.

**FOR FURTHER INFORMATION CONTACT:** Marvin Fell, Office of Pipeline Safety, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street SW., Washington, DC 20590 (202) 366-1640.

Dated: April 17, 1996.

Michael T. Horkan,  
*Clearance Officer, United States Department of Transportation.*

[FR Doc. 96-9957 Filed 4-22-96; 8:45 am]

BILLING CODE 4910-60-P

## Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 32902]

### Central Railroad Company of Indiana—Trackage Rights Exemption—CSX Transportation, Inc.

Central Railroad Company of Indiana (CIND) has filed a verified notice under

<sup>1</sup> The 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,

49 CFR 1180.2(d)(7) to acquire trackage rights from the CSX Transportation, Inc. (CSXT) from connection with CIND on CSXT's connection track T-1415 (D)(1) at Ownership Point (O.P.) 1+53 at North Bend, OH, near CSXT's milepost B.C.15 and CSXT's connection with CIND on CSXT's connection track T-2 at O.P. 1144+96.2 at Lawrenceburg, IN near CSXT's milepost 22, a distance of approximately 7 miles.

The purpose of the transaction is to reroute overhead traffic for CIND's Lawrenceburg, IN customers via CSXT, in order that CIND may abandon its own 2.3 miles of right-of-way from railroad milepost 22.4 near Lawrenceburg Junction (about 0.4 miles north of the intersection of Route 50 and Route 1 in Greendale) to railroad milepost 24.7 near Dearborn Junction (at the CIND/CSXT connection south of the former Pierson-Hollowell site in Lawrenceburg), in Dearborn County, IN. See *Central Railroad Company of Indiana—Abandonment Exemption—in Dearborn County, IN*, STB Docket No. AB-459 (Sub-No. 1X) (ICC served Mar. 11, 1996). By Board decision served April 5, 1996, the effective date of the abandonment exemption was postponed until April 30, 1996.

The trackage rights transaction is expected to be consummated immediately after conveyance of the abandoned right of way for construction of a public highway.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 354 I.C.C. 732 (1978) and 360 I.C.C. 653 (1980).

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. 32902, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue NW., Washington, DC 20423 and served on: Jo A. DeRoche, Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue NW., Suite 800, Washington, DC 20005-4797.

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. 11323.

Decided: April 16, 1996.

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

Vernon A. Williams,

*Secretary.*

[FR Doc. 96-9967 Filed 4-22-96; 8:45 am]

BILLING CODE 4915-00-P

## Surface Transportation Board<sup>1</sup>

[STB Finance Docket No. 32885 (Sub-No. 1)]

### Central of Tennessee Railway & Navigation Company Incorporated d/b/a The Longhorn Railway Company—Change of Operator Exemption—The City of Austin, TX

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of exemption.

**SUMMARY:** The Board, under 49 U.S.C. 10502, exempts from the prior approval requirements of 49 U.S.C. 10902 the operation by Central of Tennessee Railway & Navigation Company Incorporated doing business as The Longhorn Railway Company (CTRN) of a rail line owned by the City of Austin, TX (the City)<sup>2</sup> and currently operated by Austin Railroad Company d/b/a Austin & Northwestern Railroad (AUNW). The line extends between AUNW milepost 00.00, west of Giddings, and AUNW milepost 154.07, at Llano, including the Marble Falls Branch (6.43 miles), the Scobee Spur (3.3 miles), and the Burnet Spur (0.93 mile), for approximately 162 miles, in Bastrop, Burnet, Lee, Llano, Travis and Williamson Counties, TX.

**DATES:** This exemption is effective on May 3, 1996. Petitions to stay must be

<sup>1</sup> The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, 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.

<sup>2</sup> Before 1986, the Southern Pacific Transportation Company (SP) owned and operated the line from Giddings to Austin (the Giddings Branch) and the connecting line from Austin to Llano, TX (the Llano Branch). SP also owned and operated a line extending off of the Llano Branch at Fairland, TX, to Marble Falls, TX (the Marble Falls Branch). In 1986, the City purchased the Giddings, Llano and Marble Falls Branches from SP. See *Austin Railroad Co.—Operation Exemption—City of Austin, TX*, Finance Docket No. 30861(B) (ICC served Nov. 4, 1986) (51 FR 40084). Subsequently, the City was exempted from the requirements of 49 U.S.C. Subtitle IV, with respect to the acquisition which, among other things, relieved the City of any common carrier obligation that it would incur upon consummation of the transaction. See *City of Austin, TX—Exemption—From 49 U.S.C. Subtitle IV*, Finance Docket No. 30861(A) (Sub-No. 1) (ICC served Apr. 23, 1987).