

belts will be required in all cars manufactured on or after September 1, 1997 and light trucks on or after September 1, 1998.

Pursuant to Executive Order 12286, NHTSA is evaluating the occupant protection program to determine the effectiveness, benefits, costs, performance characteristics and public acceptance of automatic occupant protection and the nationwide effort to increase belt use. Under the Executive Order, agencies review existing regulations to determine if they are achieving the Order's policy goals. An evaluation plan was issued in 1990 (56 FR 1586). A June 1992 interim report (57 FR 30293) showed that increased use of manual belts, air bags, and automatic belts were all contributing to a reduction of fatalities and injuries.

The current report focuses on fatality reduction by air bags. It is based on statistical analyses of accident data from the Fatal Accident Reporting System (FARS) from 1986 through early 1996. The principal conclusion is that driver air bags save lives. The fatality reduction benefit of air bags for all drivers is an estimated 11 percent; this percentage is essentially unchanged from previous analyses by NHTSA staff. New, positive findings are that driver air bags save lives in light trucks and in small cars, that passenger air bags save lives of right-front passengers age 13 or older, and that driver air bags provide a significant supplemental life-saving benefit for the driver who buckles up (as well as saving lives of unbelted drivers). On the other hand, preliminary analyses of limited accident data show a higher fatality risk for child passengers age 0–12 in cars with current dual air bags than in cars without a passenger air bag. Also, current air bags may have diminished, or even negligible benefits for drivers age 70 or older, and they do not have a statistically significant effect for drivers of any age group in oblique-frontal crashes.

NHTSA welcomes public review of the technical report and invites the reviewers to submit comments about the data and the statistical methods used in the report. The agency is interested in learning of any additional data that could be used to expand or improve the analyses, including information on individual accident cases involving vehicles equipped with air bags.

If a commenter wishes to submit certain information under a claim of confidentiality, three copies of the complete submission, including purportedly confidential business information, should be submitted to the Chief Counsel, NHTSA, at the street address given above, and 7 copies from

which the purportedly confidential information has been deleted should be submitted to the Docket Section. A request for confidentiality should be accompanied by a cover letter setting forth the information specified in the agency's confidential business information regulation. (49 CFR Part 512).

All comments received before the close of business on the comment closing date 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. The NHTSA will continue to file relevant information as it becomes available in the docket after the closing date, and it is recommended that interested people continue to examine the docket for new material.

People desiring to be notified upon receipt of their comments in the rules docket should enclose a self-addressed, stamped postcard in the envelope with their comments. Upon receiving the comments, the docket supervisor will return the postcard by mail.

Authority: 49 U.S.C. 30111, 30168; delegation of authority at 49 CFR 1.50 and 501.8.

William H. Walsh,

Associate Administrator for Plans and Policy.

[FR Doc. 96–26023 Filed 10–9–96; 8:45 am]

BILLING CODE 4910–59–P

Surface Transportation Board¹

[STB Finance Docket No. 33132]

Providence and Worcester Railroad Company—Acquisition and Operation Exemption—Certain Rights of Consolidated Rail Corporation

Providence and Worcester Railroad Company (P&W), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire from Consolidated Rail Corporation (Conrail): (1) the right to haul sand and stone between New Haven, CT, and Freemont, NY, for interchange with the Long Island Railroad at Freshpond Junction, in Queens, NY; (2) an exclusive freight service right, easement, and trackage rights to haul sand and stone over a line owned by the Connecticut Department of Transportation (CDOT) between

milepost 26.1 at the New York/Connecticut State line in Fairfield County, CT, and milepost 72.83 in New Haven, CT, a distance of 46.73 miles; and (3) an exclusive freight service right, easement, and trackage rights to haul sand and stone between Freemont, NY, and the New York/Connecticut State line via: (a) the Conrail Freemont Secondary Track, Oak Point Yard, and the Market Running Track (approximately 14.4 miles); (b) National Railroad Passenger Corporation's (Amtrak) main line-Shell (CP 216) between milepost 18.9 and milepost 15.5 (approximately 3.4 miles); and (c) the line owned by the Metropolitan Transportation Authority (MTA) between milepost 26.1 at the New York/Connecticut State line and milepost 16.3 in New Rochelle, NY (approximately 9.8 miles).

P&W currently originates movements of sand and stone at three aggregate quarries at Wallingford (Reeds Gap), Wauregan, and Branford (Pine Orchard), CT, and interchanges them with Conrail at New Haven for subsequent movement to Freshpond Junction. The proposed transaction is designed to increase the efficiency of the movements by eliminating the interchange and thus permitting single carrier service. The only shipper affected, Tilcon Connecticut, Inc., supports the transaction, and CDOT, Amtrak, and MTA consent to it. P&W and Conrail anticipate consummation as soon as the notice of exemption is effective and conditions to closing have been satisfied or waived. They indicate that arrangements were made to commence movements by October 6, 1996.²

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. 33132, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW, Washington, DC 20423, and one copy must be served on: (1) James E. Howard, 90 Canal Street, Boston, MA 02114, and (2) Heidi J. Eddins, Providence and

¹ 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.

² By decision served September 27, 1996, the Chairman stayed the notice to enable P&W and Conrail to submit supplemental information in support of this proposal to transfer the authority and obligation to transport individual commodities. Upon consideration of the parties' supplemental submissions, the Board lifted the stay by decision served and effective on October 3, 1996. Thus, movements could commence on or after October 3, 1996.

Worcester Railroad Company, 75
Hammond Street, Worcester, MA 01610.
Decided: October 4, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.
[FR Doc. 96-26074 Filed 10-9-96; 8:45 am]
BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Bureau of the Public Debt

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 the Public Debt within the Department of the Treasury is soliciting comments concerning the Resolution Authorizing (1) Disposition of Securities Held by Organization, and (2) Execution and Delivery of Bonds of Indemnity.

DATES: Written comment should be received on or before December 9, 1996, to be assured of consideration.

ADDRESSES: Direct all written comments to Bureau of the Public Debt, Vicki S. Thorpe, 200 Third Street, Parkersburg, WV 26106-1328.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form and instructions should be directed to Vicki S. Thorpe, Bureau of the Public Debt, 200 Third Street, Parkersburg, WV 26106-1328, (304) 480-6553.

SUPPLEMENTARY INFORMATION:

Resolution Authorizing (1) Disposition of Securities Held by Organization, and (2) Execution and Delivery of Bonds of Indemnity.

OMB Number: 1535-0052.

Form Number: PD F 1011.

Abstract: The information is requested to establish the authority of an organization to dispose of registered United States Securities and/or execute bonds of indemnity.

Current Actions: None.

Type of Review: Extension.

Affected Public: Business or other for-profit/not-for-profit institutions.

Estimated Number of Respondents: 485.

Estimated Time Per Respondent: 30 minutes.

Estimated Total Annual Burden Hours: 243.

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) the cost burden of the collection of information; and (e) 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.

Dated: October 3, 1996.

Vicki S. Thorpe,

Manager, Forms Management Branch.

[FR Doc. 96-26049 Filed 10-9-96; 8:45 am]

BILLING CODE 4810-39-M

Office of Thrift Supervision

Proposed Agency Information Collection Activities

AGENCY: Office of Thrift Supervision, Treasury.

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. Currently, the Office of Thrift Supervision within the Department of the Treasury is soliciting comments concerning the Thrift Financial Report.

DATES: Written comments should be received on or before December 9, 1996 to be assured of consideration.

ADDRESSES: Send comments to Manager, Dissemination Branch, Records Management and Information Policy, Office of Thrift Supervision, 1700 G Street, NW, Washington, DC 20552, Attention 1550-0023. These submissions may be hand delivered to

1700 G Street, NW. From 9:00 A.M. to 5:00 P.M. on business days; they may be sent by facsimile transmission to FAX Number (202) 906-7755. Comments over 25 pages in length should be sent to FAX Number (202) 906-6956. Comments will be available for inspection at 1700 G Street, NW., from 9:00 A.M. until 4:00 P.M. on business days.

Request for additional information should be directed to Trudy Reeves, Financial Reporting Division, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, (202) 906-7317. Additional information is also available by requesting Document Number 25008 on OTS's Publifax line at (202) 906-5660.

FOR FURTHER INFORMATION CONTACT:

Trudy Reeves, Financial Reporting Division, Office of Thrift Supervision, 1700 G Street, NW., Washington, DC 20552, (202) 906-7317.

SUPPLEMENTARY INFORMATION:

Title: Thrift Financial Report.

OMB Number: 1550-0023.

Form Numbers: OTS 1313, OTS 1568.

Abstract: The information collections described herein will apply to all savings associations. The collections are necessary to monitor and supervise the thrift industry.

Current Actions: After reviewing its current supervisory and examination needs, the OTS is proposing to make certain changes to the Thrift Financial Report (TFR) effective with the March 31, 1997, report. All of the changes are necessary to monitor and supervise the savings industry, conform to accounting pronouncements, promote consistency with the other banking agencies, and to facilitate the assessment of deposit insurance premiums by the FDIC. A brief description of the proposed changes follows:

- In order to provide consistent reporting of assets within the TFR and to report assets on a more consistent basis with the other Banking Agencies, the OTS proposes to require that all assets be reported net of specific valuation allowances, unearned income, and loans-in-process in all schedules of the TFR. This change would have the greatest affect on Schedule SC.

- Because only general valuation allowances would be reported on Schedule SC, the OTS proposes to expand the reconciliation of valuation allowances on Schedule VA to provide a column for general valuation allowances (including ALLL), a column for specific valuation allowances and a total column that would be computer generated. The breakdown of specific