

collected by any other method. NHTSA and NIAAA invite the general public and other Federal Agencies to comment on this part of the study as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)).

DATES: Written comments must be submitted on or before May 13, 1996.

ADDRESSES: Direct all written comments to NHTSA, Docket Section, Room 5111, Docket # 96-005-N01, 400 7th Street SW, Washington DC 20590.

FOR FURTHER INFORMATION CONTACT: Paul J. Tremont, Ph.D., Co-Contracting Officer's Technical Representative, Office of Program Development and Evaluation (NTS-30), Washington, DC 20590, or Susan Martin, Ph.D., Co-Contracting Officer's Technical Representative, Division of Clinical and Prevention Research, NIAAA, Suite 505, 6000 Executive Blvd., Rockville, MD 20892.

SUPPLEMENTARY INFORMATION:

I. Abstract

More than 300,000 persons were reported as injured and more than 16,500 persons died in alcohol-related motor vehicle crashes in 1994 (Traffic Safety Facts: 1994, Alcohol, NHTSA—National Center for Statistics and Analysis). NHTSA and NIAAA are committed to the development of effective programs to reduce this morbidity and mortality due to driving under the influence (DUI). To aid in filling this commitment, a better understanding of driver characteristics and alcohol levels in alcohol-involved crashes is required. The objective of this study is to compare the BACs of crash-involved drivers and similarly at risk non-crash involved drivers to determine the relative risk of a crash at various BACs compared to zero BAC (while controlling for other determinants of crashes).

II. Method of Collection

Data will be collected voluntarily and anonymously from crash involved drivers and control (non-crash involved) drivers. Two sites (cities or jurisdictions) will be used. Crash involved drivers will be interviewed and a voluntary alcohol breath test will be performed by trained research personnel at the scene. One week following each sampled crash, interviews and voluntary alcohol breath tests will be conducted on similarly-exposed (same location, same time of day) non-crash drivers. All drivers, crash and control, will be interviewed using the same questionnaire. By comparing the breath alcohol levels of

crash and control drivers, while accounting for critical covariates such as age, gender, patterns of alcohol use, and sleep loss, the relative risk of a crash at differing BACs for different groups will be determined.

III. Use of Findings

The findings of this study will assist NHTSA and NIAAA in addressing the problem of alcohol impaired drivers and in formulating programs and recommendations to the Congress. The findings will be used to support decision making by State and local highway safety agencies, law enforcement agencies, and citizen activist groups regarding the effective allocation of resources to address the alcohol crash problem. The data being sought are fundamental to the development and targeting of effective countermeasures to prevent DUI among the driving groups found to be at greatest risk.

IV. Data

OMB Number: None.

Form Number: None.

Type of review: Regular submission.

Affected public: A total of approximately 10,000 drivers (1000 crash and 4000 non-crash (control) at each site).

Estimated number of respondents: 10,000.

Estimated time per survey response: 8 min, 30 sec.

Estimated total burden hours: 1,417.

Estimated total cost of project including survey component: \$137 per survey respondent.

V. Request for Comments

Comments are invited on: (a) The need for the proposed collection and the uses of the data to meet the objectives of the study, (b) the types of questions that should be asked of respondents, (c) ways to enhance the quality, utility, and clarity of the information collected, (d) the accuracy of the burden estimate, (e) ways to minimize the burden of the collection of information on the respondents.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection. Copies of all comments will be placed in Docket 96-005, Notice 1, in the NHTSA Docket Section in Room 5109, Nassif Building, 400 7th Street S.W.,

Washington, DC 20590 and will become a matter of public record.

James H. Hedlund,

Associate Administrator for Traffic Safety Programs.

[FR Doc. 96-6025 Filed 3-12-96; 8:45 am]

BILLING CODE 4910-59-P

[Docket No. 96-016; Notice 01]

RIN 2127-AF57

Preliminary Theft Data; Motor Vehicle Theft Prevention Standard

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Publication of preliminary theft data; request for comments.

SUMMARY: This document requests comments on data about passenger motor vehicle thefts that occurred in calendar year (CY) 1994, including theft rates for existing passenger motor vehicle lines manufactured in model year (MY) 1994. The theft data preliminarily indicate that the vehicle theft rate for CY/MY 1994 vehicles (4.09 thefts per thousand vehicles) increased by 2.8 percent from the theft rate for CY/MY 1993 vehicles (3.98 thefts per thousand vehicles).

Publication of these data fulfills NHTSA's statutory obligation to periodically obtain accurate and timely theft data, and publish the information for review and comment.

DATES: Comments must be submitted on or before May 13, 1996.

ADDRESSES: All comments should refer to the docket number and notice number cited in the heading of this document and be submitted, preferably with ten copies to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Docket hours are from 9:30 a.m. to 4:00 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Ms. Rosalind Proctor, Office of Planning and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Proctor's telephone number is (202) 366-0846. Her fax number is (202) 493-2739.

SUPPLEMENTARY INFORMATION: NHTSA administers a program for reducing motor vehicle theft. The central feature of this program is the Federal Motor Vehicle Theft Prevention Standard, 49 CFR Part 541. The standard specifies performance requirements for inscribing or affixing vehicle identification numbers (VINs) onto certain major original equipment and replacement

parts of high-theft lines of passenger motor vehicles.

The agency is required by 49 U.S.C. 33104(b)(4) to periodically obtain, from the most reliable source, accurate and timely theft data, and publish the data for review and comment. To fulfill the § 33104(b)(4) mandate, this document reports the preliminary theft data for CY 1994, the most recent calendar year for which data are available.

In calculating the 1994 theft rates, NHTSA followed the same procedures it used in calculating the MY 1993 theft rates. (For 1993 theft data calculations, see 61 FR 1228, January 18, 1996). As in all previous reports, NHTSA's data were based on information provided to NHTSA by the National Crime Information Center (NCIC) of the Federal Bureau of Investigation. The NCIC is a governmental system that receives vehicle theft information from nearly 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. The NCIC data also include reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

The 1994 theft rate for each vehicle line was calculated by dividing the number of reported thefts of MY 1994 vehicles of that line stolen during calendar year 1994, by the total number of vehicles in that line manufactured for MY 1994, as reported to the Environmental Protection Agency.

The preliminary 1994 theft data show an increase in the vehicle theft rate

when compared to the theft rate experienced in CY/MY 1993. The preliminary theft rate for MY 1994 passenger vehicles stolen in calendar year 1994 increased to 4.09 thefts per thousand vehicles produced, an increase of 2.8 percent from the rate of 3.98 thefts per thousand vehicles experienced by MY 1993 vehicles in CY 1993. For MY 1994 vehicles, out of a total of 202 vehicle lines, 94 lines had a theft rate higher than 3.5826 per thousand vehicles, the established median theft rate for MYs 1990/1991. (See 59 FR 12400, March 16, 1994). Of the 94 vehicle lines with a theft rate higher than 3.5826, 73 are passenger car lines, 19 are multipurpose passenger vehicle lines, and 2 are light-duty truck lines.

In Table I, NHTSA has tentatively ranked each of the MY 1994 vehicle lines in descending order of theft rate. Public comment is sought on the accuracy of the data, including the data for the production volumes of individual vehicle lines.

Comments must not exceed 15 pages in length (49 CFR Part 553.21). Attachments may be appended to these submissions without regard to the 15 page limit. This limitation is intended to encourage commenters to detail their primary arguments in a concise fashion.

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 seven 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 regulation 49 CFR Part 512.

All comments received before the close of business on the comment closing date indicated above for this document 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. Comments on this document will be available for inspection in the docket. NHTSA will continue to file relevant information as it becomes available for inspection in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new material.

Those persons 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. 33101, 33102 and 33104; delegation of authority at 49 CFR 1.50.

THEFT RATES OF MODEL YEAR 1994 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1994

Manufacturer	Make/model (line)	Thefts 1994	Production (Mfg'r's) 1994	1994 (per 1,000 vehicles produced) theft rate
1 Mitsubishi	Montero	488	10,295	47.4017
2 Chrysler Corp	Plymouth Sundance	1,579	65,482	24.1135
3 Chrysler Corp	Lebaron Sedan	574	26,038	22.0447
4 Chrysler Corp	Lebarpm Coupe/Convertible	748	37,093	20.1655
5 Porsche	911	29	1,461	19.8494
6 Chrysler Corp	Dodge Shadow	1,714	90,288	18.9837
7 Ferrari	512	1	54	18.5185
8 Chrysler Corp	Dodge Spirit	1,236	68,409	18.0678
9 Chrysler Corp	Plymouth Acclaim	1,232	71,595	17.2079
10 Volkswagen	Corrado	3	200	15.0000
11 Mitsubishi	Mirage	468	34,215	13.6782
12 Mitsubishi	expo	180	13,175	13.6622
13 Mitsubishi	Diamante	293	21,908	13.3741
14 Honda/Acura	NSX	9	680	13.2353
15 Toyota	Supra	43	3,540	12.1469
16 Isuzu	Amigo	30	2,500	12.0000
17 Hyundai	Sonata	24	2,010	11.9403
18 Nissan	300ZX	51	4,298	11.8660
19 Mitsubishi	3000GT	111	10,170	10.9145
20 Nissan	Mazima	560	52,109	10.7467
21 Mitsubishi	Precia	7	799	8.7610
22 Hyundai	Scoupe	106	12,527	8.4617
23 BMW	3	428	50,650	8.4501

THEFT RATES OF MODEL YEAR 1994 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1994—Continued

Manufacturer	Make/model (line)	Thefts 1994	Production (Mfgr's) 1994	1994 (per 1,000 ve- hicles pro- duced) theft rate
24 Toyota	4-Runner	586	69,700	8.4075
25 Chrysler Corp	Jeep Cherokee	2,901	349,604	8.2980
26 Ford Motor Co	Mustang	1,018	123,198	8.2631
27 General Motors	Oldsmobile Cutlass Ciera	1,028	125,896	8.1655
28 Hyundai	Elantra	313	39,386	7.9470
29 Mercedes-Benz	129 (SL-Class)	43	5,532	7.7730
30 Mazda	RX-7	26	3,408	7.6291
31 Toyota	Lexus SC	44	5,930	7.4199
32 Porsche	928	1	136	7.3529
33 Chrysler Corp	Jeep Wrangler	494	67,877	7.2779
34 Nissan	Pathfinder	441	62,439	7.0629
35 Nissan	240SX	8	1,167	6.8552
36 BMW	5	166	25,232	6.5789
37 Honda/Acura	Legend	329	50,140	6.5616
38 Ford Motor Co	Tempo	924	144,608	6.3897
39 General Motors	Geo Tracker	304	47,800	6.3598
40 BMW	7	60	9,564	6.2735
41 Mitsubishi	Pickup Truck	73	11,780	6.1969
42 General Motors	Buick Century	777	126,871	6.1243
43 Ford Motor Co	Lincoln Town Car	687	113,026	6.0782
44 Toyota	Lexus LS	136	22,500	6.0444
45 Hyundai	Excel	302	50,421	5.9896
46 Toyota	Lexus GS	77	12,900	5.9690
47 BMW	8	4	674	5.9347
48 Suzuki	Samurai	11	1,930	5.6995
49 General Motors	GMC Jimmy S-15	336	59,671	5.6309
50 Mazda	929	57	10,124	5.6302
51 Nissan	Sentra	1,025	187,877	5.4557
52 General Motors	Oldsmobile Achieva	291	53,545	5.4347
53 Mazda	323/Protege	556	103,637	5.3649
54 Chrysler Corp	Dodge Caravan/Grand	1,533	286,772	5.3457
55 Nissan	Altima	703	132,183	5.3184
56 Ford Motor Co	Mercury Topaz	266	50,858	5.2302
57 Nissan	Infiniti Q45	89	17,190	5.1774
58 General Motors	Chevrolet Blazer S-10	814	158,876	5.1235
59 General Motors	Chevrolet Lumina APV	238	48,312	4.9263
60 General Motors	Chevrolet Beretta	305	62,133	4.9088
61 General Motors	Pontiac Sunbird	463	94,475	4.9008
62 General Motors	Chevrolet Corsica	657	135,994	4.8311
63 Mercedes-Benz	140 (S-Class)	56	11,681	4.7941
64 Chrysler Corp	Plymouth Voyager/Grand	1,062	223,743	4.7465
65 Mitsubishi	Eclipse	179	37,930	4.7192
66 Chrysler Corp	Town & Country MPV	172	37,297	4.6116
67 General Motors	Chevrolet Corvette	102	22,230	4.5884
68 General Motors	Oldsmobile Silhouette APV	68	14,920	4.5576
69 Mitsubishi	Galant/Sigma	378	84,390	4.4792
70 Suzuki	Sidekick	107	24,390	4.3870
71 Porsche	968	6	1,379	4.3510
72 General Motors	Pontiac Trans Sport APV	150	34,704	4.3223
73 General Motors	Cadillac Fleetwood	96	22,841	4.2030
74 Toyota	Corolla/Corolla Sport	874	209,850	4.1649
75 General Motors	Buick Skylark	240	58,346	4.1134
76 Toyota	Paseo	48	11,700	4.1026
77 Honda/Acura	Integra	293	71,490	4.0985
78 General Motors	Geo Metro	375	92,640	4.0479
79 Ford Motor Co	Probe	344	85,305	4.0326
80 Volkswagen	Cabriolet	5	1,244	4.0193
81 General Motors	Oldsmobile Bravada	72	18,031	3.9931
82 Chrysler Corp	New Yorker/LHS	354	89,485	3.9560
83 Toyota	Tercel	396	101,200	3.9130
84 Honda/Acura	Vigor	61	15,600	3.9103
85 Toyota	Camry	1,257	324,900	3.8689
86 Honda	Civic	1,066	280,376	3.8020
87 Kia Motors	Sephia	64	17,000	3.7647
88 Chrysler Corp	Plymouth Laser	20	5,317	3.7615
89 Ford Motor Co	Thunderbird	445	120,314	3.6987
90 Mazda	MPV Wagon	102	27,695	3.6830
91 General Motors	Pontiac Grand Am	846	230,103	3.6766

THEFT RATES OF MODEL YEAR 1994 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1994—Continued

Manufacturer	Make/model (line)	Thefts 1994	Production (Mfgr's) 1994	1994 (per 1,000 ve- hicles pro- duced) theft rate
92 General Motors	Chevrolet Sportvan G-10	8	2,186	3.6597
93 Ford Motor Co	Mercury Sable	375	102,968	3.6419
94 General Motors	Chevrolet Cavalier	978	268,550	3.6418
95 Ford Motor Co	Lincoln Mark VIII	96	26,985	3.5575
96 Toyota	Celica	127	35,700	3.5574
97 Mazda	626/MX-6	369	103,861	3.5528
98 Honda	Prelude	128	36,804	3.5473
99 Ford Motor Co	Lincoln Continental	175	49,453	3.5387
100 General Motors	Chevrolet Camaro	428	120,991	3.5375
101 Toyota	Pickup Truck	691	196,200	3.5219
102 Isuzu	Rodeo	206	59,300	3.4739
103 Toyota	Previa	57	16,860	3.3808
104 Mazda	MX-5 Miata	67	20,128	3.3287
105 Mercedes-Benz	124 (E-Class)	80	24,711	3.2374
106 Ford Motor Co	Escort	919	285,400	3.2200
107 Ford Motor Co	Taurus	959	303,540	3.1594
108 Nissan	Pickup Truck	371	119,322	3.1092
109 Chrysler Corp	Eagle Talon	68	21,885	3.1072
110 General Motors	Chevrolet Lumina	257	82,746	3.1059
111 Volkswagen	Passat	16	5,163	3.0990
112 Jaguar	XJ12	31	10,004	3.0988
113 General Motors	Pontiac Firebird	142	45,914	3.0927
114 Subaru	SVX	8	2,607	3.0687
115 Honda	Passport	61	20,000	3.0500
116 Honda	Accord	1,308	430,055	3.0415
117 Isuzu	Trooper	72	24,000	3.0000
118 Ford Motor Co	Aspire	114	38,000	3.0000
119 Volvo	940	81	27,561	2.9389
120 Isuzu	Pickup	63	22,400	2.8125
121 Mazda	MX-3	43	15,459	2.7816
122 Volvo	960	22	7,959	2.7642
123 Nissan	Infiniti G20	25	9,117	2.7421
124 Mazda	Navajo	21	7,702	2.7266
125 Ford Motor Co	Crown Victoria	188	69,279	2.7137
126 Ford Motor Co	Aerostar	352	132,451	2.6576
127 General Motors	Chevrolet Astro	347	134,368	2.5825
128 Suzuki	Swift	41	15,960	2.5689
129 Ford Motor Co	Mercury Cougar	182	71,027	2.5624
130 General Motors	GMC Safari	115	44,960	2.5578
131 General Motors	Oldsmobile Cutlass Cruiser	24	9,600	2.5000
132 Nissan	Infiniti J30	51	20,696	2.4642
133 Ford Motor Co	Mercury Tracer	113	46,051	2.4538
134 General Motors	Geo Prizm	265	108,000	2.4537
135 Ford Motor Co	Mercury Capri	9	3,683	2.4437
136 Volkswagen	Jetta	115	47,208	2.4360
137 General Motors	Chevrolet S-10 Pickup	513	219,729	2.3347
138 Chrysler Corp	Dodge Stealth	39	17,795	2.1916
139 Ford Motor Co	Explorer	742	340,293	2.1805
140 Toyota	Lexus ES	81	37,300	2.1716
141 Audi	S4	1	463	2.1598
142 Subaru	Legacy	64	30,301	2.1121
143 General Motors	Oldsmobile Cutlass Supreme	233	110,556	2.1075
144 Chrysler Corp	Intrepid	269	130,604	2.0597
145 General Motors	Saturn SC	115	56,258	2.0442
146 General Motors	Ssturn SL	363	180,462	2.0115
147 Chrysler Corp	Dodge Dakota Pickup	206	102,490	2.0100
148 General Motors	Cadillac Deville/Sixty Special	226	114,052	1.9816
149 General Motors	Chevrolet C-1500 Pickup	574	290,265	1.9775
150 General Motors	Pontiac Bonneville	154	80,157	1.9212
151 Ford Motor Co	Mercury Grand Marquis	179	95,074	1.8827
152 Jaguar	XJS	8	4,461	1.7933
153 General Motors	Chevrolet Caprice	147	83,655	1.7572
154 General Motors	Pontiac Grand Prix	234	133,664	1.7507
155 Mazda	B Series Pickup	141	81,636	1.7272
156 Nissan	Quest	69	42,575	1.6207
157 Toyota	MR2	1	620	1.6129
158 Volvo	850	70	44,241	1.5822
159 Toyota	T100 Pickup Truck	21	13,300	1.5789

THEFT RATES OF MODEL YEAR 1994 PASSENGER MOTOR VEHICLES STOLEN IN CALENDAR YEAR 1994—Continued

Manufacturer	Make/model (line)	Thefts 1994	Production (Mfgr's) 1994	1994 (per 1,000 vehicles produced) theft rate
160 Volkswagen	Golf III/GTI	19	12,394	1.5330
161 Audi	100	7	4,691	1.4922
162 Chrysler Corp	Concorde	100	70,394	1.4206
163 General Motors	Oldsmobile 88 Royale	104	74,702	1.3922
164 Mercedes-Benz	202 (C-Class)	24	17,379	1.3810
165 General Motors	Cadillac Eldorado	33	23,918	1.3797
166 General Motors	Cadillac Seville	57	41,712	1.3665
167 Aidi	90	4	2,943	1.3592
168 Subaru	Impreza	12	9,067	1.3235
169 SAAB	9000	7	5,334	1.3123
170 General Motors	Buick Regal	102	78,549	1.2986
171 Chrysler Corp	Eagle Summit	35	26,982	1.2972
172 Chrysler Corp	Eagle Vision	28	21,999	1.2728
173 SAAB	900	16	12,734	1.2565
174 Ford Motor Co	Ranger Pickup	512	418,737	1.2227
175 General Motors	GMC Sonoma	117	97,411	1.2011
176 General Motors	GMC Sierra 1500 Pickup	185	159,649	1.1588
177 General Motors	Oldsmobile 98/Touring	28	24,909	1.1241
178 General Motors	Buick Lesabre	148	149,211	0.9919
179 Subaru	Loyale	3	3,430	0.8746
180 General Motors	Saturn SW	14	16,415	0.8529
181 Chrysler Corp	Dodge Viper	2	2,365	0.8457
182 Subaru	Justy	2	2,391	0.8365
183 General Motors	Buick Roadmaster	28	34,970	0.8007
184 General Motors	Buick Park Avenue	48	61,194	0.7844
185 Jaguar	XJ6	1	1,452	0.6887
186 Ford Motor Co	E150 Van	51	76,347	0.6680
187 Ford Motor Co	Mercury Villager (MPV)	36	54,094	0.6655
188 Chrysler Corp	Dodge Colt/Colt Vista	16	26,083	0.6134
189 Chrysler Corp	Plymouth Colt/Colt Vista	11	18,172	0.6053
190 Ford Motor Co	F150 Pickup Truck	237	437,219	0.5421
191 Alfa Romeo	Spider	0	187	0.0000
192 Lotus	Espirit	0	211	0.0000
193 Ferrari	348	0	430	0.0000
194 General Motors	GMC Rally Sportuan	0	726	0.0000
195 Lamborghini	Diablo	0	66	0.0000
196 Rolls-Royce	Turbo R	0	31	0.0000
197 Rolls-Royce	Corniche/Continental	0	80	0.0000
198 Rolls-Royce	Sil Spirit/Spur/Muls/Eight	0	108	0.0000
199 Rolls-Royce	Brooklands	0	58	0.0000
200 Audi	V8	0	17	0.0000
201 Volkswagen	Eurovan	0	15	0.0000
202 Alfa Romeo	164	0	362	0.0000

Issued on: March 8, 1996.

Barry Felrice,

Associate Administrator for Safety
Performance Standards.

[FR Doc. 96-6024 Filed 3-12-96; 8:45am]

BILLING CODE 4910-59-M

Surface Transportation Board¹

[SBT Docket No. AB-406 (Sub-No. 6X)]

Central Kansas Railway, Limited Liability Company—Abandonment Exemption—in Marion and McPherson Counties, KS

Central Kansas Railway, Limited
Liability Company (CKR)² has filed a

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) 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. 10903.

² CKR is a subsidiary of OmniTRAX, Inc., a noncarrier holding company. OmniTRAX was

notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a 33.4-mile portion of its line of railroad known as the McPherson Subdivision from milepost 10 plus 2,418 feet at or near Marion to milepost 43 plus 4,505 feet at or near McPherson, in Marion and McPherson Counties, KS.³

authorized to control CKR, pursuant to the notice of exemption in *Patrick D. Broe, The Broe Companies, The Great Western Railway Company, Railco, Inc., Chicago West Pullman Transportation Corp., et al.—Corporate Family Reorganization Exemption*, Finance Docket No. 32531 (ICC served July 12, 1994).

³ Pursuant to 49 CFR 1152.50(d)(2), the railroad must file a verified notice with the Board at least 50 days before the abandonment or discontinuance is to be consummated. The applicant in its verified