

COLLISION INSURANCE LOSSES, MODEL YEAR 1993-95 PASSENGER MOTOR VEHICLES*—Continued

Make	Model	Relative loss payment
Jeep	Grand Cherokee 4-door 4-wd	86
Chevrolet	S10 Blazer 4-door	91
Ford	Explorer 2-door 4-wd	95
Ford	Explorer 2-door	96
Isuzu	Rodeo 4-door 4-wd	105
Isuzu	Rodeo 4-door	106
Toyota	4Runner 4-door Wagon	110
Honda	Passport 4-door 4-wd	114
Chevrolet	S10 Blazer 2-door	114
Nissan	Pathfinder 4-door	120
Chevrolet	T10 Blazer 2-door 4-wd	120
Nissan	Pathfinder 4-door 4-wd	120
Honda	Passport 4-door	121
Toyota	4Runner 4-door 4-wd	130
Mitsubishi	Montero 4-door 4-wd	134
Land Rover	Discovery	138
Land Rover	Range Rover LWB	223
Large Utility Vehicles		
Average for large utility vehicles	63
GMC	Suburban 1500	42
Chevrolet	Suburban 1500	50
Chevrolet	Suburban 2500 4-wd	55
Chevrolet	Suburban 2500	55
GMC	Suburban 2500	60
Chevrolet	Suburban 1500 4-wd	60
GMC	Suburban 1500 4-wd	72
GMC	Suburban 2500 4-wd	75
Large Vans		
Average for all large vans	65
Chevrolet	Astro Cargo Van 4-wd	47
Ford	E-150 Club Wagon	50
GMC	Safari Cargo Van	50
Ford	E-150 Econoline	60
Chevrolet	Chevy Van 20	61
Chevrolet	Astro Cargo Van	62
Ford	E-250 Econoline	63
GMC	Vandura 2500	67
Dodge	B250 Cargo Van	74
Dodge	Caravan Cargo Van	87
Chevrolet	Chevy Van 30	96
Ford	Aerostar Cargo Van	107

*Note: Every model represents over 1,000 insured vehicle years and at least 100 claims.

If you would like more details about the information in this table, or wish to obtain the complete Insurance Collision Report, please contact HLDI directory, at: Highway Loss Data Institute, 1005 North Glebe Road, Arlington, VA 22201, Tel: (703) 247-1600.

(49 U.S.C. 32302; delegation of authority at 49 CFR 1.50(f))

Issued on: April 4, 1996.

Patricia Breslin,

Acting Associate Administrator for Safety Performance Standards.

[FR Doc. 96-8887 Filed 4-9-96; 8:45 am]

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Surface Transportation Board¹

[STB Finance Docket No. 32887]

Columbia & Northern Railway Co.— Lease and Operation Exemption— Marion County Railroad Authority

Columbia & Northern Railway Co. (C&N), a noncarrier, has filed a verified notice of exemption under 49 CFR

¹ 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, 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. 10901.

1150.31 to lease and operate approximately 28.78 miles of rail line owned by the Marion County Railroad Authority from milepost 94 at Columbia, Marion County, MS, to milepost 121.14 at Silver Creek, Lawrence County, MS.

The parties intend to consummate the proposed transaction on or about April 15, 1996.

This proceeding is related to *Pioneer Railcorp—Continuance in Control Exemption—Columbia & Northern Railway Co.*, STB Finance Docket No. 32886, wherein Pioneer Railcorp has concurrently filed a verified notice to continue to control C&N, upon its becoming a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32887, must be filed with the Office of the Secretary, Surface Transportation Board, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423. In addition, a copy of each pleading must be served on John D. Heffner, Esq., Rea, Cross & Auchincloss, Suite 420, 1920 N Street, NW., Washington, DC 20036.

Decided: April 3, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

[FR Doc. 96-8846 Filed 4-9-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board¹

[STB Finance Docket No. 32886]

Pioneer Railcorp—Continuance in Control Exemption—Columbia & Northern Railway Co.

Pioneer Railcorp. (Pioneer), a noncarrier holding company, has filed a notice of exemption to continue in control of Columbia & Northern Railway Co. (C&N), upon C&N's becoming a Class III rail carrier. The transaction is scheduled to be consummated on April 15, 1996.

This proceeding is related to *Columbia & Northern Railway Co.—Lease and Operation Exemption—Marion County Railroad Authority*, STB Finance Docket No. 32887, wherein C&N seeks to lease and operate certain rail lines from the Marion County Railroad Authority.

Pioneer owns and controls nine existing Class III shortline rail carriers: West Michigan Railroad Co., operating in Michigan; Fort Smith Railroad Co., operating in Arkansas; Alabama Railroad Co., operating in Alabama; Mississippi Central Railroad Co., operating in Mississippi and Tennessee; Alabama & Florida Railway Co., operating in Alabama; Decatur Junction

Railway Co., operating in Illinois; Vandalia Railroad Company, operating in Illinois; Minnesota Central Railroad Co., operating in Minnesota; and KNRECO, Inc., d/b/a/ Keokuk Junction Railway, operating in Iowa and Illinois.

Pioneer states that: (i) The railroads will not connect with each other or any railroad in their corporate family; (ii) the acquisition of control is not part of a series of anticipated transactions that would connect the ten railroads with each other or any railroad in their corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. 32886, 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: John D. Heffner, Esq., Rea, Cross & Auchincloss, Suite 420, 1920 N Street, N.W., Washington, DC 20036.

Decided: April 3, 1996.

By the Board, David M. Konschnik,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

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Surface Transportation Board¹

[STB Finance Docket No. 32890]

Pioneer Railcorp—Continuance in Control Exemption—Rochelle Railroad Co.

Pioneer Railcorp. (Pioneer), a noncarrier holding company, has filed a notice of exemption to continue in control of Rochelle Railroad Co. (RR), upon RR's becoming a Class III rail carrier. The transaction is scheduled to be consummated on April 15, 1996.

This proceeding is related to *Rochelle Railroad Co.—Lease and Operation Exemption—City of Rochelle, IL*, STB Finance Docket No. 32889, wherein RR seeks to lease and operate certain rail lines from the City of Rochelle, IL.

Pioneer owns and controls ten existing Class III shortline rail carriers: West Michigan Railroad Co., operating in Michigan; Fort Smith Railroad Co., operating in Arkansas; Alabama Railroad Co., operating in Alabama; Mississippi Central Railroad Co., operating in Mississippi and Tennessee; Alabama & Florida Railway Co., operating in Alabama; Decatur Junction Railway Co., operating in Illinois; Vandalia Railroad Company, operating in Illinois; Minnesota Central Railroad Co., operating in Minnesota; KNRECO, Inc., d/b/a/ Keokuk Junction Railway, operating in Iowa and Illinois; and Columbia & Northern Railway Co., which is scheduled to begin operating in Mississippi on April 15, 1996. (See STB Finance Docket Nos. 32886 and 32887.)

Pioneer states that: (i) the railroads will not connect with each other or any railroad in their corporate family; (ii) the acquisition of control is not part of a series of anticipated transactions that would connect the eleven railroads with each other or any railroad in their corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and

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