

1995 are PM connecting rods for the Ford Duratec V-6, 3.8 L V-6, and the modular V-8 for the Lincoln Continental. Chrysler uses PM for the connecting rods of the 2 and 2.4 L engines, and GM added PM rods to the Aurora and Northstar Premium V engines which completes GM's conversion to PM connecting rods. GM also used PM gears for the parking brake of its new 4-speed automatic transmission for small cars.

The GM Aurora V-8 engine uses magnesium camshaft covers, baffles, and oil filter adapters for MY 1995. Ford uses magnesium for some of the seat stanchions for the Windstar minivan. On the experimental side, Chrysler built a light-weight version of the Neon compact car, reducing the weight by 600 lbs. This vehicle employs an aluminum body and engine block but also uses magnesium for seat frames, instrument panel structures, and parts of the steering column.

E. Summary

The continued availability and low cost of gasoline has encouraged the production and sale of larger, heavier passenger cars and light trucks. The increased popularity of light trucks relative to passenger cars and the popularity of accessories that add weight and draw additional power from the engine have reduced the fuel economy of the vehicles. Nevertheless, there was still progress in improving fuel economy evident in many new model introductions. Much of the improvement was due to innovations in engine technology, but there was also some weight reduction accomplished through more efficient packaging design and the use of lighter or stronger materials.

[FR Doc. 96-10963 Filed 5-3-96; 8:45 am]
BILLING CODE 4910-59-P

[Docket No. 96-11; Notice 2]

Decision that Nonconforming 1990 Porsche 944 S2 2-Door Hatchback Passenger Cars are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Notice of decision by NHTSA that nonconforming 1990 Porsche 944 S2 2-door hatchback passenger cars are eligible for importation.

SUMMARY: This notice announces the decision by NHTSA that 1990 Porsche 944 S2 2-door hatchback passenger cars 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 1990 Porsche 944 S2 2-door hatchback), and they are capable of being readily altered to conform to the standards.

DATES: This decision is effective May 6, 1996.

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (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.

LPC of New York, Inc. of Ronkonkoma, New York (Registered Importer R-96-100) petitioned NHTSA to decide whether 1990 Porsche 944 S2 2-door hatchback passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on February 22, 1996 (61 FR 6891) 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-152 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 1990 Porsche 944 S2 2-door hatchback not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1990 Porsche 944 S2 2-door hatchback originally manufactured for importation into and 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 30, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.
[FR Doc. 96-11112 Filed 5-3-96; 8:45 am]

BILLING CODE 4910-59-M

Surface Transportation Board¹

[Docket No. AB-57 (Sub-No. 33X)]

Soo Line Railroad Company— Abandonment Exemption—in the Counties of Beltrami, Clearwater, and Polk Counties, MN

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: Under 49 U.S.C. 10505, the Board exempts from the requirements of

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 and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

49 U.S.C. 10903-04 the abandonment by the Soo Line Railroad Company of 40.39 miles of rail line between milepost 410.70 near Gully and milepost 370.31 at Bemidji, MN, subject to: (1) standard labor protection conditions; and (2) a public use condition.

DATES: The exemption will be effective June 5, 1996, unless stayed or a formal statement of intent to file an offer of financial assistance (OFA) is filed. Statements of intent to file an OFA² under 49 CFR 1152.27(c)(2) and requests for a notice of interim trail use/rail banking under 49 CFR 1152.29 must be filed by May 16, 1996; petitions to stay must be filed by May 21, 1996; petitions

to reopen must be filed by May 31, 1996.

ADDRESSES: An original and 10 copies of all pleadings referring to Docket No. AB-57 (Sub-No. 33X) must be filed with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, D.C. 20423; in addition, a copy of all pleadings must be served on petitioner's representative: Larry D. Starns, Esq., General Attorney, 1000 Soo Line Building, 105 South 5th Street, Minneapolis, MN 55402.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Additional information is contained in

the Board's decision. To purchase a copy of the full decision, write to, call or pick up in person from: DC NEWS & DATA, INC., Surface Transportation Board, 1201 Constitution Avenue, N.W., Room 2229, Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: April 16, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 96-11219 Filed 5-3-96; 8:45 am]

BILLING CODE 4915-00-P

² See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).