

acquire control of Metro² through the acquisition of all of its stock.

Applicant submits that there will be no transfer of any federal or state operating authorities held by Metro. It asserts that Metro will continue operating in the same manner as before, and that the acquisition of control will not reduce competition in the bus industry or competitive options available to the traveling public. It states that Metro does not compete with any Coach-owned carrier. Applicant submits that Metro is relatively small and faces substantial competition from other bus companies and transportation modes.

Applicant also submits that granting the application will produce substantial benefits, including interest cost savings from the restructuring of debt and reduced operating costs from Coach's enhanced volume purchasing power. Specifically, applicant claims that Metro will benefit from the lower insurance premiums negotiated by Coach and from volume discounts for equipment and fuel. Applicant indicates that Coach will provide Metro with centralized legal and accounting functions and coordinated purchasing services. In addition, it states that vehicle sharing arrangements will be facilitated through Coach to ensure maximum use and efficient operation of equipment, and that coordinated driver training services will be provided. Applicant also states that the proposed transaction will benefit the employees of Metro and that all collective bargaining agreements will be honored by Coach.

Coach plans to acquire control of additional motor passenger carriers in the coming months. It asserts that the financial benefits and operating efficiencies will be enhanced further by these subsequent transactions. Over the long term, Coach states that it will provide centralized marketing and reservation services for the bus firms that it controls, thereby enhancing the benefits resulting from these control transactions.

Applicant certifies that: (1) Metro has not been rated for safety by the U.S.

Airport Limousine Service, Inc. and Black Hawk-Central City Ace Express, Inc., STB Docket No. MC-F-20917 (STB served Mar. 13, 1998), in which it seeks to acquire control of two additional motor passenger carriers.

² Metro is a Michigan Corporation. It holds federally issued operating authority in MC-276823 and intrastate operating authority issued by the Michigan Department of Transportation. The majority of its revenues are derived from its services between the Detroit Airport and points in Michigan and Ohio, and its gross revenue for fiscal year 1996 was approximately \$6.6 million. It operates 75 sedans, 14 vans, 8 limousines, and 5 buses and other passenger vehicles. Prior to the transfer of its stock into a voting trust, it had been owned by Cullen F. Meathe and A. Gregory Eaton.

Department of Transportation; (2) Metro maintains sufficient liability insurance; (3) Metro is neither domiciled in Mexico nor owned or controlled by persons of that country; and (4) approval of the transaction will not significantly affect either the quality of the human environment or the conservation of energy resources. Additional information may be obtained from applicant's representatives.

Under 49 U.S.C. 14303(b), we must approve and authorize a transaction we find consistent with the public interest, taking into consideration at least: (1) the effect of the transaction on the adequacy of transportation to the public; (2) the total fixed charges that result; and (3) the interest of affected carrier employees.

On the basis of the application, we find that the proposed acquisition of control is consistent with the public interest and should be authorized. If any opposing comments are timely filed, this finding will be deemed vacated and a procedural schedule will be adopted to reconsider the application. If no opposing comments are filed by the expiration of the comment period, this decision will take effect automatically and will be the final Board action.

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The proposed acquisition of control is approved and authorized, subject to the filing of opposing comments.

2. If timely opposing comments are filed, the findings made in this decision will be deemed vacated.

3. This decision will be effective on May 25, 1998, unless timely opposing comments are filed.

4. A copy of this notice will be served on the U.S. Department of Justice, Antitrust Division, 10th Street and Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: April 6, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 98-9577 Filed 4-9-98; 8:45 am]

BILLING CODE 4910-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33576]

Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., Gulf & Ohio Railways, Inc., Lexington & Ohio Railroad Co., Inc., Live Oak, Perry & Georgia Railroad Company, Inc., Piedmont & Atlantic Railroad Co., Inc., Rocky Mount & Western Railroad Co., Inc., Wiregrass Central Railroad Company, Inc.—Corporate Family Transaction Exemption—Gulf & Ohio Railways Holding Co., Inc.

Albany Bridge Company, Inc., Georgia & Florida Railroad Co., Inc., Gulf & Ohio Railways, Inc., Lexington & Ohio Railroad Co., Inc., Live Oak, Perry & Georgia Railroad Company, Inc., Piedmont & Atlantic Railroad Co., Inc., Rocky Mount & Western Railroad Co., Inc., Wiregrass Central Railroad Company, Inc. (Railroad Companies), and Gulf & Ohio Railways Holding Co., Inc. (Holding Company) have filed a joint notice of exemption to undertake a corporate family transaction, which involves a transfer of ownership of the Railroad Companies from H. Peter Claussen and Linda C. Claussen, owners of all outstanding shares of stock in the Railroad Companies, to the Holding Company. The Holding Company will be wholly owned by H. Peter Claussen and Linda C. Claussen.

The transaction was to be consummated on or after March 30, 1998.

The purpose of the transaction is to eliminate administrative expenses associated with the continued maintenance of separate loans for each of the Railroad Companies.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The transaction will not result in adverse changes in service levels, significant operational changes or a change in the competitive balance with carriers operating outside the applicants' corporate family.

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. 33576, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW Washington, DC 20423-0001 and served on: Jo A. DeRoche, Weiner, Brodsky, Sidman & Kider, P.C., Suite 800, 1350 New York Avenue, NW Washington, DC 20005-4797.

Decided: April 1, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-9421 Filed 4-9-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33577]

Minnesota Commercial Railway Co.— Lease and Operation Exemption— Burlington Northern Santa Fe Railway Co.

Minnesota Commercial Railway Co (MC), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from The Burlington Northern and Santa Fe Railway Company (BNSF), its "Hugo Line" between Roseville and Hugo, MN, a total of 16 miles of track. MC has been operating over the Hugo Line and related BNSF track under local trackage rights. The lease will supersede the trackage rights on the Hugo Line, and MC will become exclusive operator of the line, assuming all maintenance and common carrier duties on that line.

The transaction is expected to be consummated on or shortly after April 24, 1998.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33577, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each

pleading must be served on Eugenia Langan, Esq., Shea & Gardner, 1800 Massachusetts Avenue, NW., Washington, DC 20036.

Decided: April 2, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-9420 Filed 4-9-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Departmental Offices; Debt Management Advisory Committee, Meeting

Notice is hereby given, pursuant to 5 U.S.C. App. 10(a)(2), that a meeting will be held at the U.S. Treasury Department, 15th and Pennsylvania Avenue, NW., Washington, DC, on May 5, 1998, of the following debt management advisory committee:

The Bond Market Association
Treasury Borrowing Advisory
Committee

The agenda for the meeting provides for a technical background briefing by Treasury staff, followed by a charge by the Secretary of the Treasury or his designate that the committee discuss particular issues, and a working session. Following the working session, the committee will present a written report of its recommendations.

The background briefing by Treasury staff will be held at 9:15 a.m. Eastern time and will be open to the public. The remaining sessions and the committee's reporting session will be closed to the public, pursuant to 5 U.S.C. App. 10(d).

This notice shall constitute my determination, pursuant to the authority placed in heads of departments by 5 U.S.C. App. 10(d) and vested in me by Treasury Department Order No. 101-05, that the closed portions of the meeting are concerned with information that is exempt from disclosure under 5 U.S.C. 552b(c)(9)(A). The public interest requires that such meetings be closed to the public because the Treasury Department requires frank and full advice from representatives of the financial community prior to making its final decision on major financing operations. Historically, this advice has been offered by debt management advisory committees established by the several major segments of the financial community. When so utilized, such a committee is recognized to be an advisory committee under 5 U.S.C. App. 3.

Although the Treasury's final announcement of financing plans may not reflect the recommendations provided in reports of the advisory committee, premature disclosure of the committee's deliberations and reports would be likely to lead to significant financial speculation in the securities market. Thus, these meetings fall within the exemption covered by 5 U.S.C. 552b(c)(9)(A).

The Office of the Assistant Secretary for Financial Markets is responsible for maintaining records of debt management advisory committee meetings and for providing annual reports setting forth a summary of committee activities and such other matters as may be informative to the public consistent with the policy of 5 U.S.C. 552b.

Dated: April 6, 1998.

Gary Gensler,

Assistant Secretary (Financial Markets).

[FR Doc. 98-9496 Filed 4-9-98; 8:45 am]

BILLING CODE 4810-25-M

DEPARTMENT OF THE TREASURY

Customs Service

Announcement of National Customs Automation Program Test; Semi- Monthly Statement Processing Prototype; Correction

AGENCY: Customs Service, Treasury.

ACTION: General notice; correction.

SUMMARY: Customs published a document in the **Federal Register** of March 30, 1998, announcing Customs plan to test the semi-monthly filing and statement processing program (semi-monthly processing), and inviting all eligible importers to participate. Customs wishes to correct some language to clarify one of the procedures for the test set forth in the document.

FOR FURTHER INFORMATION CONTACT: For inquiries regarding the specifics of the semi-monthly processing prototype contact Rosalyn McLaughlin-Nelson at (703) 921-7494. Individual port contact persons will be provided to the participants at a later date. For inquiries regarding the eligibility of specific importers, contact Margaret Fearon, Process Analysis and Requirements Team (202) 927-1413.

Correction

In the **Federal Register** (63 FR 15259) published on March 30, 1998, in FR Doc. 98-8220, on page 15260 in the first column, under the heading III. Procedures and Restrictions, the first