effectuating the proposed transaction: SCH Holdings Corp. (Holdings); and SCH Acquisition Corp. (Acquisition), a wholly owned subsidiary of Holdings. Both of these companies are Delaware corporations, with no interest in any regulated carrier. Pursuant to an agreement among Stagecoach, Holdings, Acquisition, and Coach, Holdings has undertaken a cash tender offer for up to all of the outstanding shares of Coach. Upon satisfaction of certain conditions and completion of the tender offer, Acquisition will be merged with and into Coach, with Coach as the surviving entity. Coach will then be merged with and into Holdings, with Holdings as the surviving entity, and, upon completion of that merger, the name of Holdings will be changed to Coach USA, Inc. If more than 80% of the stock of Coach is tendered in response to the tender offer, the first of these mergers may be unnecessary.[6] After completion of these mergers, Coach will be a subsidiary of Stagecoach.[7] The transaction will not result in any transfer of operating authority held by any of the operating carriers or in any change in the essential nature of the services provided by those carriers. The management of Coach is expected to remain largely in place, and Stagecoach does not currently plan to change the manner in which Coach is operated.

Applicants submit that granting the application will be consistent with the public interest and will have no adverse effects on the adequacy of transportation to the public, fixed charges, or the interests of employees. Applicants also submit that the proposed transaction will have no adverse effect on competition, because it will not result in the consolidation of any currently independent motor passenger carriers. On the contrary, applicants believe that the transaction will significantly benefit the traveling public and employees through efficiency savings and innovations that will result from the combination of the financial and management resources of Stagecoach and Coach. Specifically, it is anticipated that by providing Coach access to Stagecoach's significant resources and global transportation management expertise, the transaction will enable Coach to expand its carrier acquisition program and to improve the level and amount of services already offered to the operating carriers. Further, it is anticipated that fixed charges may be reduced as a result of Stagecoach's ability to refinance Coach's existing debt on more favorable terms. Each of these benefits, applicants contend, will translate into benefits for the traveling public in the form of improved and more competitive bus services.

Applicants state that Coach and its subsidiaries will continue to observe current collectively bargained agreements and that no layoffs are anticipated as a consequence of the transaction.

Applicants certify that: (1) The aggregate gross operating revenues from interstate operations of the operating companies exceeded $2 million during the 12-month period ending December 31, 1998; (2) none of the operating carriers holds an unsatisfactory safety rating from the U.S. Department of Transportation; (3) each has sufficient liability insurance; (4) none of the parties is domiciled in Mexico nor owned or controlled by persons of that country; and (5) 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 the applicants' 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 to be vacated and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application.[8] 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.

Board decisions and notices are available on our website at WWW.STB.DOT.GOV.''

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 as having been vacated.

3. This decision will be effective on September 7, 1999, unless timely opposing comments are filed.

4. A copy of this notice will be served on: (1) The U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, NW, Washington, DC 20530; and (2) the US Department of Transportation, Office of Motor Carriers-HIA 30, 400 Virginia Avenue, SW, Suite 600, Washington, DC 20004.

Decided: July 15, 1999.

By the Board, Chairman Morgan, Vice Chairman Clyburn, and Commissioner Burkes.

Vernon A. Williams,

Secretary.

[FR Doc. 99–18745 Filed 7–21–99; 8:45 am]

BILLING CODE 4915–00–P

[6] Applicants have indicated that the structure of the transaction may be altered as future circumstances warrant. For example, an additional holding company or U.S. limited partnership may be placed in the corporate chain between Stagecoach and Coach. Applicants have requested that the control authority granted herein include any such intermediate entities. Applicants have represented that any such change will not affect the material terms of the transaction, and that they will inform the Board of any changes in the present arrangement.

[7] Pending Board action on this application, the stock will be held in independent voting trusts.

[8] Under revised 49 CFR 1182.6(c), a procedural schedule will not be issued if we are able to dispose of opposition to the application on the basis of comments and the reply.

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33775]

Delaware and Hudson Railway Company, Inc.—Trackage Rights Exemption—Metro North Commuter Railroad Company

Metro-North Commuter Railroad Company (Metro-North) has agreed to grant full service trackage rights to Delaware and Hudson Railway Company, Inc. (D&H), over Metro-North's rail line between CP7 near High Bridge, NY, at approximately milepost 6.6 in Bronx County, NY, and CP75 north of Poughkeepsie, NY, at approximately milepost 75.8 in Dutchess County, NY, a distance of 69.2 miles.[1] The scope of these rights and their terms were established by the Board in *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation,* STB Finance Docket No. 33388 *et al.,*

[1] A redacted version of the trackage rights agreement between Metro-North and D&H was filed with the notice of exemption. The full version of the agreement, as required by CFR 1180.6(a)(7)(ii), was concurrently filed under seal along with a motion for a protective order, which is being addressed in a separate decision.

Decision Nos. 109 and 123 (STB served December 18, 1998 and May 20, 1999).

The transaction was scheduled to be consummated on or after July 6, 1999, the effective date of the exemption (7 days after the exemption was filed).

The purpose of the trackage rights is to enhance rail competition for movements of traffic on the east side of the Hudson River.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33775, 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, one copy of each pleading must be served on Eric Von Salzen, Hogan & Hartson L.L.P., 555 Thirteenth Street, NW, Washington, DC 20004–1109.

Board decisions and notices are available on our website at ''WWW.STB.DOT.GOV.''

Decided: July 16, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99–18746 Filed 7–21–99; 8:45 am]

BILLING CODE 4915–00–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

July 15, 1999.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before August 23, 1999 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545–1398.

Form Number: IRS Form 9620.

Type of Review: Extension.

Title: Race and National Origin Identification.

Description: Form 9620 is an optically scannable form that is used to collect race and national origin data on all IRS employees and new hires. The form is a valuable tool in allowing the IRS to meet its diversity/EEO goals and as a component of its referral and tracking system and recruitment program.

Respondents: Individuals or households, Federal Government.

Estimated Number of Respondents: 50,000.

Estimated Burden Hours Per Respondent: 3 minutes.

Frequency of Response: Semi-annually, Annually.

Estimated Total Reporting Burden: 2,500 hours.

Clearance Officer: Garrick Shear, Internal Revenue Service, Room 5244, 1111 Constitution Avenue, NW, Washington, DC 20224.

OMB Reviewer: Alexander T. Hunt (202) 395–7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

Dale A. Morgan,

Departmental Reports, Management Officer.

[FR Doc. 99–18669 Filed 7–21–99; 8:45 am]

BILLING CODE 4830–01–P

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

July 15, 1999.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Public Law 104–13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before August 23, 1999 to be assured of consideration.

Internal Revenue Service (IRS)

OMB Number: 1545–1501.

Form Number: IRS Form W–4V.

Type of Review: Extension.

Title: Voluntary Withholding Request.

Description: If an individual receives any of the following government payments, he/she may voluntarily complete Form W–4V to request that the payer withhold Federal Income tax. Those payments are unemployment compensation, social security benefits, tier I railroad retirement benefits, Commodity Credit Corporation loans or certain crop disaster payments under the Agricultural Act of 1949 or title II of the Disaster Assistance Act of 1988.

Respondents: Individuals or households, Farms.

Estimated Number of Respondents/Recordkeepers: 19,700,000.

Estimated Burden Hours Per Respondent/Recordkeeper:

Recordkeeping—7 min.
Learning about the law or the form—5 min.
Preparing the form—7 min.
Copying, assembling, and sending the form to the Payer—10 min.

Frequency of Response: On occasion.

Estimated Total Reporting/Recordkeeping Burden: 9,653,000 hours.

Clearance Officer: Garrick Shear, Internal Revenue Service, Room 5244, 1111 Constitution Avenue, NW, Washington, DC 20224.

OMB Reviewer: Alexander T. Hunt (202) 395–7860, Office of Management and Budget, Room 10202, New Executive Office Building, Washington, DC 20503.

Dale A. Morgan,

Departmental Reports Management Officer.

[FR Doc. 99–18670 Filed 7–21–99; 8:45 am]

BILLING CODE 4830–01–P

DEPARTMENT OF THE TREASURY

Fiscal Service

Surety Companies Acceptable on Federal Bonds: Folksamerica Reinsurance Company

AGENCY: Financial Management Service, Fiscal Service, Department of the Treasury.

ACTION: Notice.

SUMMARY: This is Supplement No. 1 to the Treasury Department Circular 570; 1999 Revision, published July 1, 1999, at 64 FR 35864.

FOR FURTHER INFORMATION CONTACT: Surety Bond Branch at (202) 874–6779.

SUPPLEMENTARY INFORMATION: The above mentioned company was listed in 64 FR