

## 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]

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### Surface Transportation Board<sup>1</sup>

[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)<sup>2</sup> has filed a

<sup>1</sup> 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.

<sup>2</sup> 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.<sup>3</sup>

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).

<sup>3</sup> 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

CKR has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic has been rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to use of this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

notice, indicated a proposed consummation date of April 11, 1996. Because the verified notice was not filed until February 22, 1996, however, consummation should have not been proposed to take place prior to April 12, 1996. Applicant's representative has been contacted and informed of the correct consummation date.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on April 12, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>4</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>5</sup> and trail use/rail banking requests under 49 CFR 1152.29<sup>6</sup> must be filed by March 25, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by April 2, 1996, with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Michael J. Ogborn,

<sup>4</sup>The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>5</sup> See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

<sup>6</sup>The Board will accept late-filed trail use requests so long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.

Manager, Central Kansas Railway, Limited Liability Company, 252 Clayton Street, 4th Floor, Denver, CO 80206.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

CKR has filed an environmental report which addresses the abandonment effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by March 18, 1996. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Surface Transportation Board, Washington, DC 20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927-6248. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Decided: February 29, 1996.

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

[FR Doc. 96-5903 Filed 3-12-96; 8:45 am]

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