

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.

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Surface Transportation Board¹

[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)² has filed a

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 to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903.

² 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.³

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).

³ 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,⁴ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),⁵ and trail use/rail banking requests under 49 CFR 1152.29⁶ 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,

⁴The 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.

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

⁶The 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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