The applicant differs from the usual hardship petitioner in that it is a corporation whose net revenues are positive and healthy. The hardship to be borne in this instance is the effect of a denial upon the company. The applicant's production is limited in number; it produced 102 trailers in 1996, of which 86 are of the type for which exemption is sought. This is approximately 85 percent of its production. Although the remaining trailer types appear to contribute a proportionally greater part of the company's gross revenues, these revenues would decline by a significant percentage. There is also the economic cost, not discussed by the company, of maintaining unused manufacturing facilities and settling accounts with suppliers for goods ordered and canceled.

The company's efforts to comply appear to have been stymied by the unacceptability of a redesign of the Flow Boy to its consumers. Its application indicates that, for the past three years, it has looked at home and abroad in search of a solution that meets both safety and market needs. It will continue to do so if granted an exemption.

The applicant has argued that an exemption is in the public interest because the Flow Boy aids in construction of the national highway system. While the company did not quantify its work force, it estimated that approximately 60 percent of it would have to be laid off in the wake of a denial. Thus, the company could have argued that continued full employment of its work force is also in the public interest.

Finally, the company believes that an exemption is consistent with objectives of motor vehicle safety because the Flow Boy spends very little of its operating life on the highway and the likelihood of it being involved in a rear-end collision is minimal. NHTSA understands this to mean that proportion of time spent in transit on the roads from one job site to another will be small in comparison with the time spent at rest at construction sites amidst other road equipment. This indicates that the exposure of a Flow Boy without a rear underride guard to a potential crash situation will be reduced. The small number of trailers that may be produced under the exemption, less than 100, further reduces the crash potential.

In consideration of the foregoing, it is hereby found that requiring compliance with Standard No. 224 as of its effective date would cause substantial economic hardship to a manufacturer that has tried in good faith to comply with the standard. It is also found that an exemption would be in the public interest and consistent with the objectives of motor vehicle safety. Accordingly, the company of Dan Hill & Associates is hereby granted NHTSA Temporary Exemption No. 98–1 from 49 CFR 571.224 Motor Vehicle Safety Standard No. 224 *Rear Underride Protection,* expiring February 1, 1999.

Authority: 49 U.S.C. 30113, 49 CFR part 555; delegation of authority at 49 CFR 1.50.

Issued on January 20, 1998.

Ricardo Martinez,

Administrator.

[FR Doc. 98–1784 Filed 1–23–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33542]

CSX Transportation, Inc.—Trackage Rights Exemption—Consolidated Rail Corporation and Indiana Harbor Belt Railroad

Consolidated Rail Corporation (Conrail), as owner, and Indiana Harbor Belt Railroad Company (IHB), as operator,[1] have agreed to grant overhead trackage rights to CSX Transportation, Inc. (CSXT), to operate its trains, locomotives, cars, and equipment with CSXT's own crews over Conrail's Kankakee Line between Michigan Avenue, Indiana Harbor, IN, milepost 0.0±, and Osborn, IN, milepost 4.8±, at the connection between Conrail's Kankakee Line and the Norfolk and Western Railway Company, a total distance of approximately 4.8 miles. The trackage rights are restricted to bridge traffic only between the termini of the trackage rights for trainload movements of finished automobiles and associated empty equipment to and from the Ford Mixing Center in the Calumet Yard area.

The transaction is expected to be consummated on January 19, 1998, the effective date of the exemption.

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 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. 33542, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423–0001 and served on: Charles M. Rosenberger, Senior Counsel, CSX Transportation, Inc., 500 Water Street, J-150, Jacksonville, FL 32202.

Decided: January 16, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98–1755 Filed 1–23–98; 8:45 am]

BILLING CODE 4915–00–P

[1] Pursuant to a trackage rights agreement, dated April 9, 1906, Conrail granted trackage rights to IHB to operate over portions of its railroad, including that portion of the Kankakee Line which CSXT will acquire upon the effective date of this exemption. Since IHB acts as agent on behalf of Conrail in the performance of supervision, control and maintenance of this line of railroad, IHB is included as a party to the trackage rights agreement.

DEPARTMENT OF THE TREASURY

Bureau of the Public Debt

Proposed Collection: Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Pub. L. 104–13 (44 U.S.C. 3506(c)(2)(A). Currently the Bureau of the Public Debt within the Department of the Treasury is soliciting comments concerning the Regulations Governing United States Savings Bonds Series E/EE and H/HH.

DATES: Written comments should be received on or before March 30, 1998, to be assured of consideration.

ADDRESSES: Direct all written comments to Bureau of the Public Debt, Vicki S. Thorpe, 200 Third Street, Parkersburg, WV 26106–1328.

FOR FURTHER INFORMATION CONTACT: Requests for additional information should be directed to Vicki S. Thorpe, Bureau of the Public Debt, 200 Third Street, Parkersburg, WV 26106–1328, (304) 480–6553.