

production rates which would entail the hiring and training of new personnel, and without diverting attention from other orders in process. In support of its application, it cited its customer's desire to have 210 identical vehicles so that all drivers in the fleet could be trained in the same operating procedure and maintenance employees in the same maintenance procedures. The Postal Service also did not wish to have a fleet of dissimilar vehicles requiring different spare parts. It had not proven feasible to complete the order before the antilock effective date.

Orion Bus's inability to complete its contract on schedule was due to "bus contracts which have been delayed due to the insolvency of a major part supplier." This disrupted its schedule for over 27 weeks while a new vendor could be found. As Orion Bus has asked for a 20-week exemption, it appears that the applicant would otherwise have completed the order for 210 buses almost two months before the effective date of the antilock provisions of Standard No. 121. NHTSA deems the "insolvency of a major part supplier" as something more than a "schedule change," with which other bus manufacturers had to contend, as submitted by Gillig. Orion Bus's other buses will be manufactured to conform to the new requirements of the standard effective March 1, 1998. In NHTSA's view, Orion Bus has demonstrated sufficiently that it has tried in good faith to comply with the antilock requirements of the standard.

Orion Bus has also made a sustainable hardship argument. Although its cumulative net income for the three fiscal years of its existence is somewhat more than \$5,000,000, a denial would force it to suspend production of the buses until it could bring them into conformity, and would present the possibility that its customers might demand that the buses already delivered to them be retrofitted to conform, a contingent liability estimated to be \$7,000,000. Orion Bus advances the same arguments relating to the inadvisability of mixed fleets as were presented by Capacity and which NHTSA found compelling in granting Capacity's application.

With respect to the necessary finding that an exemption is consistent with considerations of motor vehicle safety, Orion Bus has stated that its Transit VI buses will comply with the stopping distances required by S5.3.1 for buses equipped with antilock. Gillig emphasizes that this argument neglects

the purpose of antilock, "to perform in adverse conditions and panic stops." The safety of buses is of great concern to NHTSA because these vehicles are operated on a daily basis, carrying hundreds of passengers. But transit buses, unlike intercity buses, are operated on city streets where speed is limited and where they may not even reach these limits in the start-and-halt driving between stops. The likelihood of the need for antilock is less likely to arise in urban environments under these operating conditions. The continued availability of mass transit is in the public interest as is the preservation of the orderly flow of commerce.

In consideration of the foregoing, it is hereby found that to require Orion Bus to comply immediately with Federal Motor Vehicle Safety Standard No. 121 would cause substantial economic hardship to a manufacturer that has attempted in good faith to comply with the standard, and that an exemption would be in the public interest and consistent with the objectives of motor vehicle safety. Accordingly, Orion Bus Industries, Inc., is hereby granted NHTSA Temporary Exemption No. 98-4, expiring September 1, 1998, for the production of not more than 150 Orion VI Transit buses to be exempt from S5.1.6 of 49 CFR 571.121 Standard No. 121 *Air Brake Systems*.

**Authority:** 49 U.S.C. 30113; delegation of authority at 49 CFR 1.50.

Issued: May 6, 1998.

**Ricardo Martinez,**

*Administrator.*

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## 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 Direct Deposit Sign Up Form.

**DATES:** Written comments should be received on or before July 14, 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 or copies of the form and instructions should be directed to Vicki S. Thorpe, Bureau of the Public Debt, 200 Third Street, Parkersburg, WV 26106-1328, (304) 480-6553.

#### SUPPLEMENTARY INFORMATION:

*Title:* Direct Deposit Sign Up Form.

*OMB Number:* 1535-0128.

*Form Number:* PD F 5396.

*Abstract:* The information is requested to process payment data to a financial institution.

*Current Actions:* None.

*Type of Review:* Extension.

*Affected Public:* Individuals.

*Estimated Number of Respondents:* 20,000.

*Estimated Time Per Respondent:* 10 minutes.

*Estimated Total Annual Burden Hours:* 3,400.

#### Request for Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: May 6, 1998.

**Vicki S. Thorpe,**

*Manager, Graphics, Printing and Records Branch.*

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