1984 Honda Civic, and a 1984 Toyota Tercel. These vehicles are considered peers since they are of comparable size, weight, and utility. In reviewing the NCAP results, which provide measurements of Head Injury Criteria (HIC), chest g's, and femur loads for both driver and front passenger dummies, there is no indication that the Pulsar's performance presents a greater risk of injury or fatality to its occupants than that of any of the peer vehicles.

The validity of NCAP test data in assessing real-world crashworthiness of motor vehicles is well established. NHTSA's December 1993 report to the Congress on this matter presents the results of detailed analyses that show high correlations between NCAP test results and real world accident data contained in the NCSA's individual state accident investigation files, the National Accident Sampling System (NASS) data files, and the Fatal Accident Reporting System (FARS) files.

FARS data accumulated from 1983 through 1994 for the 1983–1986 Pulsar were reviewed and compared with similar data for the Honda Civic/CRX and Toyota Corolla of the same model years. During that period, occupants of 1983–1986 model year Pulsars sustained a total of 219 fatal injuries in head-on crashes for the cumulative population of 196,600 vehicles. Of these, 72 percent (157 fatalities) were sustained by the driver, and the remaining 28 percent (62 fatalities) were sustained by passengers, in most cases seated in the right front position. These data do not support the petitioner's claim that the design of the Pulsar floor pan exposes the front passenger to a greater fatality risk than the driver.

Fatality rates for the Pulsar, Corolla, and Civic/CRX models were normalized for the cumulative numbers of these vehicles in service, and then compared. This revealed that 544 fatalities were sustained by occupants of the population of 621,800 Corolla models, and for the total population of 743,400 Honda Civic/CRX, 759 fatalities were sustained. These data were analyzed by comparing the respective numbers of fatalities per 100,000 vehicles in service for each model, for each year of exposure. Although the Pulsar demonstrated a slightly higher average rate (10.86) for the twelve exposure years than the Civic/CRX (9.49) or the Corolla (8.53), there was no pattern of a consistently higher annual rate for any of the three models. These data do not show that occupants of Pulsar vehicles have been exposed to a greater historical risk of fatality than occupants of these peer vehicle models.

In consideration of the foregoing, NHTSA has concluded that there is no reasonable possibility that an order for the notification and remedy of a safety-related defect would be issued at the conclusion of an investigation into the performance of the floor pan installed in the subject vehicles. Based on its analysis of pertinent data, NHTSA could find no support for the petition's contention that a safety-related defect exists by virtue of the design or performance of this component. Further commitment of agency resources to examine this issue does not appear to be warranted. The petition is therefore denied.

Authority: 49 U.S.C. 30162(a); delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: January 22, 1996.

Michael B. Brownlee,

Associate Administrator for Safety Assurance.

[FR Doc. 96–1229 Filed 1–24–96; 8:45 am]

BILLING CODE 4910–59–P

Surface Transportation Board [1]

[Finance Docket No. 32793]

Naugatuck Railroad Company, Inc.; Operation Exemption; The State of Connecticut

Naugatuck Railroad Company, Inc. (NAUG), has filed a notice of exemption to operate 19.6 miles of rail line owned by the State of Connecticut (Connecticut) from Waterbury, CT, at NAUG milepost 0.0, an interchange point with Springfield Terminal Railway Company (ST), to Torrington, CT, at NAUG milepost 19.6, the end of the track. NAUG will replace ST, which has been operating the line, and will become a class III rail carrier. The parties expected to consummate the proposed transaction on December 29, 1995, the effective date of the exemption.

Any comments must be filed with the Surface Transportation Board, 1201 Constitution Avenue, NW., Washington, DC 20423 and served on: Walter A. Stapleton, Naugatuck Railroad Company, Inc., 143A Green Mountain Road, Claremont, NH 03743.

This notice is filed under 49 CFR 1150.31. 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) (formerly 10505(d)) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

Decided: January 19, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96–1214 Filed 1–24–96; 8:45 am]

BILLING CODE 4915–00–P

[1] The ICC Termination Act of 1995, Pub. L. 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 and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901. Therefore, this notice applies the law in effect prior to the Act.

[Finance Docket No. 32850]

Tulsa-Sapulpa Union Railway Company, L.L.C.; Acquisition and Operation Exemption; Union Holding Corp.

Tulsa-Sapulpa Union Railway Company, L.L.C., a noncarrier, has filed a notice of exemption to acquire from Union Holding Corp., formerly Tulsa-Sapulpa Union Railway Company, and operate approximately 13 miles of rail line from milepost 0.0 at Tulsa to the end of the line at milepost 10.0 at Sapulpa, in Tulsa and Creek Counties, OK. The parties stated that they expected to consummate the transaction on or about December 29, 1995.[2]

Any comments must be filed with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Ave., N.W., Washington, DC 20423. A copy of any pleading filed with the Board should be served on applicant's representative: Robert A. Curry, 2400 First Place Tower, 15 East Fifth Street, Tulsa, OK 74103–4391.

[1] The ICC Termination Act of 1995, Pub. L. 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 and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901. Therefore, this notice applies to the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

[2] Pursuant to 49 CFR 1150.32(b), this transaction could not actually be consummated until effectiveness of the exemption on January 2, 1996—7 days after the filing date of the notice.

This notice is filed under 49 CFR 1150.31. If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10505(d) (now 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.

Decided: January 19, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96–1227 Filed 1–24–96; 8:45 am]

BILLING CODE 4915–00–P

[Docket No. AB–3 (Sub-No. 127X)]

Missouri Pacific Railroad Company—Abandonment Exemption—in Muskogee County, OK

Missouri Pacific Railroad Company (MPRR) has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon a portion of the former Oklahoma Subdivision near Muskogee from milepost 128.6 to the end of the line at milepost 129.5, a distance of approximately 0.9-mile in Muskogee County, OK.

MPRR has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (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 the 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. 10505(d) (now 49 U.S.C. 10502(d)) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on February 24, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,[2] formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),[3] and trail use/rail banking requests under 49 CFR 1152.29[4] must be filed by February 5, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by February 14, 1996, with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Ave., N.W., Washington, DC 20423.

A copy of any pleading filed with the Board should be sent to applicant's representative: Joseph D. Anthofer, 1416 Dodge Street, Room 830, Omaha, NE 68179.

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

MPRR has filed an environmental report which addresses the abandonment's effects, if any, on the environmental and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by January 30, 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 is 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: January 19, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96–1228 Filed 1–24–96; 8:45 am]

BILLING CODE 4915–00–P

[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 and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.

[2] A stay will be issued routinely by the Board in those proceedings where 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 prior to the effective date of the notice of exemption. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any entity seeking a stay on environmental concerns is encouraged to file its request as soon as possible in order to permit the Board to review and act on the request before the effective date of this exemption.

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

[4] The Board will accept a late-filed trail use request as long as it retains jurisdiction to do so.

UNITED STATES INFORMATION AGENCY

Summer Institute for Russian Social Scientists on Approaches to Political Science as a Scholarly Discipline

ACTION: Notice—Request for Proposals.

SUMMARY: The Advising, Teaching, and Specialized Programs Division of the Office of Academic Programs in the United States Information Agency's Bureau of Educational and Cultural Affairs announces an open competition for an assistance award to develop a program for a Summer Institute for Russian Social Scientists on Approaches to Political Science as a Scholarly Discipline. Public and private nonprofit organizations meeting the provisions described in IRS regulation 26 CFR 1.501(c)(3)–1 may apply to develop a six-week graduate-level program designed for a group of 10 Russian university professors who are currently teaching courses in political science. The purpose of the Institute is to enhance the participants' ability to teach political science at their home institutions by engaging the participants in a multi-faceted discussion of the discipline of political science as currently practiced in the United States.

Overall grant making authority for this program is contained in the Mutual Educational and Cultural Exchange Act of 1961, Pub. L. 87–256, as amended, also known as the Fulbright-Hays Act. The purpose of the Act is ''to enable the Government of the United States to increase mutual understanding between the people of the United States and the people of other countries * * *; to strengthen the ties which unite us with other nations by demonstrating the educational and cultural interests, developments, and achievements of the people of the United States and other nations * * * and thus to assist in the development of friendly, sympathetic and peaceful relations between the United States and the other countries of the world.''

The funding authority for the program cited above is provided through the Freedom Support Act (FSA). Programs and projects must conform with agency