

Vehicle	Vehicle eligibility number
1993–96 Mercedes-Benz 220TE	VSP–167.
1993 Mercedes-Benz 220E	VSP–168.
1994–96 Mercedes-Benz E220	VSP–168.
1993, 1995 and 1996 Porsche Carrera 2-door.	VSP–165.

Final Decision

Accordingly, on the basis of the foregoing, NHTSA hereby decides that:

1. A 1992 Jeep Cherokee multi-purpose passenger vehicle manufactured for the Venezuelan market that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1992 Jeep Cherokee multi-purpose passenger vehicle originally manufactured for sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;
2. A 1983 Yamaha RD 350 motorcycle not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1983 Yamaha RZ 350 motorcycle originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;
3. A 1993 Mercedes-Benz 420E passenger car not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1993 Mercedes-Benz 400E passenger car originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;
4. 1994–1996 Mercedes-Benz E420 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1994–1996 Mercedes-Benz E420 passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;
5. A 1993 Mercedes-Benz 280E passenger car not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1993 Mercedes-Benz 300E passenger car

originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;

6. 1994–1996 Mercedes-Benz E280 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1994–1996 Mercedes-Benz E320 passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;

7. A 1992 Mercedes-Benz 250D passenger car not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1992 Mercedes-Benz 300E passenger car originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;

8. 1993–1996 Mercedes-Benz 220TE station wagons not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to the 1993 Mercedes-Benz 300TE and 1994–1996 Mercedes-Benz E320 station wagons originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;

9. A 1993 Mercedes-Benz 220E passenger car not originally manufactured to comply with all applicable Federal motor vehicle safety standards is substantially similar to a 1993 Mercedes-Benz 300E passenger car originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards;

10. 1994–1996 Mercedes-Benz E220 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1994–1996 Mercedes-Benz E320 passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards; and

11. 1993, 1995, and 1996 Porsche Carrera 2–Door passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are substantially similar to 1993, 1995, and 1996 Porsche Carrera 2–Door passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. § 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Authority: 49 U.S.C. 30141 (a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: September 3, 1996.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 96–22879 Filed 9–6–96; 8:45 am]

BILLING CODE 4910–59–P

Surface Transportation Board

[STB Finance Docket No. 33021]

Atlantic & Western Railway, L.P.— Acquisition Exemption—Lines of Norfolk Southern Railway Company

Atlantic & Western Railway, L.P. (ATW),¹ a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire from Norfolk Southern Railway Company approximately 6.4 route miles of rail line between milepost CF–123.65, at Cumnock, NC, and milepost CF–130.04, at Sanford, NC. ATW will operate the property.

The exemption was effective on August 28, 1996. The parties indicate that consummation of the transaction will occur approximately 90 days after the effective date of the exemption.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33021, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423. In addition, a copy of each pleading must be served on: Donald G. Avery, Esq., Slover &

¹ The ICC Termination Act of 1995, Pub. L. No. 104–88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission 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. 10902.

Loftus, 1224 Seventeenth Street, NW., Washington, DC 20036. Telephone: (202) 347-7170.

Decided: August 30, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-22914 Filed 9-6-96; 8:45 am]

BILLING CODE 4915-00-P

[Docket No. AB-33 (Sub-No. 91X)]

**Union Pacific Railroad Company—
Abandonment Exemption—in Caribou
County, ID**

AGENCY: Surface Transportation Board.¹

ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10505, exempts from the prior approval requirements of 49 U.S.C. 10903-04 the abandonment by Union Pacific Railroad Company of a 5.7-mile line of railroad, known as the Grace Industrial Lead, from milepost 0.1 near Alexander to the end of the line at milepost 5.8 near Grace, in Caribou County, ID, subject to standard labor protective conditions and an environmental condition.

DATES: Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on October 9, 1996. Formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2)² must be filed by September 19, 1996; petitions to stay must be filed by September 24, 1996; requests for a public use condition in conformity with 49 CFR 1152.28(a)(2) must be filed by September 30, 1996; and petitions to reopen must be filed by October 4, 1996.

ADDRESSES: Send pleadings referring to Docket No. AB-33 (Sub-No. 91X) to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W.,

Washington, D.C. 20423; and (2) Petitioner's representative, Jeanna L. Regier, 1416 Dodge Street, Room 830, Omaha, NE 68179-0830.

FOR FURTHER INFORMATION CONTACT:

Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from DC News and Data, Inc., Room 2229, 1201 Constitution Avenue, N.W., Washington, D.C. 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: August 27, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-22915 Filed 9-6-96; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

**Privacy Act of 1974; System of
Records**

AGENCY: Internal Revenue Service, Treasury.

ACTION: Notice of Proposed New Privacy Act System of Records.

SUMMARY: The Treasury Department, Internal Revenue Service, gives notice of a proposed new system of records entitled Automated Information Analysis System—Treasury/IRS 46.050, which is subject to the Privacy Act of 1974, 5 U.S.C. 552a. This proposed system has been developed to assist the Internal Revenue Service in accomplishing its mission of encouraging and achieving the highest possible degree of voluntary compliance with the Internal Revenue laws. It is further proposed to have the system exempt from meeting certain requirements of the Privacy Act of 1974.

DATES: Comments must be received no later than October 9, 1996. This new system of records will be effective October 21, 1996, unless comments are received which result in a contrary determination.

ADDRESSES: Comments should be sent to the Office of Disclosure, Internal Revenue Service, 1111 Constitution Avenue, NW, Washington, DC 20224. Comments will be made available for inspection and copying in the Freedom

of Information Reading Room upon request.

FOR FURTHER INFORMATION CONTACT:

Wayne Loving, Director, Office of Policy and Information Division, Criminal Investigation, (202) 622-5676.

SUPPLEMENTARY INFORMATION:

The Internal Revenue Service's Criminal Investigation Division (CID) seeks to establish and maintain the proposed new system of records as a more efficient means of performing its responsibilities. Among Criminal Investigation's principal responsibilities are probing and referring for prosecution criminal cases centering largely on violations of tax laws, including income tax evasion, refund fraud, and other crimes contributing to the Federal tax gap. Criminal Investigation also investigates violations of certain money laundering laws. The Automated Information Analysis System will automatically identify potential leads to money laundering and income tax violations which might not otherwise surface through traditional information gathering efforts. The Automated Information Analysis System only relies upon internal data included in other Privacy Act systems of records. This action should encourage individuals and businesses to fully comply with the tax laws and other reporting requirements and aid Internal Revenue's Criminal Investigation Division in identifying potential violations.

The Automated Information Analysis System is designed to provide the Internal Revenue Service with high quality investigative leads to tax noncompliance at a substantial savings.

The Automated Information Analysis System produces an output record that identifies leads appropriate for further evaluation by field special agents. Once the output record is sent to the District Criminal Investigation office that will investigate the leads, it will be covered by system of records Treasury/IRS 46.009, Centralized Evaluation and Processing of Information Items (CEPIIs).

In a separate publication, the Internal Revenue Service is also giving public notice of a proposed rule to exempt this system of records from certain provisions of 5 U.S.C. 552a pursuant to subsections (j)(2), and (k)(2) of the same section.

Treasury/IRS 46.050

SYSTEM NAME:

Automated Information Analysis System - Treasury/IRS.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the ICCTA), 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 ICCTA 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 ICCTA. 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 ICCTA, and citations are to the former sections of the statute, unless otherwise indicated.

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