

thus reducing the load on the engine. However, these fans may be susceptible to fatigue failure of the blade from blade flexing and/or various stresses induced by certain engine applications.

Since the mid-seventies, NHTSA has investigated failures of flex fans on several occasions. The largest investigation, Office of Defects Investigation (ODI) case C7-24, involved Ford Motor Company (Ford) vehicles and resulted in ten safety recalls by Ford. American Motors also conducted a safety recall as a result of this case. A review of the ODI files reveals there have been two investigations, Engineering Analyses (EA8-013 and E81-011), and two Defect Petitions (DP85-022 and DP86-03), specific to flex fan failures in General Motors (GM) vehicles. The investigations were closed and the petitions were denied based on evidence showing a low failure rate for the fans involved. EA8-013 and DP86-03 were conducted on the subject fan. This fan was used on approximately 2.6 million vehicles that were produced without air conditioning and with heavy duty cooling systems. The model years and models in which the fans were used are 1973 through 1979 Chevrolet and GMC C/K 10, 20, and 30 series light duty trucks and the 1975 Chevrolet and GMC "G" van (subject vehicles).

Since February 24, 1986, when DP86-03 was closed, there have been 49 incidents of alleged failure in the subject fan. These incidents occurred between May 1986 and March 1996. Reports on all of these incidents were provided by the petitioner and GM. There are no reports of blade separation in the subject fan in the ODI database, which contains records received after January 1, 1981. The estimated registered vehicle population of the subject vehicles for calendar years 1986 through 1996 is 16.4 million, yielding a very low failure rate of .29 per one hundred thousand vehicle years of exposure.

The subject vehicles are very old and range in age from 17 to 23 years. Vehicle maintenance history and any damage to the fan from collision accidents must also be considered when analyzing the alleged failures. However, because this information is unavailable, an evaluation of the number of reported incidents attributable to such factors cannot be made.

After reviewing the petition and its supporting materials, as well as information furnished by GM and information within the agency's possession from previous investigations and other related actions, NHTSA has concluded that further investigation of

the subject vehicles concerning the alleged fan failure is not likely to lead to a decision that the vehicles contain a safety defect. This is primarily based on the very large number of exposure years and the very low failure rate. Further commitment of agency resources to this matter is not warranted. The agency has accordingly denied the petition.

Authority: 49 U.S.C. 30162 (d); CFR 1.50 and 501.8.

Issued on: December 9, 1996.

Michael B. Brownlee,
Associate Administrator for Safety
Assurance.

[FR Doc. 96-31584 Filed 12-11-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board

[STB Ex Parte No. 558]

Railroad Cost of Capital—1996

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of decision instituting a proceeding to determine the railroads' 1996 cost of capital.

SUMMARY: The Board is instituting a proceeding to determine the railroad industry's cost of capital for 1996. The decision solicits comments on: (1) The railroads' 1996 cost of debt capital; (2) the railroads' 1996 current cost of preferred stock equity capital; (3) the railroads' 1996 cost of common stock equity capital; and (4) the 1996 capital structure mix of the railroad industry on a market value basis.

DATES: Notices of intent to participate are due no later than December 30, 1996. A service list will then be prepared and issued by January 14, 1997. Statements of the railroads are due by March 14, 1997. Statements of other interested persons are due by April 11, 1997. Rebuttal statements by the railroads are due by April 25, 1997.

ADDRESSES: Send an original and 10 copies of statements and an original and 1 copy of the notice of intent to participate to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423.

FOR FURTHER INFORMATION CONTACT: Leonard J. Blistein, (202) 927-6171. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To obtain a copy of the full decision, write to, call, or pick up in person from: Office of the Secretary, Surface Transportation Board,

1201 Constitution Avenue, N.W., Room 2215, Washington, DC 20423. Telephone: (202) 927-7428. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

We preliminarily conclude that the proposed action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Authority: 49 U.S.C. 10704(a).

Decided: December 2, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-31540 Filed 12-11-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33299]

Fillmore Western Railway Company; Acquisition and Operation Exemption; Burlington Northern Railroad Company

Fillmore Western Railway Company (FWRY) has filed a verified notice of exemption under 49 CFR 1150.31: (1) To acquire and operate approximately 63.5 miles of rail line; and (2) to acquire incidental trackage rights over approximately 1 mile of rail line, a total of approximately 64.5 miles of rail line owned by the Burlington Northern Railroad Company and located in the State of Nebraska.¹ The proposed transaction was to be consummated not sooner than November 25, 1996, the effective date of the exemption.

The lines involved in the acquisition are described as follows: Fairmont, Nebraska-Milligan, between milepost 8.1 and milepost 23.0; Fairmont, Nebraska-Bruning, between milepost 1.7 and milepost 24.5; East Strang Junction, Nebraska-Tobias, Nebraska-Daykin, between milepost 17.9 at East Strang Junction and milepost 23.2/28.4 at Tobias, and on to milepost 36.2 at Daykin; and, West Strang Junction, Nebraska-Shickley, between milepost 37.5 and milepost 45.0.

The incidental trackage rights to be acquired are over a segment of track at Fairmont between milepost 112.8 and milepost 113.8.

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.

¹ FWRY has confirmed that the total route miles being acquired is 64.5 miles (rather than 65.8 miles).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33299, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: T. Scott Bannister, 1300 Des Moines Building, 405 6th Avenue, Des Moines, Iowa 50309.

Decided: December 4, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-31539 Filed 12-11-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Docket No. AB-55 (Sub-No. 533X)]

**CSX Transportation, Inc.;
Abandonment Exemption; in Hamilton
County, OH**

AGENCY: Surface Transportation Board,
Transportation.

ACTION: Notice of exemption.

SUMMARY: The Board, under 49 U.S.C. 10502, exempts from the prior approval requirements of 49 U.S.C. 10903 the abandonment by CSX Transportation, Inc. of a 1.25-mile portion of its Louisville Division, Cincinnati Terminal Subdivision, between milepost 7.11, near Mitchell Street, and milepost 5.86, at the end of track at Dane Avenue, in Cincinnati, Hamilton County, OH, subject to labor protective conditions and a historic preservation 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 January 13, 1997. Formal expressions of intent to file an OFA¹ under 49 CFR 1152.27(c)(2) and requests for interim trail use/rail banking under 49 CFR 1152.29 must be filed by December 23, 1996; petitions to stay must be filed by December 27, 1996; requests for a public use condition under 49 CFR 1152.28 must be filed by January 2, 1997; and petitions to reopen must be filed by January 6, 1997.

ADDRESSES: Send pleadings referring to STB Docket No. AB-55 (Sub-No. 533X) to: (1) Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423, and (2) Petitioner's representative: Charles M. Rosenberger, CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202.

¹ See *Exempt. of Rail Abandonment—Offers of Finan. Assist.*, 4 I.C.C.2d 164 (1987).

FOR FURTHER INFORMATION CONTACT:
Joseph H. Dettmar, (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 & Data, Inc., Room 2229, 1201 Constitution Avenue, N.W., Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: November 25, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-31538 Filed 12-11-96; 8:45 am]

BILLING CODE 4915-00-P

**UNITED STATES INFORMATION
AGENCY**

**Administration of the 1997 U.S. Based
Training Program for Overseas
Educational Advisers; Request for
Proposals**

SUMMARY: The Advising and Student Services Branch of the United States Information Agency's Bureau of Educational and Cultural Affairs announces an open competition for an assistance award. Public and private non-profit organizations meeting the provisions described in IRS regulation 26 CFR 1.501(c)(3)-1 may apply to develop two sets of training programs for USIA-affiliated overseas educational advisers to take place in late spring and fall of 1997, respectively. The basic function of an overseas educational adviser is to provide accurate, objective information to foreign audiences on U.S. study opportunities at accredited academic institutions, and to guide students and professionals in selecting a program appropriate to their needs. Participants will be drawn from educational advisers working at USIA-affiliated overseas educational advising centers. The training program is intended for two separate groups of ten participants. Each program must be at least two weeks in duration and must include workshops on advising issues of concern, an internship or other form of substantive professional stayover at a U.S. academic institution(s), and attendance at either the national NAFSA: Association of International Educators Conference or one of its regional fall conferences. USIA

anticipates awarding up to \$150,000 to one organization to administer this program.

Overall grant making authority for this program is contained in the Mutual Educational and Cultural Exchange Act of 1961, Public Law 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 Fulbright-Hays Act.

Programs and projects must conform with Agency requirements and guidelines outlined in the Solicitation Package. USIA projects and programs are subject to the availability of funds.

ANNOUNCEMENT TITLE AND NUMBER: All communications with USIA concerning this announcement should refer to the above title and reference number *E/ASA-97-08*.

DEADLINE FOR PROPOSALS: All copies must be received at the U.S. Information Agency by 5 p.m. Washington, D.C. time on Monday, January 13, 1997. Faxed documents will not be accepted, nor will documents postmarked January 13, 1997 but received at a later date. It is the responsibility of each applicant to ensure that proposals are received by the above deadline. The grant should begin on or about March 3, 1997.

FOR FURTHER INFORMATION, CONTACT: Advising and Student Services, E/ASA, Room 349, U.S. Information Agency, 301 4th Street, S.W., Washington, D.C. 20547, Tel: (202) 619-5434, Fax: (202) 401-1433. Email: pbecsk@usia.gov, to request a Solicitation Package which includes supplementary information; required application forms; and standard guidelines for preparing proposals, including specific criteria for preparation of the proposal budget.

TO DOWNLOAD A SOLICITATION PACKAGE VIA INTERNET: The entire Solicitation Package may be downloaded from USIA's website at <http://www.usia.gov/> or from the Internet Gopher at [gopher://gopher.usia.gov](http://gopher.usia.gov/). Under the heading "International Exchanges/Training," select "Request for Proposals (RFPs)."