As there are no new collections of information contained in this final rule, the Paperwork Reduction Act (44 U.S.C. 3504) does not apply.

List of Subjects in 31 CFR Parts 306 and 357

Banks, Banking, Bonds, Federal Reserve System, Government securities.

Dated: January 17, 1995.

Gerald Murphy,

Fiscal Assistant Secretary.

For the reasons set out in the preamble, 31 CFR Parts 306 and 357 are amended, as follows:

PART 306—GENERAL REGULATIONS GOVERNING U.S. SECURITIES

1. The authority citation for Part 306 continues to read as follows:

Authority: 31 U.S.C. Chapter 31, 5 U.S.C. 301 and 12 U.S.C. 391.

2. A new section, 306.24, is added to subpart C to read as follows:

§ 306.24 Collection of fees on definitive securities.

A fee shall be charged for each definitive security, as defined in § 306.115 (a), issued as a result of a transfer, exchange, reissue, withdrawal from book-entry, or the granting of relief on account of loss, theft, destruction, mutilation, or defacement. The applicable fee, and the basis for its determination, will be published by notice in the **Federal Register**.

PART 357—REGULATIONS GOVERNING BOOK-ENTRY TREASURY BONDS, NOTES AND BILLS (DEPARTMENT OF THE TREASURY CIRCULAR, PUBLIC DEBT SERIES NO. 2–86)

3. The authority citation for Part 357 continues to read as follows:

Authority: 31 U.S.C. Chapter 31, 5 U.S.C. 301 and 12 U.S.C. 391.

4. Section 357.20 is amended by adding a new paragraph (f) to read as follows:

§ 357.20 Securities account in TREASURY DIRECT.

* * * * *

(f) Account maintenance fees. An annual maintenance fee shall be charged for each TREASURY DIRECT securities account holding securities that in the aggregate exceed a stipulated par amount. The amount of the fee will be published by notice in the **Federal Register**.

[FR Doc. 95–1594 Filed 1–20–95; 8:45 am] BILLING CODE 4810–39–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-94-164]

RIN 2115-AE47

Drawbridge Operation Regulations; Lake Champlain, NY and VT

AGENCY: Coast Guard, DOT. **ACTION:** Temporary final rule with request for comments.

SUMMARY: At the request of the Vermont Agency of Transportation (VAOT), the Coast Guard is temporarily changing the regulations governing the Route 2 Bridge over Lake Champlain at mile 91.8 between North Hero and Grand Isle, Vermont, to allow the bridge to remain in the closed position for seventy five (75) days from January 16, 1995 to April 1, 1995. This temporary change is being implemented to allow the bridge to remain in the closed position while major repairs are made to the bridge. Marine traffic which can pass under the closed span may still pass at will.

DATES: Effective: This temporary rule is effective from 7 a.m., January 16, 1995 through 7 a.m., April 1, 1995. Comments must be received on or before February 22, 1995.

ADDRESSES: Comments may be mailed to Commander (obr), First Coast Guard District, Building 135A, Governors Island, New York, 10004–5073, or may be hand delivered to the same address between 7 a.m. and 4 p.m., Monday through Friday, except federal holidays. The telephone number is (212) 668–7170. The comments will become part of this docket and will be available for inspection and copying by appointment at the above address.

FOR FURTHER INFORMATION CONTACT: Waverly W. Gregory, Project Manager, Bridge Branch, (212) 668–7170.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written views, comments, data, or arguments. Persons submitting comments should include their name and address, identify the bridge, this rulemaking (CGD01–94–164), the specific section of this temporary regulation to which each comment applies, and give reasons for concurrence with or any recommended changes to the rule.

A comment period shorter than the normal 60 days is considered adequate

for interested persons in the locality to suggest any changes that should be made to this temporary rule. Preliminary input from marine interests indicate that they have no objections provided the work is completed before April 1, 1995. The Coast Guard requests that all comments and attachments be submitted in an unbound format no larger than $8\frac{1}{2}$ " by 11", suitable for copying and electronic filing. If that is not practical, a second copy of any bound material is requested. Persons desiring acknowledgment that their comments have been received should enclose a stamped, self-addressed post card or envelope.

The Coast Guard will consider all comments received during the comment period, and may change this temporary regulation in light of comments received.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Project Manager at the address under ADDRESSES. The request should include reasons why a hearing would be beneficial. If the Coast Guard determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the Federal Register.

Drafting Information

The drafters of this notice are Mr. John W. McDonald, Bridge Management Specialist, Bridge Branch, and Lieutenant Commander Samuel R. Watkins, Project Counsel, District Legal Office.

Background and Purpose

The Route 2 Bridge, built circa 1952, over Lake Champlain between North Hero and Grand Isle, Vermont, has a vertical clearance of 13 feet above mean high water (MHW) and 18 feet above mean low water (MLW).

The VAOT requested that emergency repair work be conducted as a result of difficulties encountered while opening and closing the bridge during the summer of 1993. A Coast Guard letter of approval with conditions was issued in October, 1993 to perform emergency repairs on the bridge. Due to contractual difficulties, a final contract was not awarded until September 1994. The contractor requested that the Coast Guard grant a closure beginning December 1, 1994 and ending on April 1, 1995. Further discussions with the contractor resulted in a subsequent request for a closed period from January 16, 1995 through April 1, 1995. The final agreement to close the bridge beginning on January 16, 1995 did not