

RSPA. The experience gained by the pipeline industry and RSPA with the use of the PSF flow loop in this project will provide a framework to develop procedures for evaluating pig performance. Defect detection reliability is critical if instrumented pigging is to be used as an in-line inspection tool in pipeline industry risk management programs.

The ultimate benefits of the project could be more efficient and cost-effective operations, maintenance programs to monitor and enhance the safety of gas transmission and hazardous liquid pipelines. Pipeline companies will benefit from having access to inspection technologies for detecting critical mechanical damage and stress-corrosion cracks. Inspection tool vendors will benefit by understanding where improvements are beneficial and needed. These benefits will support RSPA's long-range objective of ensuring the safety and reliability of the gas transmission and hazardous liquid pipeline infrastructure.

Issued in Washington, D.C. on October 4, 1996.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 96-26030 Filed 10-9-96; 8:45 am]

BILLING CODE 4910-60-P

Surface Transportation Board¹

[STB Finance Docket No. 33135]

The Columbus & Ohio River Rail Road Company—Acquisition and Operation Exemption—Consolidated Rail Corporation

The Columbus & Ohio River Rail Road Company, a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire by purchase, and to operate, approximately 2.5 miles of rail line owned by Consolidated Rail Corporation between CP 138 and 17th Street in Columbus, OH. Consummation was expected to occur on or after September 30, 1996.

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 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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33135, 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: Kelvin J. Dowd, Esq., Slover & Loftus, 1224 Seventeenth Street, N.W., Washington, DC 20036.

Decided: October 3, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-26183 Filed 10-10-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board¹

[STB Finance Docket No. 33044]

Flats Industrial Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation

Flats Industrial Railroad Company, a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire by purchase, and to operate, approximately 4 miles of rail lines owned by Consolidated Rail Corporation between M.P. 14 at Cleveland, Cuyahoga County, OH, and M.P. 10 at Carter Road, Cuyahoga County, OH, including the industrial lead to Cereal Food Processors, Inc. The proposed transaction was to have been consummated on or after October 1, 1996.

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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33044, 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: D. Scott Morgan, Gallagher Reilly and Lachat, 2000 Market Street, Suite 1300, Philadelphia, PA 19103.

Decided: October 3, 1996.

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. 10901.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-26186 Filed 10-10-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33122]

Northwestern Stage Lines, Inc., and Greyhound Lines, Inc.—Purchase (Portion) Exemption

AGENCY: Surface Transportation Board.
ACTION: Notice of filing of petition for exemption.

SUMMARY: Petitioners, Northwestern Stage Lines, Inc. (NWL), and Greyhound Lines, Inc. (GLI), jointly seek an exemption under 49 U.S.C. 13541, from the prior approval requirements of 49 U.S.C. 14303(a)(2),² for each to acquire certain operating rights of the other, within the State of Washington, in interstate, intrastate, and foreign commerce.

DATES: Comments must be filed by October 31, 1996. Petitioners may file a reply by November 12, 1996.³

ADDRESSES: Send an original and 10 copies of comments referring to STB Finance Docket No. 33122 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, send one copy of comments to petitioners' representative: Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

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

SUPPLEMENTARY INFORMATION: NWL (MC-108099), a motor passenger carrier, operates regular-route services in Washington and Idaho.⁴ GLI (MC-1515),

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (1995), abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board) effective January 1, 1996. This notice relates to a transaction that is subject to Board jurisdiction under 49 U.S.C. 14303.

² The language of 49 U.S.C. 14303(a)(2) is identical to that in former 49 U.S.C. 11343(a)(2), under which applications of this nature were routinely considered. An exemption of this transaction will exempt petitioners from the antitrust laws and other pertinent state and municipal laws. See 49 U.S.C. 14303(f).

³ Petitioners request that the decision exempting the transaction become effective no later than November 1, 1996. Because petitioners do not explain why such an expedited schedule is necessary and their proposed schedule would deprive the public of an adequate opportunity to comment, we will deny their request.

⁴ NWL is affiliated with Boise-Winnemucca Trailways, a motor passenger carrier.

a motor passenger carrier, operates nationwide, regular-route services.⁵ NWL seeks to transfer to GLI its route over Interstate Highway 90, between Moses Lake and Seattle, WA. In return, GLI seeks to transfer to NWL its local routes: (1) Between Moses Lake and Everett, WA, over Washington Highways 171, 17, 282, and 28 and U.S. Highway 2; and (2) between Wenatchee and Ellensburg, WA, over U.S. Highway 97. These routes apparently would connect with NWL's authority to operate between Everett and Seattle, over Interstate Highway 5.

As to the operating rights that GLI is receiving in the transaction, it appears that GLI already operates between Moses Lake and Seattle, under its own operating rights over Interstate Highway 90 between Butte, MT, and Seattle. As for NWL, it will acquire GLI's local routes and will no longer operate over its direct route between Seattle and Spokane, WA, over Interstate Highway 90.

According to the transfer agreement, NWL will use GLI's bus terminal in Wenatchee and will become a tenant in GLI's bus terminals in Ellensburg, Everett, and Seattle. In addition, GLI will terminate its agency agreement in Ephrata, WA, and NWL will consummate an agreement with the same agent. Neither petitioner will assume any obligations to the other's employees.

Petitioners submit that: (1) GLI's annual gross operating revenues exceed \$2 million; (2) they hold satisfactory safety fitness ratings; (3) they have adequate insurance coverage; (4) neither is domiciled in Mexico or controlled by persons of that country; and (5) the proposed transaction will have no effect on the quality of the human environment or the conservation of energy resources.

Additional information may be obtained from petitioners' representative.

A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th St. & Pennsylvania Ave., N.W., Washington, DC 20530.

Decided: October 7, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-26187 Filed 10-10-96; 8:45 am]

BILLING CODE 4915-00-P

⁵ GLI is affiliated with Continental Panhandle Lines, Inc., Texas, New Mexico & Oklahoma Coaches, Inc., and Vermont Transit Co., Inc., all motor passenger carriers.

[STB Finance Docket No. 33127]

Shawnee Terminal Railway Company, Inc.—Acquisition and Operation Exemption—Cairo Terminal Railroad Company

Shawnee Terminal Railway Company, Inc. (Shawnee), a noncarrier, newly-established to become shortline railroad, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire and operate a 2.5-mile line of railroad from Cairo Terminal Railroad Company (Cairo) between milepost 256.9 and milepost 259.4 at Cairo, IL. In addition, Shawnee will acquire, by assignment, Cairo's incidental trackage rights allowing overhead operation over approximately 4.5 miles of line of the Illinois Central Railroad Company between milepost 500 and Cairo, IL. The trackage rights will facilitate interchange and access to yard and industry tracks.

The transaction was expected to be consummated as soon as possible after the October 2, 1996 effective date of the exemption.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding 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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33127, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Keith G. O'Brien, Esq., Rea, Cross & Auchincloss, Suite 420, 1920 N Street, N.W., Washington, DC 20036.

Decided: October 4, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-26185 Filed 10-10-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Docket No. AB-470X]

Southeast Kansas Railroad Company—Abandonment Exemption—in Vernon and Barton Counties, MO

Southeast Kansas Railroad Company (SEK) has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon a 24.1-mile portion of its line of railroad between milepost 319.3, at Nassau Junction Station, and milepost 343.4, at

or near Liberal, in Barton and Vernon Counties, MO.

SEK has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) overhead traffic has been rerouted over other lines; (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 Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of 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 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. 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 November 10, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29³ must be filed by October 21, 1996. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by October 31, 1996, with: Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Karl Morell, Ball Janik

¹ The Board will grant a stay if 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 before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

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

³ The Board will accept late-filed trail use requests as long as the abandonment has not been consummated and the abandoning railroad is willing to negotiate an agreement.