

the petitioner's arguments in favor of relief.

#### **Paducah & Louisville Railway, Inc.**

[Waiver Petition Docket Number H-98-4]

The Paducah & Louisville Railway, Inc. (PL) seeks a waiver of compliance from 49 CFR 229.131, *Railroad Locomotive Safety Standards, Cabs and Cab Equipment—Sanders*. Section 229.131 states: "Except for MU locomotives, each locomotive shall be equipped with operable sanders that deposit sand on each rail in front of the first power operated wheel set in the direction of movement." PL would like to disable sanding equipment on six locomotives to test a new technology adhesion device. The test period would last for one year. The test locomotives would be operated in unit coal train service between Madisonville, (mile post JK 149) and Louisville, Kentucky (mile post J 1.9). The locomotives would be monitored daily. Each of the test locomotives would be equipped with four Centrac Very High Positive Friction (VHPF) traction enhancer devices. The VHPF traction enhancer is a solid friction modifier that provides continuous treatment of the wheel/rail interface through spring loaded devices.

#### **Lake Terminal Railroad Company**

[Waiver Petition Docket Number H-98-5]

The Lake Terminal Railroad Company (LT) seeks a waiver of compliance from 49 CFR 229.131, *Railroad Locomotive Safety Standards, Cabs and Cab Equipment—Sanders*. Section 229.131 states: "Except for MU locomotives, each locomotive shall be equipped with operable sanders that deposit sand on each rail in front of the first power operated wheel set in the direction of movement." LT would like to disable sanding equipment on six switching locomotives to test a new technology adhesion device. The test period would last for one year. The test locomotives would be operated in yard service and the locomotives would be monitored daily. Each of the test locomotives would be equipped with four Centrac Very High Positive Friction (VHPF) traction enhancer devices. The VHPF traction enhancer is a solid friction modifier that provides continuous treatment of the wheel/rail interface through spring loaded devices.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires

an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-98-4, H-98-5) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at FRA's docket facility located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on July 27, 1998.

**Edward R. English,**

*Director, Office of Safety Assurance and Compliance.*

[FR Doc. 98-20503 Filed 7-30-98; 8:45 am]

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### **DEPARTMENT OF TRANSPORTATION**

#### **Surface Transportation Board**

[STB Finance Docket No. 33636]

#### **Bad Water Line—Trackage Rights Exemption—The Burlington Northern and Santa Fe Railroad Co.**

The Burlington Northern and Santa Fe Railroad Company (BNSF) has agreed to grant overhead trackage rights to Bad Water Line (BWL) between milepost 303.06 and milepost 306.0 a distance of 2.4 miles in the state of WY.

The transaction was scheduled to be consummated on July 16, 1998, the effective date of the exemption.

The purpose of this transaction is to permit BWL to move trains, locomotive, cabooses and cars with its own officers, agents, employees and contractors and equipment in its account, over the joint trackage between points on its existing line and interchange with BNSF near Shoshoni, WY.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33636, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Clifford Root, 642 South Federal Blvd., Riverton, WY 82501.

Board decisions and notices are available on our website at WWW.STB.DOT.GOV."

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 98-20389 Filed 7-30-98; 8:45 am]

BILLING CODE 4915-00-P

### **DEPARTMENT OF TRANSPORTATION**

#### **Surface Transportation Board**

[STB Docket No. AB-55 (Sub-No. 564X)]

#### **CSX Transportation, Inc.—Abandonment Exemption—in Washington County, IL**

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR part 1152 Subpart F—*Exempt Abandonments* to abandon a 2.9-mile line of its railroad between milepost OOH-445.7 at Okawville and milepost OOH-448.6 at the end of the track at Venedy, in Washington County, IL. The line traverses United States Postal Service Zip Codes 62214 and 62271.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic moving over 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 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 August 30, 1998, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 10, 1998. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by August 20, 1998, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Charles M. Rosenberger, Senior Counsel, CSX Transportation, Inc., 500 Water Street J150, Jacksonville, FL 32202.

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

CSXT has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental

assessment (EA) by August 5, 1998.

Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), CSXT shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by CSXT's filing of a notice of consummation by July 31, 1999, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: July 23, 1998.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 98-20385 Filed 7-30-98; 8:45 am]

BILLING CODE 4915-00-P

## UNITED STATES INFORMATION AGENCY

### Culturally Significant Objects Imported for Exhibition Determination: "The Cave of the Warrior"

**AGENCY:** United States Information Agency.

**ACTION:** Notice.

**SUMMARY:** Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985, 22 U.S.C.

2459), Executive Order 12047 of March 27, 1978 (43 FR 13359, March 29, 1978), and Delegation Order No. 85-5 of June 27, 1985 (50 FR 27393, July 2, 1985). I hereby determine that the twenty-five cultural objects to be included in the exhibit History in New York, imported from abroad for temporary exhibition without profit within the United States, is of cultural significance. These objects are imported pursuant to a loan agreement with the foreign lenders. I also determine that the exhibition of display of these objects for "The Cave of the Warrior" at the American Museum of Natural History in New York, N.Y. from on or about July 31, 1998 to on or about December 19, 1998, is in the national interest. The action of the United States in this matter and the immunity based on the application of the provisions of the law involved does not imply any view of the United States concerning the ownership of these exhibition objects. Further, it is not based upon and does not represent any change in the position of the United States occupied by Israel since 1967. See letter of September 22, 1978, of President Jimmy Carter, attached to the Camp David Accords, reprinted in 78 *Dept. State Bulletin* 11 (October 1978); Statement of September 1, 1982 of President Ronald Reagan, reprinted in 82 *Dept. of State Bulletin* 23 (September 1982)." Public Notice of these determinations is ordered to be published in the **Federal Register**.

#### FOR FURTHER INFORMATION CONTACT:

Carol B. Epstein, Assistant General Counsel, Office of the General Counsel, 202/619-6981, and the address is Room 700, U.S. Information Agency, 301 4th Street, S.W., Washington, D.C. 20547-0001.

Dated: July 29, 1998.

**Les Jin,**

*General Counsel.*

[FR Doc. 98-20619 Filed 7-30-98; 8:45 am]

BILLING CODE 8230-01-M

<sup>1</sup> 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.

<sup>2</sup> Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).