

feral pigs and goats. The Service solicits review and comments from the public on this draft plan.

**DATES:** Comments on the draft recovery plan must be received on or before October 31, 1995 to receive consideration by the Service.

**ADDRESSES:** Persons wishing to review the draft recovery plan may obtain a copy by contacting Ms. Susan Silander, Caribbean Field Office, P.O. Box 491, Boquerón, Puerto Rico 00622.

Comments and materials received are available upon request for public inspection, by appointment, during normal business hours at the above address.

**FOR FURTHER INFORMATION CONTACT:** Ms. Susan Silander, Caribbean Field Office, P.O. Box 491, Boquerón, Puerto Rico 00622, Telephone: 809/851-7297.

**SUPPLEMENTARY INFORMATION:**

**Background**

Restoring an endangered or threatened species or plant to the point where it is again a secure, self-sustaining member of its ecosystem is a primary goal of the U.S. Fish and Wildlife Service's endangered species program. To help guide the recovery effort, the Service is working to prepare recovery plans for most of the listed species native to the United States. Recovery plans describe actions considered necessary for conservation of the species, establish them, and estimate time and cost for implementing the recovery measures needed.

The Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*) requires the development of recovery plans for listed species unless such a plan would not promote the conservation of a particular species. Section 4(f) of the Act, as amended in 1988, requires that public notice and an opportunity for public review and comment be provided during recovery plan development. The Service and other Federal agencies will also take these comments into account in the course of implementing approved recovery plans.

This Technical/Agency Draft is for *Harrisia portoricensis* (higo chumbo), a cactus currently known from the islands of Mona, Monito, and Desecheo, all located to the west of Puerto Rico. It once occurred on the main island, however, has not been collected there since 1913. Higo chumbo, a night flowering cactus, can reach 6 feet in height and about 3 inches in diameter. It is usually unbranched and has 8 to 11 ribs separated by shallow grooves. The plant's fruit is a round, yellow, spineless berry and is a favorite food of

the endangered yellow-shouldered blackbird. Higo chumbo is threatened by proposed development on the island of Mona feral pigs, which may uproot the cactus while foraging for roots, and feral goats, which may indirectly affect the cactus by modifying the vegetation. This plan will describe measures necessary to recover the species, including studies of its reproductive biology and propagation.

**Public Comments Solicited**

The Service solicits written comments on the recovery plan described. All comments received by the date specified above will be considered prior to approval of the plan.

**Authority**

The authority for this action is Section 4(f) of the Endangered Species Act, 16 U.S.C. 1531.

Dated: August 25, 1995.

**James P. Oland,**

*Field Supervisor.*

[FR Doc. 95-21699 Filed 8-31-95; 8:45 am]

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**National Park Service**

**Mississippi River Corridor Study Commission**

**AGENCY:** National Park Service, Interior.

**ACTION:** Notice of meeting.

**SUMMARY:** This notice sets the schedule for the forthcoming meeting of the Mississippi River Corridor Study Commission. Notice of this meeting is required under the Federal Advisory Committee Act (Public Law 92-463).

**MEETING DATE AND TIME:** September 7, 1995, 12 noon until 5:00 p.m.

**ADDRESS:** Best Western Memphis Airport Hotel, 2240 Democrat, Memphis, Tennessee 38132.

This business meeting will be open to the public. Space and facilities to accommodate members of the public are limited and persons accommodated on a first-come, first-served basis. The Chairman will permit attendees to address the Commission, but may restrict the length of presentations. An agenda will be available from the National Park Service, Midwest Region, 1 week prior to the meeting.

**FOR FURTHER INFORMATION CONTACT:**

Alan M. Hutchings, Acting Associate Regional Director, Planning and Resource Preservation, National Park Service, Midwest Region, 1709 Jackson Street, Omaha, Nebraska 68102, or call 402-221-3082.

**SUPPLEMENTARY INFORMATION:** The Mississippi River Corridor Study

Commission was established by Public Law 101-398, September 29, 1990.

Dated: August 23, 1995.

**William W. Schenk,**

*Field Director, Midwest Region.*

[FR Doc. 95-21690 Filed 8-31-95; 8:45 am]

BILLING CODE 4310-70-P

**AGENCY FOR INTERNATIONAL DEVELOPMENT**

**Loan Guarantees To Israel; Notice of Investment Opportunity Amendment No. 1**

The Government of Israel (the "GOI") wishes to select a lead managing underwriter for the structuring and sale of U.S. Agency for International Development ("USAID")-guaranteed loans. The USAID-guaranteed loans have been authorized by Public Law 102-391, and are being provided in connection with Israel's extraordinary humanitarian effort to resettle and absorb immigrants into Israel from the republics of the former Soviet Union, Ethiopia and other countries.

The legislation authorizes the guaranty by USAID of up to \$10 billion principal amount of loans over a five-year period, with a maximum of \$2 billion in loans, offered in one or more tranches, to be guaranteed in each of the five fiscal years. This Notice is in connection with the GOI's selection of managing underwriters for an offering contemplated to be made under the authorization for the current fiscal year.

The lead managing underwriter for the proposed transaction will be selected through a competitive bid on the expected pricing date. In order to pre-qualify for participation in the competitive sale, potential bidders must demonstrate the requisite financial and technical capabilities by their responses to a Request for Proposals ("RFP"), which will be available from the GOT on or about July 28, 1995. Proposals must be submitted, in accordance with the RFP, by 5:00 p.m. on September 5, 1995. For information regarding the submission of proposals, please contact Mr. Eliahu Ziv-Zitouk, Chief Fiscal Officer, Ministry of Finance of the Government of Israel, 800 Second Avenue, New York, N.Y. 10017 (fax: 212/499/5715).

The GOI reserves the right to limit the number of firms that are eligible to submit bids to underwrite the proposed transaction, and to reject any or all bids. In order to be eligible for selection as a managing underwriter, an institution must be a member of the National Association of Securities Dealers, and

otherwise meet the legal requirements for serving such role. All firms are encouraged to seek to prequalify, regardless of ethnic origin, race or gender.

The full repayment of the loans will be guaranteed by USAID. To be eligible for an USAID guaranty, the loans must be repayable in full no later than the thirtieth anniversary of the disbursement of the principal amount thereof. The USAID guaranty will be backed by the full faith and credit of the United States of America and will be issued pursuant to authority in Section 226 of the Foreign Assistance Act of 1961, as amended. Disbursements under the loans will be subject to certain conditions required of the GOI by USAID as set forth in agreements between USAID and the GOI.

Additional information regarding USAID's responsibilities in this guaranty program can be obtained from the undersigned: Room 225, SA-2, 515 22nd Street NW., Washington, D.C. 20523-0235, Telephone: 202/663-2773.

Dated: August 25, 1995.

**Michael G. Kitay,**

*Assistant General Counsel, U.S. Agency for International Development.*

[FR Doc. 95-21846 Filed 8-31-95; 8:45 am]

BILLING CODE 6116-01-M

## INTERSTATE COMMERCE COMMISSION

[Finance Docket No. 31730 (Sub-No. 1)]

### **Rio Grande Industries, Inc., et al.— Trackage Rights Exemption— Burlington Northern Railroad Company Lines Between Kansas City, MO, and Chicago, IL**

In a trackage rights agreement dated August 1, 1990 (1990 agreement), Burlington Northern Railroad Company (BN) granted Southern Pacific Transportation Company, The Denver and Rio Grande Western Railroad Company, St. Louis Southwestern Railway Company, and SPCSL Corp. (collectively, SP) overhead trackage rights between Kansas City, MO, and Chicago, IL. See *Rio Grande Industries, Inc.*,<sup>1</sup> Southern Pacific Transportation Company, The Denver and Rio Grande Western Railroad Company, St. Louis Southwestern Railway Company, SPCSL Corp.—Trackage Rights—Burlington Northern Railroad Company Lines Between Kansas City, MO, and Chicago,

<sup>1</sup> The entity formerly known as Rio Grande Industries, Inc., is now known as Southern Pacific Rail Corporation.

IL, Finance Docket No. 31730 (ICC served Oct. 26, 1990).

The 1990 agreement has been modified by a settlement agreement dated April 13, 1995 (1995 agreement), which was entered into by SP, on the one side, and by BN and The Atchison, Topeka and Santa Fe Railway Company (Santa Fe), on the other side, in connection with the Finance Docket No. 32549 proceeding. See *Burlington Northern Inc. and Burlington Northern Railroad Company—Control and Merger—Santa Fe Pacific Corporation and The Atchison, Topeka and Santa Fe Railway Company*, Finance Docket No. 32549 (ICC served Aug. 23, 1995) (BN/Santa Fe). The 1995 agreement provides, among other things, that notwithstanding the terms of the 1990 agreement (which provides for overhead trackage rights only), SP shall be granted: access to all industries which are served directly or by reciprocal switching by either BN or Santa Fe at Fort Madison, IA, and Galesburg, IL; and access to the Toledo, Peoria and Western Railway Corporation at Bushnell, IL. The 1995 agreement further provides that BN and Santa Fe shall have the right to coordinate operations over their lines between Kansas City and Chicago and to alter the usage between each line, including usage of BN's line by SP.<sup>2</sup>

The modification of the terms of the 1990 agreement will be effective upon consummation of common control of BN and Santa Fe, which can occur no earlier than September 22, 1995. See *BN/Santa Fe*, slip op. at 117.

This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction. Pleadings must be filed with the Commission and served on: Paul A. Cunningham, Harkins Cunningham, 1300 19th Street, N.W., Suite 600, Washington, D.C. 20036.

As a condition to the use of this exemption, any employees adversely affected by the trackage rights will be protected under *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354

<sup>2</sup> The 1995 agreement also provides for the operation of SP trains over Santa Fe's lines between Kansas City and Chicago. This is the subject of a separate exemption notice. See Finance Docket No. 32721, *Southern Pacific Transportation Company, The Denver And Rio Grande Western Railroad Company, St. Louis Southwestern Railway Company, and SPCSL Corp.—Trackage Rights Exemption—The Atchison, Topeka and Santa Fe Railway Company Lines Between Hutchinson, KS, and Chicago, IL, and Between Topeka, KS, and Kansas City, KS.*

I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Decided: August 25, 1995.

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

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 95-21748 Filed 8-31-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32719]

### **Southern Pacific Transportation Company, The Denver and Rio Grande Western Railroad Company, St. Louis Southwestern Railway Company, and SPCSL Corp.—Trackage Rights Exemption—The Atchison, Topeka and Santa Fe Railway Company Lines Between Pueblo, CO, and Amarillo, TX**

The Atchison, Topeka and Santa Fe Railway Company (Santa Fe) has agreed to grant Southern Pacific Transportation Company, The Denver and Rio Grande Western Railroad Company, St. Louis Southwestern Railway Company, and SPCSL Corp. (collectively, SP): (1) Overhead trackage rights over Santa Fe's lines between Pueblo, CO (in the vicinity of Santa Fe's Denver Subdivision Milepost 617.7) and Stratford, TX (in the vicinity of Santa Fe's Boise City Subdivision Milepost 85.5); and (2) overhead trackage rights over Santa Fe's lines between Pueblo, CO (in the vicinity of Santa Fe's Denver Subdivision Milepost 617.7) and Amarillo, TX (in the vicinity of Santa Fe's Panhandle Subdivision Milepost 552.3), solely for the purpose of serving industries located at Amarillo, TX.

These trackage rights have been granted pursuant to a settlement agreement dated April 13, 1995, which was entered into by SP, on the one side, and by Santa Fe and Burlington Northern Railroad Company (BN), on the other side, in connection with the Finance Docket No. 32549 proceeding. See *Burlington Northern Inc. and Burlington Northern Railroad Company—Control and Merger—Santa Fe Pacific Corporation and The Atchison, Topeka and Santa Fe Railway Company*, Finance Docket No. 32549 (ICC served Aug. 23, 1995) (BN/Santa Fe).

The settlement agreement also provides that BN will grant SP overhead trackage rights between Dalhart, TX, and Fort Worth, TX. This is the subject of a separate exemption notice. See Finance Docket No. 32720, *Southern Pacific Transportation Company, The Denver And Rio Grande Western Railroad Company, St. Louis Southwestern*