

Clambake Club of Newport, 353 Tuckerman Ave., Middletown, 95001267

Washington County

Black Farm, Bounded by the Rockville—Alton Rd. (RI 112) and the Wood R., Hopkinton, 95001268

Westerly Downtown Historic District (Boundary Increase), Union St., Westerly, 95001288

TENNESSEE

Hamilton County

Missionary Ridge Historic District, N. and S. Crest Rd. from DeLong Reservation to 700 S. Crest Rd., Chattanooga, 95001257

Wilson County

Cedars of Lebanon State Park Historic District, (State Parks in Tennessee Built by the CCC and WPA, 1934–1942 TR), Cedar Forest Rd., Cedars of Lebanon State Park, Lebanon vicinity, 95001274

Turner, Ida New and William Madison, Farm, (Historic Family Farms in Middle Tennessee MPS), 3964 Old Murfreesboro Rd., Lebanon vicinity, 95001275

TEXAS

Hidalgo County

Louisiana—Rio Grande Canal Company Irrigation System, S. 2nd St. at River Levee, Hidalgo vicinity, 95001284

UTAH

San Juan County

Bluff Historic District, Roughly bounded by Main St., US 191, 2nd E. St., and the bluffs, Bluff, 95001273

VERMONT

Addison County

Salisbury Town Hall, W of the jct. of Maple and Prospect Sts., Salisbury, 95001262

Chittenden County

Buell Street—Bradley Street Historic District, 2–71 Bradley St., 24–125 Buell St., 16–75 Orchard Terr., 9–96 S. Union St., 11–87 Hungerford Terr., Burlington, 95001260

Windham County

Rice Farm Road Bridge, (Metal Truss, Masonry, and Concrete Bridges of Vermont MPS), Town Hwy. 62, off VT 30, Dummerston, 95001259

Windsor County

Johnson, Wales N., House, 37 US 4, Woodstock, 95001258

VIRGINIA

Alleghany County

Old Friends Archeological Site, Restricted Address, Jamestown, 95001269

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INTERSTATE COMMERCE COMMISSION

[Docket No. AB–55 (Sub-No. 513X)]

CSX Transportation, Inc.—Abandonment Exemption—in Ben Hill County, GA

CSX Transportation, Inc. (CSXT), has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon approximately 0.48 miles of its line of railroad between milepost ANK–770.73 and milepost ANK–770.25 at the end of track, in Fitzgerald, Ben Hill County, GA.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on 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 Commission or with any U.S. District Court or has been decided in favor of the complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 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 use of 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. 10505(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 12, 1995, 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

¹ A stay will be issued routinely by the Commission in those proceedings where an informed decision on environmental issues (whether raised by a party or by the Commission's Section of Environmental Analysis in its independent investigation) cannot be made before the effective date of the notice of exemption. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any entity seeking a stay on environmental concerns is encouraged to file its request as soon as possible in order to permit the Commission to review and act on the request before the effective date of this exemption.

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

requests under 49 CFR 1152.29³ must be filed by October 23, 1995. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 2, 1995, with: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, 1201 Constitution Ave., NW., Washington, DC 20423.

A copy of any pleading filed with the Commission should be sent to applicant's representative: Charles M. Rosenberger, 500 Water St. J150, Jacksonville, FL 32202.

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

CXST 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 October 18, 1995. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Interstate Commerce Commission, Washington, DC 20423) or by calling Elaine Kaiser, Chief of SEA, at (202) 927–6248. Comments on environmental and historic preservation matters must be filed within 15 days after the EA is available to the public.

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

Decided: October 11, 1995.

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

Vernon A. Williams,

Secretary.

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[Docket No. AB–443 (Sub-No. 2X)]

Danbury Terminal Railroad Company—Discontinuance Exemption—Westchester and Putnam Counties, NY

Danbury Terminal Railroad Company (DTRR) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances* to discontinue freight service over approximately 11.8 miles of the Harlem Line, between milepost 43.4 (Golden's Bridge) and milepost 55.2 (Dykemans), in Westchester and Putnam Counties, NY. The Harlem line is owned by American Premier Underwriters, Inc., and, after the proposed discontinuance, will continue to be used for rail passenger service by Metro North

³ The Commission will accept a late-filed trail use request as long as it retains jurisdiction to do so.