

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

SUPPLEMENTARY INFORMATION:
Additional information is contained in
the Board's decision. To purchase a
copy of the full decision, write to, call,
or pick up in person from: DC News &
Data, Inc., Room 2229, 1201
Constitution Avenue NW., Washington,
D.C. 20423. Telephone (202) 289-4357/
4359. [Assistance for the hearing
impaired is available through TDD
services (202) 927-5721.]

Decided: April 9, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-9271 Filed 4-12-96; 8:45 am]

BILLING CODE 4915-00-P

[Finance Docket No. 32760]

**Union Pacific Corporation, Union
Pacific Railroad Company and
Missouri Pacific Railroad Company—
Control and Merger—Southern Pacific
Rail Corporation, Southern Pacific
Transportation Company, St. Louis
Southwestern Railway Company,
SPCSL Corp. and the Denver and Rio
Grande Western Railroad Company**

The Surface Transportation Board
(Board)¹ announces its release of an
Environmental Assessment (EA) that
addresses potential environmental
impacts associated with the merger
proposal filed by the Union Pacific
Railroad Corporation and its
subsidiaries (collectively, "UP") and the
Southern Pacific Rail Corporation and
its subsidiaries (collectively, "SP") in
Finance Docket No. 32760.

The EA was prepared by the Board's
Section of Environmental Analysis
(SEA). In conducting its environmental
review, SEA assessed the potential
environmental impacts which could
result from three types of merger-related
actions:

- Traffic changes on rail line
segments, at rail yards and at intermodal
facilities.
- Rail line segment abandonments.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), enacted December 29, 1995, and effective January 1, 1996 abolished the Interstate Commerce Commission and transferred certain rail proceedings to the Surface Transportation Board (Board) if they involve functions retained by the Act. This proceeding concerns a function, authorization of rail construction under 49 U.S.C. 10901, that has been transferred to the Board.

- Rail line construction on new
rights-of-way.

Environmental impacts associated
with these actions include safety,
transportation, air quality, noise,
historic resources, biological resources,
water resources, and hazardous
materials. Specifically, the EA examined
72 rail line segments in 19 states, 26 rail
yards in 10 states, 16 intermodal
facilities in 8 states, 17 rail
abandonments in 8 states, and 25 new
rail line construction projects in 8
states. Appropriate mitigation measures
were developed to address particular
areas of environmental concern.

Based on its independent analysis,
available information, and the
recommended mitigation, SEA
concludes that the proposed merger and
related abandonments and construction
activities would not result in significant
environmental impacts. Therefore, the
environmental impact statement process
is not necessary.

The public has until May 3, 1996 to
submit comments on the EA to SEA.
SEA invites the public to include in its
comments specific and reasonable
mitigation measures to address areas of
environmental concern. These written
comments (an original and 10 copies)
should be addressed to: Elaine K.
Kaiser, Chief, Section of Environmental
Analysis, Room 3219, Surface
Transportation Board, 1201 Constitution
Avenue, NW, Washington, DC 20423-
0001, Attn: FD-32760.

Copies of the EA have been served on
all parties of record and appropriate
federal, state, and local agencies. To
obtain copies of the EA, please contact
Harold McNulty at SEA's toll-free
Environmental Hotline: 1-800-448-
7246. Assistance for the hearing
impaired is available through TDD
services (202) 927-5721.

Date made available to the public: April 12,
1996.

By the Surface Transportation Board,
Elaine K. Kaiser, Chief, Section of
Environmental Analysis, Office of Economic
and Environmental Analysis.

Vernon A. Williams,
Secretary.

[FR Doc. 96-9175 Filed 4-12-96; 8:45 am]

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[STB Docket No. AB-55 (Sub-No. 525X)]

**CSX Transportation, Inc.—
Abandonment Exemption—in Fayette
County, WV**

CSX Transportation, Inc. (CSXT)¹
filed a notice of exemption under 49

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on

CFR 1152 Subpart F—*Exempt
Abandonments* to abandon
approximately 2.6 miles of its line of
railroad between milepost CAW-2.0 at
Siltex 1 (near Mount Hope) and
milepost CAW-4.6 at the end of the
track near Siltex 2, in Fayette County,
WV.

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
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 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. 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 May 15,
1996, unless stayed pending
reconsideration. Petitions to stay that do
not involve environmental issues,²
formal expressions of intent to file an
OFA under 49 CFR 1152.27(c)(2),³ and
trail use/rail banking requests under 49
CFR 1152.29⁴ must be filed by April 25,
1996. Petitions to reopen or requests for
public use conditions under 49 CFR

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 the Board's
jurisdiction pursuant to 49 U.S.C. 10903.

² 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.

³ See *Exempt. of Rail Abandonment—Offers of
Finan. Assist.*, 4 I.C.C.2d 164 (1987).

⁴ The Board will accept late-filed trail use
requests so long as the abandonment has not been
consummated and the abandoning railroad is
willing to negotiate an agreement.