

Class III rail carrier as well as to control one existing railroad (GRCI).²

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The parties state that the transaction will not result in adverse changes in service levels, significant operational changes, or a change in the competitive balance with carriers outside the corporate family.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the 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. 33757, 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 Robert A. Wimbish, Rea, Cross, & Auchincloss, 1707 L Street, NW., Suite 570, Washington, DC 20036.

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Decided: June 21, 1999.

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

Vernon A. Williams,

Secretary.

[FR Doc. 99-16239 Filed 6-24-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33756]

Delaware Transportation Group, Inc.—Continuance in Control Exemption—Diamond State Port Railway Company, Inc.

Delaware Transportation Group, Inc. (DTGI), has filed a notice of exemption to continue in control of Diamond State Port Railway Company, Inc. (DSPR), upon DSPR's becoming a Class III railroad.

The transaction was scheduled to be consummated on or shortly after June 4, 1999.

This transaction is related to two simultaneously filed verified notices of exemption in STB Finance Docket No. 33755, *Diamond State Port Railway, Inc.—Lease and Operation Exemption—Diamond State Corporation and F.A. Potts & Company International, Inc.*, wherein DSPR seeks to lease and operate certain rail lines of Diamond State Port Corporation and F.A. Potts & Company International, Inc., and STB Finance Docket No. 33757, *Delaware Transportation Group, Inc.—Corporate Family Exemption—Diamond State Port Railway Company, Inc., and Gettysburg Railway Company, Inc.*, wherein DTGI will become the parent company for its affiliates Gettysburg Railway Company, Inc., (GRCI) and DSPR.

In addition to its control of DSPR, DTGI will control one previously existing Class III railroad: GRCI, operating in the State of Pennsylvania.¹

DTGI states that: (i) The railroads will not connect with each other or any railroad in their corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect the railroads with each other or any railroad in their corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the

Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified 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. 33756, 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 Robert A. Wimbish, Rea, Cross & Auchincloss, 1707 L Street, NW, Suite 570, Washington, DC 20036.

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Decided: June 21, 1999.

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

Vernon A. Williams,

Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33755]

Diamond State Port Railway Company, Inc.—Lease and Operation Exemption—Diamond State Port Corporation and F.A. Potts & Company International, Inc.

Diamond State Port Railway Company, Inc. (DSPR), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to lease and operate approximately 1.1 miles of certain rail lines owned by the Diamond State Port Corporation (DPC), a political subdivision of the State of Delaware, and F.A. Potts & Company International, Inc. (FAPC), located adjacent to and within the Port of Wilmington in the State of Delaware. The lines involved consist of the following: (1) Approximately 0.5 miles of DPC's rail line (the Diamond Line) extending from a connection with Consolidated Rail Corporation's (Conrail) New Castle Secondary Track at approximately Conrail milepost 2.0, to the vicinity of Gist Road in Wilmington, DE; and (2) approximately 3,000 feet of FAPC's trackage (the Potts Line) extending from a connection with Conrail (approximately 300 feet north of the

² See *Gettysburg Railway Company, Inc.—Lease and Operation Exemption—Delaware Transportation Group, Inc.*, STB Finance Docket No. 33504 (STB served Nov. 21, 1997).

¹ See *Gettysburg Railway Company, Inc.—Lease and Operate Exemption—Delaware Transportation Group, Inc.*, STB Finance Docket No. 33504 (STB served Nov. 21, 1997).

Diamond Line's connection with Conrail's New Castle Secondary Track) to the vicinity of Christiana Ave., and U.S. Interstate 495.¹ Upon exercising the authority granted in this exemption, DSPR will become a Class III rail carrier.²

DSPR will continue rail service formerly provided by Conrail to existing rail customers located in the above-described area.³

The transaction was scheduled to be consummated on or shortly after June 4, 1999.

This transaction is related to two simultaneously filed notices of exemption in STB Finance Docket No. 33756, *Delaware Transportation Group, Inc.—Continuance in Control Exemption—Diamond State Port Railway Company, Inc.*, wherein Delaware Transportation Group, Inc. (DTGI) seeks to continue in control of DSPR, upon DSPR's becoming a Class III rail carrier and one existing Class III railroad,⁴ and STB Finance Docket No.

¹ As indicated by DSPR in its notice, because both of the lines described above have been operated until now as spur, industrial, switching or terminal trackage, the lines in question have never, to DSPR's knowledge, been assigned milepost numbers or valuation station numbers. The property descriptions provided are offered in lieu of the milepost or valuation station data typically provided to define the origination and termination points on rail lines.

² DSPR states that its revenues will not exceed those that would qualify it as a Class III rail carrier and its revenues are not projected to exceed \$5 million.

³ Norfolk Southern Railway has assumed service previously provided by Conrail on connecting main lines into the Wilmington, DE area. See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail, Inc., and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998).

⁴ See *Gettysburg Railway Company, Inc.—Lease and Operation Exemption—Delaware Transportation Group, Inc.*, STB Finance Docket No. 33504 (STB served Nov. 21, 1997).

33757, *Delaware Transportation Group, Inc.—Corporate Family Exemption—Diamond State Port Railway Company, Inc., and Gettysburg Railway Company, Inc.*, wherein DTGI will become the parent company of Gettysburg Railway Company, Inc., and DSPR.

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. 33755, 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, one copy of each pleading must be served on Robert A. Wimbish, Rea, Cross & Auchincloss, 1707 L Street, NW, Suite 570, Washington, DC 20036.

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Decided: June 21, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-16240 Filed 6-24-99; 8:45 am]

BILLING CODE 4915-00-MP

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33764]

Rock & Rail, Inc.—Acquisition and Operation Exemption—Railroad Lines Near Kelker, El Paso County, CO

Rock & Rail, Inc. (R&R), a Class III rail common carrier, has filed a verified

notice of exemption under 49 CFR 1150.41 to acquire and operate sections of track it has purchased from several non-railroad owners.¹ The railroad lines are approximately a mile in length, beginning at a turnout from a siding paralleling the line of The Burlington Northern Santa Fe Railway Company at milepost 658.45, near Kelker, El Paso County, CO.

The transaction is scheduled to be consummated on or after June 17, 1999.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33764, 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 Fritz R. Kahn, Esq., 1100 New York Avenue, NW, Suite 750 West, Washington, DC 20005-3934.

Decided: June 17, 1999.

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

Vernon A. Williams,
Secretary.

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¹ R&R represents that the sellers of the track are Kappa Sizma's Gamma-O Educational Foundation, First United Methodist Church, and Ochs Brothers, a Partnership.