

Decided: December 23, 1994.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-229 Filed 1-4-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32628]

**Minnesota Central Railroad Company;
Acquisition and Operation Exemption;
Rail Lines of MNVA Railroad, Inc.**

Minnesota Central Railroad Company (MNCR), a noncarrier,¹ has filed a notice of exemption to acquire and operate approximately 146 miles of MNVA Railroad, Inc.'s (MNVA) Hanley Falls-Minneapolis rail line between milepost 145.08, at Hanley Falls, MN, and milepost 0.0, at Minneapolis, MN.² As part of this transaction MNCR will purchase MNVA's right, title and interest in certain incidental trackage rights agreements. MNCR and MNVA executed an agreement on November 4, 1994 for the purchase and operation of MNVA's Hanley Falls-Minneapolis rail line, along with its incidental trackage rights agreements, rail operating assets, and other contract rights. The parties intend to consummate the transaction on or after December 14, 1994, the effective date of the exemption.

This proceeding is directly related to a concurrently filed notice of exemption in Finance Docket No. 32629, *Pioneer Railcorp—Continuance in Control Exemption—Minnesota Central Railroad Company*, wherein Pioneer Railcorp seeks to continue in control of MNCR when MNCR becomes a class III rail carrier upon consummation of the transaction described in this notice.³

Any comments must be filed with the Commission and served on: Donald G. Avery, 1224 Seventeenth Street, N.W., Washington, D.C. 20036.

¹ MNCR is a wholly owned subsidiary of Pioneer Railcorp, a noncarrier holding company.

² Originally established in 1983, MNVA operates over a former Chicago & North Western (C&NW) rail line between milepost 145.08 at Hanley Falls, Yellow Medicine County, MN, and milepost 51.3, at Norwood, Carver County, MN, under a contract for sale agreement with the Minnesota Valley Regional Rail Authority. MNVA also has trackage rights over the C&NW from milepost 51.3, at Norwood to milepost 0.0, at Minneapolis, Hennepin County, MN.

³ Pioneer Railcorp already controls seven class III shortline rail carriers: West Jersey Railroad Co. (operating in New Jersey); Fort Smith Railroad Co. (operating in Arkansas); Alabama Railroad Co. (operating in Alabama); Mississippi Central Railroad Co. (operating in Mississippi and Tennessee); Alabama & Florida Railway Co. (operating in Alabama); Decatur Junction Railway Co. (operating in Illinois); and Vandalia Railroad Company, (operating in Illinois).

This notice is filed under 49 CFR 1150.31. 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 automatically stay the transaction.

Decided: December 15, 1994.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-228 Filed 1-4-94; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32650]

**Eastern Maine Railway Company;
Acquisition Exemption; Rail Line of
Canadian Pacific Limited Between
Brownville Junction and Vanceboro,
ME**

Eastern Maine Railway Company (Eastern Maine), a noncarrier,¹ has filed a notice of exemption to acquire the eastern portion of Canadian Pacific Limited's (CP) rail line between Skinner and Vanceboro, ME.² The portion of the line involved in the transaction is 99.5 miles and extends from milepost 105.1 at Brownville Junction, ME, to milepost 5.6 at the Maine-New Brunswick border near Vanceboro, ME.³

Eastern Maine, Irving, and NBR, have concurrently filed a related petition in *Eastern Maine Railway Company, J.D. Irving, Limited and New Brunswick Railway Company—Petition for Disclaimer of Jurisdiction or, Alternatively, for an Exemption From 49 U.S.C. 11343(a)(5)*, Finance Docket No. 32651. In that proceeding, Eastern Maine, NBR, and Irving seek to enable Irving to continue in control of Eastern Maine should Eastern Maine become a

¹ Eastern Maine, is a wholly owned subsidiary of New Brunswick Railway Company (NBR). Both Eastern Maine and NBR are represented to be noncarriers. NBR is controlled by J.D. Irving Limited (Irving).

² This CP line is the subject of a pending abandonment application in *Canadian Pacific Limited—Abandonment—Line Between Skinner and Vanceboro, ME*, Docket No. AB-213 (Sub-No. 4).

³ Acquisition of the western portion of CP's line between Brownville Junction and the Maine-Quebec border near Skinner and operation of the entire CP line between Skinner and Vanceboro is the subject of a notice of exemption filed concurrently by Canadian American Railroad Company (CDAC) in *Canadian American Railroad Company—Acquisition and Operation Exemption—Certain Lines of Canadian Pacific Limited in Maine*, Finance Docket No. 32646. Related to that notice is a petition for exemption filed concurrently in *Fieldcrest Cannon, Inc. and Downeast Securities Corporation—Continuance in Control—Canadian American Railroad Company*, Finance Docket No. 32647.

class III rail carrier upon consummation of the acquisition. Consummation of the acquisition by Eastern Maine in the instant proceeding is contingent upon the Commission granting the petition in the related Finance Docket No. 32651.

Any comments must be filed with the Commission and served on: William C. Evans, 901 15th Street, N.W., Suite 700, Washington, DC 20005-2301; and W. David Jamieson, P.O. Box 5777-300 Union Street, 12th Floor, Saint John, New Brunswick, Canada E2L 4M3.

This notice is filed under 49 CFR 1150.31. 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 automatically stay the transaction.

Because this line is the subject of a pending abandonment application (see n.2 *supra*), and labor protective conditions would have been imposed if abandonment had been authorized in that proceeding, the Commission will seriously consider in this case the imposition of the conditions imposed in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). Petitions to revoke for purposes of imposing labor protective conditions should address the exceptional circumstances which would permit the Commission to impose such conditions on this 49 U.S.C. 10901 transaction.

Decided: December 29, 1994.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-227 Filed 1-4-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32646]

**Canadian American Railroad
Company; Acquisition and Operation
Exemption; Certain Lines of Canadian
Pacific Limited in Maine**

Canadian American Railroad Company (CDAC), a noncarrier, has filed a notice of exemption to acquire and/or operate Canadian Pacific Limited's (CP) line between Skinner and Vanceboro, ME.¹ CDAC will acquire and operate 101.7 miles of the western portion of CP's line of railroad between milepost 0.0 at Brownville Junction, ME, and milepost 101.7 at the Maine-Quebec border near Skinner, ME, and

¹ This CP line is the subject of a pending abandonment application in *Canadian Pacific Limited—Abandonment—Line Between Skinner and Vanceboro, ME*, Docket No. AB-213 (Sub-No. 4).

will operate 99.5 miles of the eastern portion of CP's line of railroad between milepost 105.1 at Brownville Junction and milepost 5.6 at the Maine-New Brunswick border, near Vanceboro, ME.²

This proceeding is related to a petition for exemption filed concurrently in *Fieldcrest Cannon, Inc. and Downeast Securities Corporation—Continuance in Control—Canadian American Railroad Company*, Finance Docket No. 32647. In that proceeding, Fieldcrest Cannon, Inc. (Fieldcrest), and Downeast Securities Corporation (Downeast) (collectively, petitioners), noncarriers, seek an exemption under 49 U.S.C. 10505 from the prior approval requirements of 49 U.S.C. 11343–11344 for the acquisition of control by petitioners of CDAC, upon CDAC becoming a class III rail carrier.³ Consummation of the acquisition and/or operation by CDAC in the instant proceeding is contingent upon an exemption being granted by the Commission in the related Finance Docket No. 32647.

Any comments⁴ must be filed with the Commission and served on: James E. Howard, One International Place, Boston, MA 02110.

This notice is filed under 49 CFR 1150.31. 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 automatically stay the transaction.

Because this line is the subject of a pending abandonment application (see

² Acquisition of the eastern portion of CP's line is the subject of another notice of exemption simultaneously filed by Eastern Maine Railway Company (Eastern Maine) in *Eastern Maine Railway Company—Acquisition Exemption—Rail Line of Canadian Pacific Limited Between Brownville Junction, ME, and Vanceboro, ME*, Finance Docket No. 32650. Eastern Maine is represented to be a noncarrier and is a wholly owned subsidiary of New Brunswick Railway Company (NBR), also represented to be a noncarrier controlled by J.D. Irving Limited (Irving). Eastern Maine, NBR and Irving have filed a related petition in *Eastern Maine Railway Company, J.D. Irving, Limited and New Brunswick Railway Company—Petition for Disclaimer of Jurisdiction or, Alternatively, for an Exemption From 49 U.S.C. 11343(a)(5)*, Finance Docket No. 32651.

³ Fieldcrest owns all of the outstanding stock of Downeast. Downeast owns all of the outstanding stock of Bangor and Aroostook Railroad Company (BAR), a class II carrier, which owns and operates approximately 400 miles of rail line in Maine. Downeast also owns all of the outstanding stock of CDAC. Upon CDAC becoming a class III rail carrier, Fieldcrest and Downeast will control two carriers.

⁴ A comment was filed on December 28, 1994, by Springfield Terminal Railway Company (ST) requesting issuance of certain orders by the Commission. ST's requests will be dealt with by the Commission in the related Finance Docket No. 32647.

n.1 *supra*), and labor protective conditions would have been imposed if abandonment had been authorized in that proceeding, the Commission will seriously consider in this case the imposition of the conditions imposed in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). Petitions to revoke for purposes of imposing labor protective conditions should address the exceptional circumstances which would permit the Commission to impose such conditions on this 49 U.S.C. 10901 transaction.

Decided: December 29, 1994.

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

Vernon A. Williams,

Secretary.

[FR Doc. 95–226 Filed 1–4–95; 8:45 am]

BILLING CODE 7035–01–P

JUDICIAL CONFERENCE OF THE UNITED STATES

Hearings of the Judicial Conference Advisory Committee on Rules of Civil Procedure and the Advisory Committee on Rules of Evidence

AGENCY: Judicial Conference of the United States Advisory Committee on Rules of Civil Procedure and the Advisory Committee on Rules of Evidence.

ACTION: Notice of cancellation of open hearings.

SUMMARY: The Evidence Rules public hearing scheduled to be held in New York, New York on January 5, 1995, has been cancelled. The Civil Rules public hearing scheduled to be held in Dallas, Texas on January 10, 1995, has been cancelled. [Original notice of both hearings appeared in the **Federal Register** of November 18, 1994 (59 FR 59793).]

FOR FURTHER INFORMATION CONTACT: John K. Rabiej, Chief, Rules Committee Support Office, Administrative Office of the United States Courts, Washington, D.C., telephone (202) 273–1820.

Dated: December 28, 1994.

John K. Rabiej,

Chief, Rules Committee Support Office.

[FR Doc. 95–168 Filed 1–4–95; 8:45 am]

BILLING CODE 2210–01–M

DEPARTMENT OF JUSTICE

Information Collections Under Review

The Office of Management and Budget (OMB) has been sent the following collection(s) of information proposals

for review under the provisions of the Paperwork Reduction Act (44 USC Chapter 35) and the Paperwork Reduction Reauthorization Act since the last list was published. Entries are grouped into submission categories, with each entry containing the following information:

- (1) the title of the form/collection;
- (2) the agency form number, if any, and the applicable component of the Department sponsoring the collection;
- (3) how often the form must be filled out or the information is collected;
- (4) who will be asked or required to respond, as well as a brief abstract;
- (5) an estimate of the total number of respondents and the amount of time established for an average respondent to respond;
- (6) an estimate of the total public burden (in hours) associated with the collection; and,
- (7) an indication as to whether Section 3504(h) of Public Law 96–511 applies.

Comments and/or suggestions regarding the item(s) contained in this notice, especially regarding the estimated public burden and associated response time, should be directed to the OMB reviewer, Mr. Jeff Hill on (202) 395–7340 and to the Department of Justice's Clearance Officer, Mr. Robert B. Briggs, on (202) 514–4319. If you anticipate commenting on a form/collection, but find that time to prepare such comments will prevent you from prompt submission, you should notify the OMB reviewer and the Department of Justice Clearance Officer of your intent as soon as possible. Written comments regarding the burden estimate or any other aspect of the collection may be submitted to Office of Information and Regulatory Affairs, Office of Management and Budget, Washington, DC 20503, and to Mr. Robert B. Briggs, Department of Justice Clearance Officer, Systems Policy Staff/Information Resources Management/Justice Management Division Suite 850, WCTR, Washington, DC 20530.

New Collection

- (1) COPS MORE Application Kit.
- (2) COPS 004/01. Office of Community Oriented Policing Services.
- (3) On occasion.
- (4) State and local governments. The COPS MORE Application Kit is a grant application to be used to apply for grants to redeploy current sworn law enforcement officers to community policing by state, local, and Indian tribal law enforcement agencies.
- (5) 1150 annual respondents estimated at 26 hours per response.
- (6) 35,880 annual burden hours.