

Dated: June 14, 1995.

David K. Weaver,

Assistant Director, Refuges and Wildlife.

[FR Doc. 95-16700 Filed 7-6-95; 8:45 am]

BILLING CODE 4310-55-M

Receipt of Applications for Permit

The following applicants have applied for a permit to conduct certain activities with endangered species. This notice is provided pursuant to section 10(c) of the Endangered Species Act of 1973, *as amended* (16 U.S.C. 1531, *et seq.*):

PRT-804094

Applicant: William Antisdale, Plainwell, MI.

The applicant requests a permit to import the sport-hunted trophy on one male bontebok (*Damaliscus pygargus dorcas*) culled from the captive herd maintained by Mr. Luke Kock, Verborghfontein, Richmond, Republic of South Africa for the purpose of enhancement of the survival of the species.

PRT-802579

Applicant: Claws 'N' Paws Wild Animal Park, Lake Ariel, PA.

The applicant requests a permit to export one female captive-born ring-tailed lemur (*Lemur catta*) to Jungle Cat World, Orono, Ontario, Canada, for the purpose of enhancement of the species through captive propagation.

PRT-804035

Applicant: William Hayes, Southern College, Collegedale, TN.

The applicant requests a permit to import up to 600 blood samples collected in the Bahamas from wild populations of ground iguana (*Cyclura rileyi rileyi*, *Cyclura rileyi nuchalis*, and *Cyclura rileyi cristata*) to enhance the survival of the species through scientific research.

Written data or comments should be submitted to the Director, U.S. Fish and Wildlife Service, Office of Management Authority, 4401 North Fairfax Drive, Room 432, Arlington, Virginia 22203 and must be received by the Director within 30 days of the date of this publication.

Documents and other information submitted with these applications are available for review, *subject to the requirements of the Privacy Act and Freedom of Information Act*, by any party who submits a written request for a copy of such documents to the following office within 30 days of the date of publication of this notice: U.S. Fish and Wildlife Service, Office of Management Authority, 4401 North

Fairfax Drive, Room 420(c), Arlington, Virginia 22203. Phone: (703/358-2104); FAX: (703/358-2281).

Dated: June 30, 1995.

Caroline Anderson,

Acting Chief, Branch of Permits, Office of Management Authority.

[FR Doc. 95-16672 Filed 7-6-95; 8:45 am]

BILLING CODE 4310-55-P

INTERSTATE COMMERCE COMMISSION

[Finance Docket No. 32707]

Canadian National Railway Company—Corporate Family Transaction Exemption—Minnesota and Ontario Bridge Company and the Minnesota and Manitoba Railroad Company

Canadian National Railway Company (CN) has filed a verified notice to exempt the dissolution and acquisition by CN of property held by two CN subsidiaries, the Minnesota and Ontario Bridge Company and the Minnesota and Manitoba Railroad Company (companies). The companies were formed under Minnesota law in 1899 to construct a section of railroad and rail bridge, known as the Sprague Subdivision through Northern Minnesota, near Baudette, that forms a portion of CN's main line between Winnipeg, Manitoba and Thunder Bay, Ontario. CN has asserted that unknown to them, the companies were dissolved four years ago by operation of law, because certain state corporate registrations were inadvertently permitted to expire. According to CN, under Minnesota law the assets and liabilities held by the companies became the property of CN at the time of dissolution. Under 49 CFR 1180.4(g)(1), this exemption became effective on June 14, 1995, one week after the notice was filed. While CN's acquisitions of the companies' properties technically needed Commission approval or exemption four years ago, CN only recently became aware of the restructuring within its corporate family. CN decided to file a notice of exemption for the restructuring rather than to reincorporate the companies.

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) since it 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. CN has stated that no changes have occurred

during the past four years that CN has operated the companies' property after the dissolution by operation of Minnesota law. CN also stated that this transaction, involving property located wholly within the State of Minnesota, will simply result in a simplification of the corporate structure of CN.

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

As a condition to use of this exemption, any employees adversely affected by the transaction will be protected by the conditions set forth in *New York Dock Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979).

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: Robert P. vom Eigen, Hopkins & Sutter, 888 16th Street NW., Washington, DC 20006.

Decided: June 28, 1995.

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

Vernon A. Williams,

Secretary.

[FR Doc. 95-16722 Filed 7-6-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 31561 (Sub-No. 1)]¹

Consolidated Rail Corporation—Amended Trackage Rights Exemption—Boston and Maine Corporation and Springfield Terminal Railway Company

Boston and Maine Corporation and Springfield Terminal Railway Company have agreed to grant overhead trackage rights to Consolidated Rail Corporation over approximately 25 miles of rail line extending from approximately milepost 3.0 (at the junction with the tracks of Providence and Worcester Railroad Company), at Barber, MA, to approximately milepost 28.0, at Hill

¹ This filing notices an amendment to a trackage rights agreement first entered into in 1989 and noticed in *Consolidated Rail Corporation—Trackage Rights Exemption—Boston and Maine Corporation and Springfield Terminal Railway Company*, Finance Docket No. 31561 (ICC served Nov. 16, 1989). It extends the contract term of the agreement to June 30, 1996, and authorizes the movement over the subject trackage of trailers and containers to and from the New England area for the account of United Parcel Service and the movement of other intermodal traffic destined to or originating at stations on Boston and Maine Corporation and Springfield Terminal Railway Company located east of Ayer, MA. The original 1989 agreement only authorized the movement of finished motor vehicles in multi-level cars for the account of Ford Motor Company.

Yard, in Ayer, MA. The trackage rights are to become effective on July 9, 1995.²

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: John J. Paylor, Consolidated Rail Corporation, 2001 Market Street, 16A, P.O. Box 41416, Philadelphia, PA 19101-1416.

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

Decided: June 30, 1995.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-16723 Filed 7-6-95; 8:45 am]

BILLING CODE 7035-01-P

[Docket No. AB-55 (Sub-No. 509X)]

**CSX Transportation, Inc.—
Abandonment Exemption—in Belmont
County, OH**

CSX Transportation, Inc. (CSXT), has filed a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments to abandon 15.04 miles of rail line between milepost BP-0.19 at Bellaire and milepost BP-15.23 at Lamira, in Belmont County, OH.¹

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

²The United Transportation Union (UTU) has petitioned to revoke the notice of exemption or, in the alternative, to stay the exemption. Because the exemption became effective 7 days after filing, the UTU filing will be handled as a petition to revoke in a separate decision.

¹Pursuant to 49 CFR 1152.50(d)(2), the railroad must file a verified notice with the Commission at least 50 days before the abandonment or discontinuance is to be consummated. The applicant, in its verified notice, indicated a proposed consummation date of June 28, 1995. Because the verified notice was not filed until June 19, 1995, consummation should not have been proposed to take place before August 8, 1995. Applicant's representative has corrected the notice on June 27, 1995, and stated that the proposed consummation date is August 14, 1995.

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 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 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 August 6, 1995, 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 July 17, 1995. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 27, 1995, with: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, Washington, DC 20423.

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

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

CSXT filed an environmental report which addresses the effects of the abandonment, if any, on the environment and historic resources. The Commission's Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by July 12, 1995. Interested persons may obtain

²A 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 prior to 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 prior to the effective date of this exemption.

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

⁴The Commission will accept a late-filed trail use request as long as it retains jurisdiction to do so.

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 becomes 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: June 27, 1995.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-16724 Filed 7-6-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32306]

**Wertheim Schroder & Co.,
Incorporated, and Gateway Western
Railway Company—Continuance in
Control Exemption—Gateway Eastern
Railway Company**

AGENCY: Interstate Commerce Commission.

ACTION: Notice of exemption.

SUMMARY: Under 49 U.S.C. 10505, the Commission exempts from the prior approval requirements of 49 U.S.C. 11343-11345 the assumption of direct control of Gateway Eastern Railway Company (Gateway Eastern) by petitioners Gateway Western Railway Company (Gateway Western), Gateway Management Partners, L.P. (Partners), McCarren Corporation, and J. Reilly McCarren, upon dissolution of the current independent voting trust.¹ The control is subject to standard labor protective conditions.

DATES: The exemption is effective on July 27, 1995. Petitions to stay must be filed by July 17, 1995, and petitions to reopen must be filed by July 27, 1995.

ADDRESSES: Send pleadings, referring to Finance Docket No. 32306, to: (1) Office of the Secretary, Case Control Branch, Interstate Commerce Commission, 1201 Constitution Avenue NW., Washington,

¹Gateway Western, a connecting class II carrier, is Gateway Eastern's corporate parent. When the exemption petition was originally filed, Wertheim Schroder & Co., Inc. (WSI), was the noncarrier parent of both Gateway Western and Gateway Eastern. Gateway Western is now owned by Partners, of which McCarren Corporation is the sole general partner and WSI is one of several non-voting limited partners. Mr. McCarren, Gateway Western's president, is the sole shareholder of McCarren Corporation. Thus, Partners, McCarren Corporation, and Mr. McCarren are substituted as parties for WSI.