

maintenance and protection of resources and historic structures, research and further study of both natural and cultural resources, limited experimental restoration of natural systems, and the provision of limited visitor use opportunities. Maintenance and housing facilities would be provided in two locations. Minor changes in the plan, including relocation of the housing area to an environmentally less sensitive site, have been made to accommodate concerns raised by the public during review of the draft environmental impact statement. The other alternative analyzed, no-action, would mean continued substandard living conditions for employees and would make it difficult and inefficient to carry out needed maintenance, research, and services for public visitors.

DATES: The no-action period for the plan will commence when the Environmental Protection Agency formally announces the availability of the FEIS in the Federal Register, and end 30 days thereafter.

ADDRESSES: Inquiries and comments on the FEIS should be directed to: Superintendent, Channel Islands National Park, 1901 Spinnaker Drive, Ventura, Ca. 93001. The telephone number for the park is (805) 658-5700.

Copies of the plan and FEIS are available at the park headquarters at the above address. Copies are also available for inspection at libraries located in the Park's vicinity.

Dated: October 10, 1995.
Stanley T. Albright,
Field Director, Pacific West Area.
[FR Doc. 95-25986 Filed 10-19-95; 8:45 am]

BILLING CODE 4310-70-P

Preparation of 1996 Strategic Plan for the National Park Service

AGENCY: National Park Service, Department of the Interior.

ACTION: Notice of public consultation workshops.

SUMMARY: Under the provisions of Section 3 of the Government Performance and Results Act (GPRA), the National Park Service is preparing a strategic plan that will provide direction for the organization into the 21st century. The strategic plan will include a mission statement; general "outcome-related" goals and objectives for the major functions and operations of the National Park Service; descriptions of how the goals and objectives will be achieved; and identification of key external factors that could affect achievement of the goals and objectives.

The strategic plan is due by September 30, 1996; will cover at least a five-year period; and will be updated every three years.

The National Park Service has periodically set goals to guide its activities in carrying out its mission. In 1991, the National Park Service undertook a process of self-evaluation, culminating in a symposium that identified changes needed to improve service to the American people. Those recommendations were published as National Parks for the 21st Century: The Vail Agenda. In 1994, the National Park Service Strategic Plan: Vision was published to provide broad, long-term direction for the Service. That document will serve as a starting point for the strategic plan to be prepared in compliance with GPRA by September 1996. Summaries and complete copies of the 1994 strategic plan will be available at the public workshops and can also be obtained by writing to Office of Strategic Planning, National Park Service, Post Office Box 25287 WASO-STP, Denver, Colorado 80225-0287.

DATES: Public workshops will be held in San Francisco, California, on Wednesday, October 25, 1995; in Denver, Colorado, on Thursday, October 26, 1995; and in Washington, D.C., on Monday, October 30, 1995.

Workshop Times and Locations

Wednesday, October 25, 1995, from 4:00 p.m. to 7:00 p.m.: First Floor Conference Room, Building 201, Fort Mason, Franklin and Bay Streets, San Francisco, California.

Thursday, October 26, 1995, from 7:00 p.m. to 10:00 p.m.: Zenith Room, Sixth Floor, Tivoli Student Union, Auraria Campus, 900 Auraria Parkway, Denver, Colorado.

Monday, October 30, 1995, from 2:30 p.m. to 5:00 p.m.: Large Buffet Room of the Cafeteria, Main Department of the Interior Building, 1849 C Street, NW, Washington, D.C.

FOR FURTHER INFORMATION: Contact Office of Strategic Planning, National Park Service, (303) 969-7013.

Dated: October 13, 1995.
Heather A. Huyck,
Director, Office of Strategic Planning,
National Park Service.
[FR Doc. 95-26058 Filed 10-19-95; 8:45 am]

BILLING CODE 4310-70-P

INTERSTATE COMMERCE COMMISSION

[Docket No. AB-55 (Sub-No. 514X)]

CSX Transportation, Inc.— Abandonment Exemption—in Monroe and Owen Counties, IN

CSX Transportation, Inc. (CSXT), has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon its line of railroad between milepost Q-203.13 at Gosport and milepost Q-213.41 at Ellettsville, a distance of approximately 10.28 miles, in Monroe and Owen Counties, IN. CSXT proposes to consummate the abandonment on November 22, 1995.

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 is pending either 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 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 19, 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 30, 1995. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by November 9, 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, Senior Counsel, CSX Transportation, Inc., 500 Water Street, J150, Jacksonville, FL 32202.

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

CSXT 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 25, 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 12, 1995.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-26165 Filed 10-19-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32781]

Gulf Coast Rail Service, Inc. d/b/a Orange Port Terminal Railway—Acquisition and Operation Exemption—Lines of Southern Pacific Transportation Company

Gulf Coast Rail Service, Inc. d/b/a Orange Port Terminal Railway (OPTR), a noncarrier, has filed a notice of exemption to acquire and operate approximately 1.834 miles of rail line owned by Southern Pacific Transportation Company, known as the Old City Lead Track at Orange, TX, consisting of the Front Street Lead from milepost 0.076+/- to milepost 1.17+/- and the Market Street Lead between milepost 0.0+/- to milepost 0.74+/- . The

proposed acquisition and operation transactions were expected to be consummated on or after September 29, 1995.

This proceeding is related to Finance Docket No. 32782, *Russell A. Peterson—Continuance in Control Exemption—Gulf Coast Rail Service, Inc. d/b/a Orange Port Terminal Railway*, wherein Russell A. Peterson has concurrently filed a notice of exemption to continue in control of OPTR when OPTR becomes a rail carrier upon consummation of the transaction described in this notice.

Any comments must be filed with the Commission and served on: Keith G. O'Brien, 1920 N Street, NW, Suite 420, Washington, DC 20036.

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: October 10, 1995.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-26163 Filed 10-19-95; 8:45 am]

BILLING CODE 7035-01-P

[Finance Docket No. 32782]

Russell A. Peterson—Continuance in Control Exemption—Gulf Coast Rail Service, Inc., d/b/a Orange Port Terminal Railway

Russell A. Peterson (Peterson) has filed a notice of exemption to continue in control of Gulf Coast Rail Service, Inc. d/b/a Orange Port Terminal Railway (OPTR), upon OPTR becoming a rail carrier.

OPTR has concurrently filed a notice of exemption in Finance Docket No. 32782, *Gulf Coast Rail Service, Inc., d/b/a Orange Port Terminal Railway*, to acquire and operate approximately 1.834 miles of line from Southern Pacific Transportation Company, known as the Old City Lead Track in Orange County, TX.

Peterson also controls through stock ownership, two nonconnecting class III rail carriers: Southwest Pennsylvania Railroad Company and Camp Chase Industrial Railroad Corporation. Peterson indicates that: the properties operated by these carriers do not connect with each other; (2) the continuance in control is not a part of a series of anticipated transactions that would connect the railroads with each

other or any other railroad in their corporate family; and (3) the transaction does not involve a class I carrier. The transaction therefore is exempt from the prior approval requirements of 49 U.S.C. 11343. See 49 CFR 1180.2(d)(2).

As a condition to use of this exemption, any employees 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 automatically stay the transaction. Pleadings must be filed with the Commission and served on: Keith G. O'Brien, 1920 N Street, NW, Suite 420, Washington DC 20036.

Decided: October 10, 1995.

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

Vernon A. Williams,
Secretary.

[FR Doc. 95-26164 Filed 10-19-95; 8:45 am]

BILLING CODE 7035-01-P

DEPARTMENT OF JUSTICE

Notice of Lodging of De Minimis Consent Decree Pursuant to the Comprehensive Environmental Response, Compensation and Liability Act and the Resource Conservation and Recovery Act

In accordance with Departmental policy, 28 CFR 50.7, notice is hereby given that a proposed Supplemental Early *De Minimis* Consent Decree in *United States and State of Connecticut v. Able Marine, Inc., et al.*, Civil Action Nos. 3:95 CV 2107 and 3:95 2108 was lodged on September 29, 1995 with the United States District Court for the District of Connecticut. The complaint in this action seeks (1) to recover, pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), 42 U.S.C. 9601 *et seq.*, response costs incurred and to be incurred by EPA at the Solvents Recovery Service of New England, Inc. Superfund Site located in the Town of Southington, Connecticut ("Site"); and (2) injunctive relief under section 106 of CERCLA, 42 U.S.C. 9606, and section 7003 of the Resource Conservation and Recovery Act ("RCRA"), 42 U.S.C. 9673.

The proposed Supplemental Early *De Minimis* Consent Decree embodies an agreement with 46 potentially responsible parties ("PRPs") at the Site pursuant to section 122(g) of CERCLA, 42 U.S.C. 9622(g) to reimburse EPA and

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