

succeeded in permitting them to reduce redundant services, increase the load factor, and increase revenues, the load factor remains unacceptably low, causing an intolerable drain on their resources. Assertedly, they feel compelled to operate the number of schedules they operate to protect their respective market shares, notwithstanding that the market is being overserved.

Applicants state that revenue pooling will allow them to achieve greater economies of operation, permitting each to manage better its pricing structures and capital improvements. Each carrier would share financially in the vicissitudes of the pooled-route operations of the other, creating an otherwise unattainable degree of financial stability. They assert that the agreement is in the public interest. With the additional measure of financial stability, they maintain that they will be able to improve service to the traveling public.

They argue that there are overwhelming intermodal competitive pressures that are available to protect the public. Ample rail passenger service is available on Amtrak between these points via New York City, NY, or Philadelphia, PA. The major points served by these routes also receive frequent daily air service from United Air Lines and USAir. Several interstate highways connect these points, as well.

Copies of the pooling application may be obtained free of charge by contacting petitioners' representatives. In the alternative, the pooling application may be inspected at the offices of the Surface Transportation Board, Room 1221, during normal business hours. A copy of this notice will be served on the Department of Justice, Antitrust Division. [Assistance for the hearing impaired is available through TDD service on (202) 927-5721.]

Decided: January 11, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-1915 Filed 1-30-96; 8:45 am]

BILLING CODE 4910-00-P

Surface Transportation Board¹

[STB Finance Docket No. 32849]

Camp Lejeune Railroad Company; Lease Exemption; Camp Lejeune Marine Corps Base to Jacksonville, NC

Camp Lejeune Railroad Company (CLRC), a wholly owned subsidiary of Norfolk Southern Railway Company, has filed a notice of exemption to renew a lease from the United States of America, Department of Navy (Government), of a 5.6-mile railroad line between milepost 2.5 at the Marine Corps Base, Camp Lejeune, and milepost 8.1 at Jacksonville, Onslow County, NC.

CLRC has operated and leased the rail line from the Government under a lease originally authorized by the ICC in 1984.² The lease expired on August 31, 1994. The parties have agreed to review and extend the lease until August 31, 1999.

Any comments must be filed with the Board and served on: Robert J. Cooney, Norfolk Southern Corporation, 3 Commercial Place, Norfolk, VA 23510-2191.

This notice was filed under 49 CFR 1180.4(g)(1), and despite CLRC's assertion that the transaction is governed by 49 U.S.C. 10901 and 49 CFR 1150.31(a), CLRC has not demonstrated why the lease renewal differs from the situation in 1989 and hence does not fall within section 11323(a)(2) and 49 CFR 1180.2(d)(4). The notice is thus being published under 49 CFR 1180.2(d)(4). 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.

As a condition to this exemption, any employees affected by the lease transaction will be protected pursuant to *Mendocino Coast Ry., Inc.—Lease and Operate*, 354 I.C.C. 732 (1978) and 360 I.C.C. 653 (1980).

Decided: January 25, 1996.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323.

² See *Camp Lejeune Railroad Company—Lease Exemption*, Finance Docket No. 30553 (ICC served Sept. 17, 1984), and *Camp Lejeune Railroad Company—Renewal of Lease Exemption a Rail Line in North Carolina*, Finance Docket No. 30553 (Sub-No. 1) (ICC served Oct. 6, 1989).

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-1916 Filed 1-30-96; 8:45 am]

BILLING CODE 4915-00-P

[Docket No. AB-33 (Sub-No. 70)]

Union Pacific Railroad Company; Abandonment; Wallace Branch, ID

AGENCY: Surface Transportation Board.

ACTION: Extension of Comment Filing Period.

SUMMARY: The Rails to Trails Conservancy seeks the immediate issuance of a certificate of interim trail use under section 8(d) of the National Trails System Act, 16 U.S.C. 1247(d), for a 71.5-mile rail line of Union Pacific Railroad Company between milepost 16.5, near Plummer, and milepost 7.6, near Mullan, via milepost 80.4/0.0 near Wallace, in Benewah, Kootenai, and Shoshone Counties, ID. The ICC issued a notice on December 29, 1995 (60 FR 67364) to request comments from all interested parties, agencies, and members of the public as to whether there is any impediment to the issuance of Trails Act authority in the unusual circumstances of this case. Comments were due on January 29, 1996.

The Environmental Enforcement Division of the United States Department of Justice, on behalf of the Departments of Interior and Agriculture, requests a 60-day extension of the comment period to March 29, 1996, to allow comment on behalf of all Federal environmental concerns. The Board will extend the comment period for 45 days.

DATES: Comments are due by March 14, 1996.

ADDRESSES: An original and 10 copies of all comments, referring to Docket No. AB-33 (Sub-No. 70), should be filed with the Office of the Secretary, Case Control Branch, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former sections of the statute, unless otherwise indicated.