

Number of Respondents: 66.

Total Annual Responses: 66.

Total Annual Burden Hours: 4,082.

Frequency: Application for a grant is at the discretion of the applicant and can be made as frequently as every annual grant cycle. Financial status reports are submitted quarterly. Grantees must complete a performance report at the end of the grant period.

Title: Response Plans for Shipments of Oil [Previous title: Preparation of Response Plans for Shipments of Oil].

OMB Control Number: 2137-0591.

Summary: In recent years several major oil discharges damaged the marine environment of the United States. As required by the Federal Water Pollution Control Act, as amended by the Oil Pollution Act of 1990, RSPA has issued regulations that require preparation of written spill response plans and, in certain instances, submission of these plans to RSPA for the transportation of oil in bulk by motor vehicle or rail car. These plans are intended to aid in the mitigation of the effects of unintended discharges of oil to the environment.

Affected Public: Carriers that transport oil in bulk, by motor vehicle or rail.

Annual Reporting and Recordkeeping Burden:

Number of Respondents: 8,000.

Total Annual Responses: 8,000.

Total Annual Burden Hours: 10,560.

Frequency: One time report, plus notification of changes when needed.

Issued in Washington, DC, on February 28, 1996.

Edward T. Mazzullo,

Director, Office of Hazardous Materials Standards.

[FR Doc. 96-5064 Filed 3-4-96; 8:45 am]

BILLING CODE 4910-60-P

Surface Transportation Board¹

[Finance Docket No. 32769]

Central New England Railroad, Inc., Modified Certificate

On October 11, 1995, Central New England Railroad, Inc. filed a notice under 49 CFR Part 1150, Subpart C—*Modified Certificate of Public Convenience and Necessity* to operate approximately 13.5-miles of an abandoned² rail line between milepost

¹The 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. 10901. 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.

²The 5.5-mile portion of the line between milepost 12.5 (Hazardville, CT) and milepost 18.0 (East Windsor, CT), was formerly owned by the Trustee of Penn Central Transportation Company, one of the eastern railroads reorganized under the Regional Rail Reorganization Act, and was never

8.8 at Enfield, CT (on the Connecticut-Massachusetts State line) and milepost 23.3 at East Windsor Hill, CT, owned by the Connecticut Department of Transportation (ConnDOT).

The Commission will serve a copy of this notice on the Association of American Railroads (Car Service Division), as agent of all railroads subscribing to the car-service and car-hire agreement, and on the American Short Line Railroad Association.

Decided: February 28, 1996.

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

Vernon A. Williams,

Secretary.

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designated in the United States Railway Associations's *Final System Plan* for transfer to Consolidated Rail Corporation (CR). The line was abandoned by the Trustee in 1976 pursuant to section 308 of the Regional Rail Reorganization Act of 1973, 45 U.S.C. 744(b) and acquired by the State of Connecticut's Department of Transportation (ConnDOT) for continued rail service.

The 3.7-mile portion of the line between milepost 12.5 (Hazardville, CT) and milepost 8.8 (Enfield, CT) was abandoned by the Boston and Maine Corporation in 1993. *See Boston and Maine Corporation—Abandonment Exemption—In Hartford County, CT, and Hampden County, MA, AB-32 (Sub-No. 62X), and Springfield Terminal Railway Company—Discontinuance Exemption—In Hartford County, CT, and Hampden County, AB-355 (Sub-No. 14X) (ICC served Nov. 24, 1993).*

The 4.3-mile portion of the line between milepost 18.0 and milepost 22.3 (East Windsor Hill, CT/CR milepost 6.77—Troy Road Connection) was abandoned by CR in 1987. *See Conrail Abandonment in Hartford County, CT, Docket No. AB-167 (Sub-No. 984N) (ICC served Feb. 23, 1987).* ConnDOT subsequently acquired this portion of the line on May 11, 1995, for continued rail service.