

that is operated by the Warren & Trumbull Railroad Company.

Petitioners state that: (1) The rail lines owned by EDRC and EDR-II do not physically connect, (2) there are no plans to acquire or operate additional rail lines for the purpose of making a connection; and (3) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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. Pleadings must be filed with the Board and served on: Robert A. Wimbish, Suite 420, 1920 N Street, N.W., Washington, D.C. 20036.

Decided: March 20, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-7242 Filed 3-25-96; 8:45 am]

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[STB Finance Docket No. 32877]

Pioneer Railcorp; Acquisition of Control Exemption; KNRECO, Inc., d/b/a/ Keokuk Junction Railway

Pioneer Railcorp. (Pioneer), a noncarrier holding company, has filed a notice of exemption to acquire a controlling interest (66.62% of the stock) of KNRECO, Inc., d/b/a Keokuk Junction Railway (KJRY) from its majority shareholder John Warfield. KJRY is a Class III common carrier railroad which owns 38 miles of track as follows: 28.4 miles of track from Keokuk to LaHarpe, Hancock County, IL, from MP 195.0 to MP 223.4; 5.1 miles of track from Hamilton to Warsaw,

Hancock County, IL, from MP 222.6 to MPW 227.7 (of which 1.5 miles are actively operated from MPW 222.6 to MP 224.1) and 4.5 miles of track extending from Keokuk westward from MP 0.0 to MP 4.5 (of which 2.5 miles are actively operated from MP 0.0 to MP 2.5). Pioneer will make a tender offer to acquire the remaining stock of KJRY. The transaction was scheduled to be consummated on or after March 8, 1996.

Pioneer owns and controls eight existing Class III shortline rail carriers: West Michigan Railroad Co., operating in Michigan; 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; Vandalia Railroad Company, operating in Illinois; and Minnesota Central Railroad Co., operating in Minnesota.

Pioneer states that: (i) The railroads will not connect with each other or any railroad in their corporate family; (ii) the acquisition of control is not part of a series of anticipated transactions that would connect the nine railroads with each other or any railroad in their corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32877, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423 and served on: Keith G. O'Brien, Esq., Rea, Cross & Auchincloss, Suite 420, 1920 N Street, N.W., Washington, DC 20036.

Decided: March 20, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-7241 Filed 3-25-96; 8:45 am]

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DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 96-19]

Request for Public Comments Concerning Dissemination of Existing Information Product and Elimination of Microfiche

AGENCY: Customs Service, Department of the Treasury.

ACTION: General notice; extension of comment period.

SUMMARY: On February 22, 1996, Customs published in the Federal Register a document inviting public comments regarding its intention to provide Customs rulings, future publications and additional information in CD-ROM and the Internet formats with built-in search capabilities and "hypertext" links. The document also requested comments regarding the possible elimination of the microfiche format used to presently supply rulings to the public by subscription. Comments were to be received on or before March 25, 1996. This document extends for an additional 30 days the period of time within which interested members of the public may comment on the proposals.

DATES: Comments must be received on or before April 25, 1996.

ADDRESSES: Written comments (preferably in triplicate) may be addressed to the Regulations Branch, U.S. Customs Service, Franklin Court, 1301 Constitution Avenue, N.W., Washington, D.C. 20229. Comments submitted may be inspected at the Regulations Branch, Office of Regulations and Rulings, Franklin Court, 1099 14th Street N.W., Suite 4000W, Washington, D.C.

FOR FURTHER INFORMATION CONTACT:

For contents and technical aspects of the CD-ROM: Howard Plofker, 202-482-7077.

For the Internet: Kathy Davis, 202-927-0255.

For the microfiche: Thomas Budnik, 202-482-6909.

¹ The ICC Termination Act of 1995, Pub. L. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323.