

proceeding to revoke the exemption under 49 U.S.C. 10502(d) [formerly section 10505(d)] may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction. An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32899, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Ave., N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Robert P. vom Eigen, Esq., Hopkins & Sutter, 888 16th St., N.W., Washington, D.C. 20006.

Decided: April 29, 1996.

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

Vernon A. Williams,
Secretary.

[FR Doc. 96-11314 Filed 5-6-96; 8:45 am]

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[STB Finance Docket No. 32903]

**Pittsburg & Shawmut Railroad, Inc.—
Acquisition and Operation
Exemption—Rail Lines Controlled by
Arthur T. Walker Estate Corporation
(The Pittsburg & Shawmut Railroad
Company, Red Bank Railroad
Company and Mountain Laurel
Railroad Company) [9544]**

Pittsburg & Shawmut Railroad, Inc. (P&S), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire and operate all of the lines of railroad controlled by Arthur T. Walker Estate Corporation (ATWEC),² viz., the lines owned by The Pittsburg & Shawmut Railroad Company (Shawmut), Mountain Laurel Railroad

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 to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10901.

² P&S maintains, and we agree, that this transaction falls under 49 U.S.C. 10901. Because P&S, a noncarrier, is acquiring all rail assets of three separate carriers, it could be argued that the transaction is subject to 49 U.S.C. 11323(a)(4). However, although Shawmut, Mountain Laurel and Red Bank are now separate, substantial corporate entities, together they comprise the single rail system of ATWEC. P&S will acquire and commence operation of the three rail lines simultaneously, and operate them as a single carrier. As a practical matter, the only effect of processing this transaction under section 10901, as opposed to section 11323, is that the class exemption at 49 CFR 1150.31 is available for section 10901 transactions involving the creation of a Class III carrier. Because this transaction only involves Class III carriers, it is immaterial, for purposes of employee protective arrangements, whether the transaction falls under section 10901 or section 11323. See 49 U.S.C. 10901(c) and 11326(c).

Company (Mountain Laurel), and Red Bank Railroad Company (Red Bank).³ All of the lines to be acquired and operated by P&S are in the State of Pennsylvania and are from: (1) Shawmut, being 96.747 miles of line (a) between Brockway Yard, Brockway (milepost 0.0) and Freeport (milepost 88.027), a distance of 88.027 miles, (b) between milepost 0.98 of the main line at Snyder Township (a/k/a milepost 0.0) and the connection with B&P (milepost 0.37), a distance of .37 miles, (c) between Brookville Yard (milepost 20.89) and the connection with Mountain Laurel (milepost 0.30), a distance of .30 miles, (d) between milepost 24.29 of the main line at Knox Township (a/k/a milepost 0.0) to the end of track (milepost 3.65), a distance of 3.65 miles, (e) between milepost 60.42 of the main line at Madison (a/k/a milepost 0.0) and the end of track (milepost 3.12), a distance of 3.12 miles, and (f) between Milepost 69.86 of the main line in East Franklin (a/k/a milepost 0.0) and the connection with B&P (milepost 1.28), a distance of 1.28 miles; (2) Mountain Laurel,⁴ being 127.7 miles of line (a) between Lawsonham (milepost 6.0) and Driftwood (milepost 110.0) a distance of 104 miles, and (b) between Rose (Brookville) (milepost 0.0) and Piney (milepost 23.7), a distance of 23.7 miles; and (3) Red Bank's 12.5 miles of leased line, being (a) between Lawsonham (milepost 0.0) and Sligo (milepost 10.5), a distance of 10.5 miles, and (b) between the end of track (milepost 4.0) and Lawsonham (milepost 6.0), a distance of 2.0 miles, for a total mileage of 236.947.

Consummation was expected to be on or about April 25, 1996.

This proceeding is related to *Genesee & Wyoming Inc.—Continuance in Control Exemption—Pittsburg & Shawmut Railroad, Inc.*, STB Finance Docket No. 32904, wherein Genesee & Wyoming, Inc. has concurrently filed a petition for exemption to continue in

³ Red Bank operates, with Shannon Transport, Inc. (Shannon), its rail lines under a lease and operating agreement authorized in Finance Docket No. 31705, *Shannon Transport, Inc., and Red Bank Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation*. Shannon has indicated that it will provide its written consent to the assignment of that agreement to P&S at the closing of the transaction prior to the commencement of operations by P&S.

⁴ The ICC approved Mountain Laurel's acquisition of these lines in Finance Docket No. 31974, *Mountain Laurel Railroad Company—Acquisition and Operation Exemption—Consolidated Rail Corporation*. By petition filed December 28, 1993, the Brotherhood of Maintenance of Way Employees seeks to revoke the exemption. This matter is pending before the Board, and, as a result, P&S's acquisition of Mountain Laurel is subject to final Board action in Finance Docket No. 31974.

control of P&S together with the other railroads in its system after P&S becomes a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to reopen will not automatically stay the transaction. An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32903, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381-0796.

Decided: May 1, 1996.

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

Vernon A. Williams,
Secretary.

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DEPARTMENT OF THE TREASURY

**Office of the Comptroller of the
Currency**

**Proposed Collection; Comment
Request**

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995. Currently, the OCC is soliciting comments concerning an information collection titled *Interpretive Rulings* (12 CFR 7).

DATES: Written comments should be submitted by June 6, 1996.

ADDRESSES: Direct all written comments to the Communications Division, Attention: 1557-0204, Third Floor, Office of the Comptroller of the Currency, 250 E Street SW., Washington, DC 20219. In addition, comments may be sent by facsimile transmission to (202) 874-5274, or by electronic mail to REGS.COMMENTS@OCC.TREAS.GOV.