Docket No. MC–F–19190 (Sub-No. 1) to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, NW., Washington, DC 20423. In addition, send one copy of comments to each of applicants' representatives: (1) Lawrence E. Lindeman, Suite 311, 218 N. Lee Street, Alexandria, VA 22314–2531; (2) Mark E. Southerst, General Counsel, Greyhound Lines, Inc., P.O. Box 660362, Dallas, TX 75266–0362; and (3) Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, NW., Washington, DC 20005–3934.

FOR FURTHER INFORMATION CONTACT: James Llewellyn Brown, (202) 927–5252, or Beryl Gordon, (202) 927–5660. [TDD for the hearing impaired: (202) 927–5721.]

SUPPLEMENTARY INFORMATION: In Adirondack Lines, Inc., and Pine Hill-Kingston Bus Corp.—Pooling—Greyhound Lines, Inc., No. MC–F–19190 (ICC served Feb. 8, 1989), a service pooling agreement was approved between Adirondack and Pine Hill, on the one hand, and Greyhound, on the other, over their routes between Albany, NY, and New York City.

Applicants now seek to extend the scope of their coordinated operations [2] over the following additional routes: (1) Between Buffalo, NY, and New York City; (2) between Albany and Buffalo; (3) between Albany and points on Long Island, NY; and (4) between New York City and Montreal.[3] These routes also serve such intermediate points as Syracuse and Rochester, NY.

The Adirondack Group operates 6 eastbound and 7 westbound trips daily between Albany and either Buffalo or Syracuse. Greyhound operates 6 daily round trips between Buffalo and either Albany or Syracuse. Between Buffalo and New York City, the Adirondack Group operates 4 southbound trips and 3 northbound trips, and Greyhound operates 11 round trips. Between Albany and points on Long Island, the Adirondack Group operates 3 daily round trips and an additional weekend round trip on specified dates,[4] and the Greyhound System operates 1 daily round trip. Between New York City and Montreal, the Adirondack Group operates 4 daily round trips,[5] and Greyhound operates 5 daily round trips and 1 additional round trip on weekends.

Because their competing services, in many instances, operate at nearly the same times of day with buses that are only partially loaded, applicants assert that their operations are inefficient, costly, and, as a consequence, unable to compete effectively with Amtrak, airline service, and private automobiles.

The Adirondack Group operates over 1,500 miles of intercity bus routes, predominantly in New York, under the following operating authorities: No. MC–28356 (Adirondack); No. MC–2060 (Pine Hill); and No. MC–276393 (PBC).[6]

The Greyhound System operates over 90,000 miles of intercity bus routes throughout the nation. Greyhound holds operating authority under No. MC–1515, and Vermont holds operating authority under No. MC–45626.

Applicants contend that there is substantial intermodal competition between points on the affected routes. They assert that Amtrak operates daily passenger train service between New York City and Buffalo, New York City and Montreal, and New York City and Albany. Additionally, they identify numerous air flights [7] and contend that the region's highway network makes private automobile travel relatively quick and inexpensive.

The proposed pooling of services, according to applicants, will enable them to increase their passenger load per bus. This, in turn, will reduce their unit costs and make their services more competitive. Additionally, they emphasize that the proposed pooling of service will permit them to spread their schedules out more evenly throughout the day, affording the traveling public a greater choice of departure times and enhancing the convenience of bus travel.

Applicants already operate from common terminals in Schenectady and White Plains, NY. They assert that these joint terminal operations have reduced their unit costs and improved their competitive posture. Joint terminals, they note, are more convenient for passengers as well. With joint terminals, passengers may board the next bus to their destination without regard to which carrier operates the particular schedule. Connections are enhanced as well because passengers can transfer between buses of the different carriers without changing terminals.

Applicants assert that they are not domiciled in Mexico and are not owned or controlled by persons of that country. In addition, they assert that approval of the service pooling agreement will not significantly affect either the quality of the human environment or the conservation of energy resources. Although it does not appear that significant environmental or energy conservation effects will result from approval of this application, comments are also invited on this issue.

Copies of the pooling application may be obtained free of charge by contacting applicants' representatives. In the alternative, the pooling application may be inspected at the offices of the Surface Transportation Board, Room 1221, during normal business hours. [Assistance for the hearing impaired is available through TDD service on (202) 927–5721.]

A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: August 7, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96–20916 Filed 8–15–96; 8:45 am]

BILLING CODE 4915–00–P

[2] The application indicates that applicants intend only to pool their services over these routes, and not to pool revenues or share expenses (except, perhaps, to the extent that use of common terminal facilities would result in sharing certain overhead expenses). Additionally, the application states that package express traffic is expected to be the subject of a later agreement. The appended agreement, however, purports to cover all ''bus operations'' and explicitly contemplates both passenger and package express traffic. Applicants should clarify this matter by the date comments are due.

[3] These routes are all operated in interstate or foreign commerce. The New York City-Buffalo route traverses New Jersey and serves Ridgeview, NJ. The Albany-Buffalo route is part of through services between such points as Boston, MA, and Toronto, Ontario, Canada. The Albany-Long Island route provides advertised connections to and from points in Connecticut and Massachusetts, and it connects with the New York City-Montreal route.

[4] The application states there are 5 daily round trips. However, footnotes in the bus schedules appended to the application indicate that two of these round trips operate only on specified dates and one of the two operates only between Kingston, NY, and Long Island.

[5] The Adirondack Group proposed to begin operations to and from Montreal in June 1996.

[6] The appendices or exhibits attached to the application appear to indicate that PBC operates under the trade name New York Trailways, but the record is not clear on this point. Applicants should either confirm or correct this point, as well, by the date comments are due.

[7] Applicants state that there are at least 75 daily flights in each direction between New York City and Buffalo or intermediate points, via American Airlines, Continental Airlines, Delta Airlines, U.S. Air, and United Airlines; 9 daily flights in each direction between Albany and Buffalo or intermediate points, via U.S. Air; 27 daily flights in each direction between New York City and Montreal, via American Airlines, Air Canada, Continental Airlines, and Delta Airlines; and 6 daily flights in each direction between Albany and points on Long Island, via U.S. Air.

Surface Transportation Board [1]

[Finance Docket No. 31989]

The Elk River Railroad, Inc.—Construction and Operation—in Clay and Kanawha Counties, WV

The Elk River Railroad, Inc. (TERRI) applied to the Interstate Commerce Commission (ICC), now the Surface Transportation Board (Board), for authority to construct and operate a 29.8-mile rail line from Hartland to Falling Rock, West Virginia. The ICC's Section of Environmental Analysis (SEA) began the environmental analysis of this proposal, considering the potential environmental impacts associated with TERRI's preferred route, and a ''no build'' alternative. SEA completed a Draft Environmental Impact Statement (served June 30, 1995).

The Board's SEA has now completed the environmental review process, and its conclusions are discussed in the Final Environmental Impact Statement (FEIS). SEA concludes that the proposed action would have adverse noise and safety impacts due to the close proximity of a substantial number of residences to the rail line. The proposed mitigation measures would reduce, but not totally eliminate, these impacts. There are, however, no feasible alternative rail routes by which this traffic could move. Furthermore, overall environmental impacts of the proposal may not be unduly severe if the recommended mitigation is implemented, particularly when balanced against the potential environmental benefits of reducing the increase in coal truck traffic. Therefore, the Section of Environmental Analysis recommends that the Board impose on any final decision approving the proposed construction and operation the mitigation measures contained in the FEIS.

Copies of the FEIS have been served on representative individuals and agencies. For additional information about the FEIS, please contact: Elaine K. Kaiser, Chief, Section of Environmental Analysis, or Michael Dalton at (202) 927–6197.

Copies of the FEIS are available to all persons for a fee through DC News and Data Inc. at (202) 289–4357 (assistance for the hearing impaired is available through TDD services (202) 927–5721) or by pickup from Room 2229, 1201 Constitution Avenue, NW, Washington, DC 20423. Because of limited resources, we are no longer able to make additional copies available at no cost.

Date made available to the public: August 9, 1996.

By the Surface Transportation Board, Elaine K. Kaiser, Chief, Section of Environmental Analysis, Office of Economic and Environmental Analysis.

Vernon A. Williams,

Secretary.

[FR Doc. 96–20914 Filed 8–15–96; 8:45 am]

BILLING CODE 4915–00–P

[1] The ICC Termination Act of 1995, Pub. L. 104–88, 109 Stat. 803 (the Act), enacted December 29, 1995, and effective January 1, 1996 abolished the Interstate Commerce Commission and transferred certain rail proceedings to the Surface Transportation Board (Board) if they involve functions retained by the Act. This proceeding concerns a function, authorization of rail construction under 49 U.S.C. 10901, that has been transferred to the Board.

Surface Transportation Board [1]

[Docket No. AB–389 (Sub-No. 1X)]

Georgia Great Southern Division, South Carolina Central Railroad Co., Inc.—Abandonment and Discontinuance Exemption—Between Albany and Dawson, in Terrell, Lee and Dougherty Counties, GA

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board exempts the Georgia Great Southern Division, South Carolina Central Railroad, Co., Inc., from the prior approval requirements of 49 U.S.C. 10903–04, to abandon its 13.62-mile line of railroad between Albany (milepost 86.5) and Sasser (milepost 72.88) and to discontinue service over its 5.38-mile rail line between Sasser and Dawson (milepost 67.5), in Terrell, Lee, and Dougherty Counties, GA, subject to public use, trail use/rail banking, historic preservation, other environmental, and standard labor protective conditions.

DATES: Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on September 15, 1996. Formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2) [2] and requests for interim trail use/rail banking under 49 CFR 1152.29 must be filed by August 26, 1996; and petitions to reopen must be filed by September 10, 1996.

ADDRESSES: Send pleadings referring to Docket No. AB–389 (Sub-No. 1X) to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Ave., N.W., Washington, D.C. 20423; and (2) Petitioner's representative, Michael W. Blaszak, 211 South Leitch Avenue, LaGrange, IL 60525–2162.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927–5660. [TDD for the hearing impaired: (202) 927–5721].

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC News & Data, Inc., Room 2229, 1201 Constitution Ave., N.W., Washington, D.C. 20423. Telephone: (202) 289–4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927–5721.]

Decided: August 9, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96–20917 Filed 8–15–96; 8:45 am]

BILLING CODE 4915–00–P

[1] The ICC Termination Act of 1995, Pub. L. No. 104–88, 109 Stat. 803 (the ICCTA), 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 ICCTA 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 ICCTA. 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 ICCTA, and citations are to the former sections of the statute, unless otherwise indicated.

[2] *See Exempt. of Rail Abandonment—Offers of Finan. Assist.,* 4 I.C.C.2d 164 (1987).

DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

[AC–42; OTS No. 6804]

First Federal Savings and Loan Association of Allen Parish, Oakdale, LA; Approval of Conversion Application

Notice is hereby given that on August 8, 1996, the Director, Corporate Activities, Office of Thrift Supervision, or her designee, acting pursuant to delegated authority, approved the application of First Federal Savings and Loan Association of Allen Parish, Oakdale, Louisiana, to convert to the stock form of organization. Copies of the application are available for inspection at the Dissemination Branch, Office of Thrift Supervision, 1700 G Street, N.W., Washington, D.C. 20552, and the Midwest Regional Office, Office of Thrift Supervision, 122 W. John