

Application No.	Applicant	Reason for delay	Estimated date of completion
11483-M	Autoliv, Autoflator AB, Vargarda, SW	4	03/31/1999
11984-M	United Parcel Service Company, Louisville, KY	4	03/31/1999

[FR Doc. 99-5591 Filed 3-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Finance Docket No. 33556]

Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—Control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of availability of Final Environmental Assessment.

SUMMARY: The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Final Environmental Assessment (Final EA) for the proposed acquisition of control of Illinois Central Corporation (IC) and its railroad affiliates by Canadian National Railway Company (CN). The Final EA addresses written public comments made since issuance of the Draft Environmental Assessment (Draft EA) on November 9, 1998 and the errata to the Draft EA on November 24, 1998, and includes SEA's final recommendations for mitigating the potential environmental impacts of the proposed CN/IC acquisition. In addition, the Final EA responds to public comments regarding the Safety Integration Plan prepared by CN and IC, in consultation with the Federal Railroad Administration, that explains how they propose to safely integrate their separate operations if the Board approves the proposed acquisition. SEA believes that with the recommended environmental mitigation, there will be no potential for significant environmental impact. SEA assessed the potential environmental impacts the proposed CN/IC acquisition could have on safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, historic and cultural resources, and environmental justice, and addressed the potential impacts in the Draft and Final EA. SEA determined that there would be potentially significant impacts on only

one issue area, hazardous materials transport safety. Accordingly, in the Final EA, SEA is recommending mitigation to address the potential acquisition-related increases in hazardous materials transport, including potential disproportionately high and adverse impacts these increases could have on minority and low-income populations. With these final mitigation recommendations, SEA believes there will be no potential for significant environmental effects on hazardous materials transport safety or environmental justice populations. SEA determined that none of the other environmental issue areas would have a potential for significant environmental effects and therefore do not warrant mitigation. However, because safety integration is an ongoing process, the Safety Integration Plan is an evolving document that will continue to be modified and refined until the proposed acquisition is safely implemented.

SEA fully considered all comments received in response to the Draft EA, consulted further with Federal, state, and local agencies, and conducted additional environmental analysis where appropriate in preparing the Final EA and in making its final environmental mitigation recommendations to the Board. In making its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EA, the Final EA, and SEA's final recommended environmental mitigation.

DATES: The Board plans to conduct oral argument on March 18, 1999 and a formal voting conference on March 25, 1999. The Board plans to serve its final written decision on May 25, 1999. Any party may file an administrative appeal within 20 days of the Board's final written decision.

FOR FURTHER INFORMATION: To request a copy of the Final EA or for further information on the proposed CN/IC acquisition, interested parties may call SEA's toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired: (202) 565-1695), or access SEA's website for the CN/IC acquisition at www.cnicacquisition.com. For additional information regarding environmental issues, or the environmental review process, contact

SEA's Project Manager for the proposed CN/IC acquisition, Michael Dalton, at (202) 565-1530.

SUPPLEMENTARY INFORMATION: On July 15, 1998, CN and IC, collectively referred to as CN/IC or applicants, filed a joint application¹ with the Board seeking authority for CN to acquire control of IC. The proposed CN/IC system would extend to both the east and west coasts of North America and the Gulf of Mexico. The Chicago area would serve as the hub of the combined system. This new system would cover approximately 18,670 miles of rail lines and related facilities, of which approximately 4,520 miles would be in the United States. The applicants state that integrating CN and IC operations would allow both rail systems to provide more reliable, efficient, and competitive service. The applicants also state that they anticipate relatively minor changes in rail operations as a result of the proposed acquisition. The applicants have proposed no rail line abandonments and only five minor construction projects (one rail line connection and four rail yard bypass tracks) as part of the proposed acquisition.

By the Board, Elaine K. Kaiser, Chief of the Section of Environmental Analysis.

Vernon A. Williams,

Secretary.

[FR Doc. 99-5625 Filed 3-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33713]

Idaho Northern & Pacific Railroad Company—Lease Exemption—Union Pacific Railroad Company

Idaho Northern & Pacific Railroad Company (IN&P), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from Union Pacific Railroad Company (UP) approximately 35.99 miles of rail line located: (i)

¹ Canadian National Railway Company, Grand Trunk Corporation, and Grand Trunk Western Railroad Incorporated—Control—Illinois Central Corporation, Illinois Central Railroad Company, Chicago, Central and Pacific Railroad Company, and Cedar River Railroad Company, STB Finance Docket No. 33556.

Between milepost 0.2, near Caldwell, ID, and milepost 11.39, at Wilder, ID; (ii) between milepost 443.0, near Hillcrest, ID, and milepost 467.8, near Nampa, ID; and (iii) track numbers 40, 401, 402, 403, 404, 406, 407, 408, 409, 410, 411, 412, 413, 414 and 415 in UP's Nampa Yard, in Nampa.¹ IN&P will be the operator of the property.

In conjunction with the lease of these rail lines, IN&P will acquire approximately 0.2 miles of incidental trackage rights over UP's rail line located between milepost 465.91, at Caldwell, and milepost 0.2, near Caldwell.

The transaction is expected to be consummated on March 1, 1999.

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 does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33713, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Karl Morell, Esq., BALL JANIK LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

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Decided: March 1, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-5485 Filed 3-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 569X)]

CSX Transportation, Inc.— Abandonment Exemption—in Guernsey and Noble Counties, OH

On February 16, 1999, CSX Transportation, Inc. (CSXT), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a portion of its line of railroad known as its Louisville Service Lane, Central Ohio Subdivision, extending from milepost BPB-4.9 near Byesville to milepost BPB-18.23 at the

end of the track near Cumberland, a distance of 13.3 miles, in Guernsey and Noble Counties, OH. The line traverses U.S. Postal Service Zip Codes 43723, 43724, and 43732, and includes the station of Cumberland at or near milepost BPB-18.23.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by June 4, 1999.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by the filing fee, which currently is set at \$1,000. See 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than March 29, 1999. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-55 (Sub-No. 569X) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) Charles M. Rosenberger, 500 Water Street—J150, Jacksonville, FL 32202. Replies to the CSXT petition are due on or before March 29, 1999.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152.

Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1545. [TDD for the hearing impaired is available at (202) 565-1695.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact

SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

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Decided: February 24, 1999.

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

Vernon A. Williams,
Secretary.

[FR Doc. 99-5249 Filed 5-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-549]

City of Rochelle, IL—Adverse Discontinuance—Rochelle Railroad Company

On February 16, 1999, the City of Rochelle, IL (City), filed an adverse application under 49 U.S.C. 10903 requesting that the Surface Transportation Board (Board) authorize the discontinuance by the Rochelle Railroad Company (RRC) of service over 2.06 miles of track that the City owns in an industrial park. The line was not further described in the application, but a map included with the filing indicates that the line begins at a switch near the intersection of Caron Road and Creston Road and ends in a stub east of Grecco Drive. The line has no stations and traverses United States Postal Service ZIP Code 61068.

In early 1998, the City terminated a contract with RRC to operate the line, but RRC continued to operate over the line. The City has also been operating the line under a Notice of Exemption in *City of Rochelle, Illinois—Notice of Exemption—Commencement of Rail Common Carrier Operations*, STB Finance Docket No. 33587 (STB served and published (63 FR 30036) June 2, 1998).

In a decision served in this proceeding on June 5, 1998, the City was granted a waiver of filing requirements in 49 CFR 1152 and was given permission to file an adverse discontinuance application containing the following information: (1) The name and address of the applicant; (2) the name and address of counsel; (3) a detailed map of the facilities involved; (4) the total carloads broken out for each of the shippers currently using the line

¹ The length of the rail line does not include the tracks in Nampa Yard.