

Application No.	Docket No.	Applicant	Modification of exemption
8013-M ....	.....	Praxair, Inc., Danbury, CT ¹	8013
10501-M ..	.....	Semi-Bulk Systems, Inc., Fenton, MO ²	10501
10985-M ..	.....	Georgia-Pacific Corporation, Atlanta, GA ³	10985
11749-M ..	.....	Union Tank Car Company, E. Chicago, IN ⁴	11749
12499-M ..	RSPA-2000-7650	M & M Service Company, Carlinville, IL ⁵	12499
12504-M ..	RSPA-2000-7652	Radian International, Research Triangle Park, NC ⁶	12504

¹ To modify the exemption to allow for the use of DOT 4E240 specification cylinders having a capacity up to 2,642 cubic inches to be used exclusively for sampling purposes.

² To modify the exemption to update reference language concerning Flexible Intermediate Bulk Container reuse provisions and repair procedures.

³ To modify the exemption to authorize the transportation of Class 8 materials in tank cars which remain standing with unloading connections attached when no product is being transferred.

⁴ To modify the exemption to change the availability/retention requirements of data documents used for alternative testing methods of DOT specification tank cars.

⁵ To reissue the exemption originally issued on an emergency basis for the transportation of liquefied petroleum gas in a non-DOT specification cargo tank.

⁶ To reissue the exemption originally issued on an emergency basis authorizing the use of temperature controlled equipment for the transportation of Class 3 and Division 2.1 materials.

[FR Doc. 00-24182 Filed 9-19-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33861]

Norfolk Southern Railway Company— Trackage Rights Exemption— Bessemer and Lake Erie Railroad Company

Bessemer and Lake Erie Railroad Company (B&LE), a Class II rail common carrier, has agreed to grant overhead trackage rights to Norfolk Southern Railway Company (NS) over approximately 50.38 miles of B&LE's mainline of railroad between NS' connection at Shenango, PA (at approximately milepost G4.27 in Mercer County), and NS' connection at Wallace Junction, PA (at approximately milepost E8.90 in Erie County).¹

NS reported that it intends to consummate the transaction on September 20, 2000, or as soon thereafter as the parties may agree and/or the time required for any necessary labor notice is given.

The purpose of the trackage rights is to permit NS to move traffic more safely, efficiently and expeditiously in the western Pennsylvania region.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in

¹ A redacted version of the trackage rights agreement between B&LE and NS was filed with the notice of exemption. The full version of the agreement, as required by 49 CFR 1180.6(a)(7)(ii), was concurrently filed under seal along with a motion for a protective order. A protective order was served on September 12, 2000.

Mendocino Coast Ry., Inc.—Lease and Operate, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33861, 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, one copy of each pleading must be served on John V. Edwards, Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510-2191.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: September 13, 2000.

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

Vernon A. Williams,
Secretary.

[FR Doc. 00-24026 Filed 9-19-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33921]

Norfolk Southern Railway Company— Trackage Rights Exemption— Wisconsin Chicago Link, Ltd.

Wisconsin Chicago Link, Ltd. (WCLL), a Class III rail carrier and a subsidiary of Wisconsin Central Transportation Company, a noncarrier holding

company,¹ has agreed to grant non-exclusive overhead trackage rights to Norfolk Southern Railway Company (NS) over approximately 1.9 miles of rail line known as the Panhandle Line,² which WCLL currently leases from Pennsylvania Lines LLC (PRR), between approximately PCC&StL milepost 309.8 at Odgen Junction near Rockwell Street and approximately PCC&StL milepost 307.9 near the Ash Street Interlocking in Chicago, Cook County, IL.³

NS reported that it intends to consummate the transaction on September 15, 2000, or as soon thereafter as the parties may agree and/or the time required for any necessary labor notice is given.

The purpose of this trackage rights is to permit NS to move overhead traffic more safely, efficiently, and quickly, as well as reduce congestion and help avoid delays of NS's traffic in the Chicago area.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the

¹ See *Wisconsin Central Transportation Corporation—Continuance in Control Exemption—Wisconsin Chicago Link Ltd.*, STB Finance Docket No. 33811 (STB served Mar. 8, 2000).

² The Panhandle Line was formerly owned by Consolidated Rail Corporation. Pursuant to a transaction approved by the Board, and consummated by the parties on June 1, 1999, PRR was assigned assets designated to be operated as part of the NS rail system (the PRR-Allocated Assets). See *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company—Control and Operating Leases/Agreements—Conrail Inc. and Consolidated Rail Corporation*, STB Finance Docket No. 33388, Decision No. 89 (STB served July 23, 1998).

³ See *Wisconsin Chicago Link Ltd.—Lease Exemption—Pennsylvania Lines LLC*, STB Finance Docket No. 33831 (STB served Feb. 10, 2000).

NS states that although the lease is yet to be executed and put into effect, the parties expect it to become effective in the near future and wish to be able to put the grant of trackage rights back to NS into effect on or near the same date.