

**[STB Finance Docket No. 32841 (Sub-No. 1)]****East Texas Central Railroad, Inc.—  
Operation Exemption—Northeast  
Texas Rural Rail Transportation  
District**

East Texas Central Railroad, Inc. (ETC) has filed a verified notice of exemption under 49 CFR 1150.31 to operate a total of approximately 38 miles of rail lines as follows: (1) approximately 31.0 miles of rail lines owned by Northeast Texas Rural Rail Transportation District (NETEX) beginning at milepost 524.0, located approximately 6.2 miles west of Sulphur Springs, TX, and proceeding in a westerly direction through the Counties of Hopkins and Delta to milepost 555.0 at Simtrott in Hunt County, TX; and, (2) approximately 7 miles of rail line owned by the St. Louis Southwestern Railway Company between milepost 524.0 and milepost 517.0, pursuant to trackage rights acquired by NETEX for the purpose of interchanging and switching at Sulphur Springs, TX. ETC entered into an agreement with NETEX to perform these rail operations, which commenced in April 1996. Due to an oversight, ETC did not file a verified notice of exemption with the Board prior to commencing its rail operations. ETC, a noncarrier prior to commencement of operations, now seeks to correct this error by filing this notice involving the class exemption under 49 CFR 1150.31. The effective date of this exemption is September 8, 1996.

On September 3, 1996, the shares of ETC were to be acquired by Southern Railway Services, Inc. (SRS), a noncarrier that is not in control of any other carrier. ETC states that the sale of its stock to SRS will not have any impact on its continuing obligation to provide rail operations under its agreement with NETEX.

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. 32841 (Sub-No. 1), 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: Richard H. Streeter, Barnes & Thornburg, 1401 Eye Street, N.W., Suite 500, Washington, DC 20005.

Decided: September 20, 1996.

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

Vernon A. Williams,  
*Secretary.*

[FR Doc. 96-24704 Filed 9-26-96; 8:45 am]

BILLING CODE 4915-00-P

**[STB Finance Docket No. 33042]****Richard B. Webb and Susan K. Lundy—Continuance in Control  
Exemption—Palouse River & Coulee  
City Railroad, Inc.**

Richard B. Webb and Susan K. Lundy (Applicants), have filed a notice of exemption to continue in control of Palouse River & Coulee City Railroad, Inc. (PRCC), upon PRCC's becoming a Class III rail carrier. The transaction was to have been consummated on or after the September 4, 1996 effective date of the exemption.

PRCC, a noncarrier, has concurrently filed a notice of exemption in *Palouse River & Coulee City Railroad, Inc.—Acquisition Exemption—Burlington Northern Railroad Company*, STB Finance Docket No. 33041, to acquire approximately 277.3 miles of rail lines of Burlington Northern Railroad Company, in the States Washington and Idaho.

Applicants control one other nonconnecting Class III rail carrier—South Kansas and Oklahoma Railroad Company (SKO)—which operates lines in the States of Kansas and Oklahoma.<sup>2</sup> Applicants state that: (1) PRCC will not connect with SKO; (2) the continuance in control is not part of a series of anticipated transactions that would connect the two railroads; and (3) the transaction does not involve a Class I railroad. The transaction therefore 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 railroad carriers. Because this transaction involves Class III rail

<sup>1</sup> 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 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. 11323-24.

<sup>2</sup> See *South Kansas and Oklahoma Railroad, Inc.—Acquisition and Operation Exemption—The Atchison, Topeka and Santa Fe Railway Company*, Finance Docket No. 31802 (ICC served Jan. 9, 1991).

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.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33042, 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: Karl Morell, Ball Janik LLP, Suite 225, 1455 F Street, N.W., Washington, DC 20005.

Decided: September 19, 1996.

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

Vernon A. Williams,  
*Secretary.*

[FR Doc. 96-24705 Filed 9-26-96; 8:45 am]

BILLING CODE 4915-00-P

**[STB Finance Docket No. 33041]****Palouse River & Coulee City Railroad,  
Inc.—Acquisition Exemption—  
Burlington Northern Railroad Company**

Palouse River & Coulee City Railroad, Inc. (PRCC), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire approximately 277.3 miles of rail lines owned by Burlington Northern Railroad Company (BN) as follows: between the C.W. Subdivision milepost 1.0 north of Cheney, WA, and the western end of the rail line at C.W. Subdivision milepost 108.8 in Coulee City, WA; between the Palouse Subdivision milepost 1.0 south of Marshall, WA, and the southern end of the rail line at Palouse Subdivision milepost 123.5 at or near Arrow, ID; and between WIM Subdivision milepost 0.0 at Palouse, WA, and the eastern end of the rail line at WIM Subdivision milepost 47.0 at Bovill, ID. The transaction was to have been consummated on or after the September 4, 1996 effective date of the exemption.

This proceeding is related to *Richard B. Webb and Susan K. Lundy—Continuance in Control Exemption—Palouse River & Coulee City Railroad, Inc.*, STB Finance Docket No. 33042, wherein Richard B. Webb and Susan K. Lundy have concurrently filed a verified

<sup>1</sup> 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 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.

notice to continue to control PRCC, upon its becoming a Class III rail carrier.

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. 33041, 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: Karl Morell, Ball Janik LLP, Suite 225, 1455 F Street, N.W., Washington, DC 20005.

Decided: September 19, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-24706 Filed 9-26-96; 8:45 am]

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#### [STB Finance Docket No. 32121]

#### **RailTex, Inc.—Continuance in Control Exemption—Connecticut Southern Railroad, Inc.**

RailTex, Inc. (RailTex), a noncarrier holding company, has filed a notice of exemption to continue in control of the Connecticut Southern Railroad, Inc. (CSO), upon CSO's becoming a Class III railroad.

This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.

The transaction is expected to be consummated on September 20, 1996.

This transaction is related to STB Finance Docket No. 33120, *Connecticut Southern Railroad, Inc.—Acquisition and Operation Exemption—Lines of Consolidated Rail Corporation*, wherein CSO seeks to acquire and operate certain rail lines from Consolidated Rail Corporation.

RailTex controls 20 existing Class III railroad subsidiaries: San Diego & Imperial Valley Railroad Company, Inc., operating in California; North Carolina & Virginia Railroad Company, Inc. (including Virginia Southern Division), operating in North Carolina and Virginia; South Carolina Central Railroad Company, Inc. (including Carolina Piedmont Division), operating

in South Carolina; Mid-Michigan Railroad, Inc. (including Northeast Kansas & Missouri Division and Texas Northeastern Division) operating in Texas, Kansas, Missouri and Michigan; Chesapeake & Albemarle Railroad Company, Inc., operating in Virginia and North Carolina; Michigan Shore Railroad Company, Inc., operating in Michigan; New Orleans Lower Coast Railroad Company, Inc., operating in Louisiana; Dallas, Garland & Northeastern Railroad, Inc., operating in Texas; Indiana Southern Railroad, Inc., operating in Indiana; Missouri & Northern Arkansas Railroad Company, Inc., operating in Kansas, Missouri and Arkansas; Salt Lake City Southern Railroad Company, Inc., operating in Utah; Grand Rapids Eastern Railroad, Inc., operating in Michigan; Central Oregon & Pacific Railroad, Inc., operating in Oregon and California; New England Central Railroad, Inc., operating in Vermont, New Hampshire, Massachusetts, and Connecticut; Georgia Southwestern Railroad, Inc. (including Georgia & Alabama Division and Georgia Southwestern Division), operating in Alabama and Georgia; Austin & Northwestern Railroad Company, Inc. (including Texas-New Mexico Division), operating in Texas and New Mexico; Cincinnati Terminal Railway Company, operating in Ohio; Indiana and Ohio Railroad, Inc., operating in Indiana and Ohio; Indiana & Ohio Railway Company, operating in Ohio; and Indiana & Ohio Central Railroad, Inc., operating in Ohio.

RailTex states that: (i) The rail lines to be operated by CSO do not connect with any railroad in the RailTex corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect CSO with any railroad in the RailTex 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. 33121, 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 Karl Morell, Esq., Ball, Janik LLP, 1455 F Street, N.W., Suite 225, Washington, DC 20005.

Decided: September 18, 1996.

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

Vernon A. Williams,

Secretary.

[FR Doc. 96-24707 Filed 9-26-96; 8:45 am]

BILLING CODE 4915-00-P

#### **DEPARTMENT OF THE TREASURY**

#### **Departmental Offices; Proposed Collection; Comment Request**

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork burdens, invites the general public and other Federal agencies to comment on an information collection that is due for renewed approval by the Office of Management and Budget. The Office of International Financial Analysis within the Department of the Treasury is soliciting comments concerning Treasury International Capital Form BQ-1, Part 1: Reporting Bank's Own Claims, and Selected Claims of Broker or Dealer, on Foreigners; and Part 2: Domestic Customers' Claims on Foreigners Held by Reporting Bank, Broker or Dealer, Payable in Dollars.

**DATES:** Written comments should be received on or before November 26, 1996 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Gary A. Lee, Manager, Treasury International Capital Reporting System, Department of the Treasury, Room 5464, 1500 Pennsylvania Avenue NW., Washington, DC 20220.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of the forms and instructions should be directed to Gary A. Lee, Manager, Treasury International Capital Reporting System, Department of Treasury, Room 5464, 1500 Pennsylvania Avenue NW., Washington, DC 20220, (202) 622-2270.

<sup>1</sup> 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 and transferred certain functions to the Surface Transportation Board (Board).