

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 927-1600. [TDD for the hearing impaired: (202) 565-1695.]

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., Suite 210, 1925 K Street, NW, Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

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Decided: June 23, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 98-17394 Filed 6-30-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33615]

**Genesee & Wyoming Inc.—
Continuance in Control Exemption—
Savannah Port Terminal Railroad, Inc.
and Golden Isles Terminal Railroad,
Inc.**

Genesee and Wyoming Inc. (GWI), a noncarrier holding company, has filed a notice of exemption to continue in control of Savannah Port Terminal Railroad, Inc. (SAPT) and Golden Isles Terminal Railroad, Inc. (GITM), upon SAPT and GITM becoming Class III railroads.

The transaction was scheduled to be consummated on or shortly after June 8, 1998.

This transaction is related to STB Finance Docket No. 33613, *Savannah Port Terminal Railroad, Inc.—Acquisition and Operation Exemption—Georgia Ports Authority and Savannah State Docks Railroad and STB Finance Docket No. 33614, Golden Isles Terminal Railroad, Inc.—Acquisition and Operation Exemption—Georgia Ports Authority and Colonel's Island Railroad*, wherein SAPT and GITM seek to acquire easements to operate over certain rail lines from GPA.

GWI directly controls one existing Class II rail carrier subsidiary: Buffalo & Pittsburgh Railroad, Inc., operating in New York and Pennsylvania. GWI directly controls 12 existing Class III rail carrier subsidiaries: Genesee & Wyoming Railroad Company, Inc.,

operating in New York; Dansville and Mount Morris Railroad Company, operating in New York; Rochester & Southern Railroad, Inc., operating in New York; Louisiana & Delta Railroad, Inc., operating in Louisiana; Bradford Industrial Rail, Inc., operating in Pennsylvania and New York; Allegheny & Eastern Railroad, Inc., operating in Pennsylvania; Willamette & Pacific Railroad, Inc., operating in Oregon; GWI Switching Services, operating in Texas; Illinois & Midland Railroad, Inc., operating in Illinois; Pittsburgh & Shawmut Railroad, Inc., operating in Pennsylvania; Portland & Western Railroad, Inc., operating in Oregon; and Corpus Christi Terminal Railroad, Inc., operating in Texas.

GWI indirectly controls 3 Class III rail carriers through its ownership of Rail Link, Inc.: Carolina Coastal Railway, Inc., operating in North Carolina; Commonwealth Railway, Inc., operating in Virginia; and Talleyrand Terminal Railroad, Inc., operating in Florida.

GWI states that: (i) The rail lines to be operated by SAPT and GITM do not connect with any railroad in the corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect SAPT and GITM's lines with any railroads in the 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).

As a condition to this exemption the continuance in control of SAPT and GITM are subject to the labor protection requirements of 49 U.S.C. 11326(b).

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. 33615, 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 Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381-0796.

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

Decided: June 24, 1998.

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

Vernon A. Williams,

Secretary.

[FR Doc. 98-17506 Filed 6-30-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33614]

**Golden Isles Terminal Railroad, Inc.—
Acquisition and Operation
Exemption—Georgia Ports Authority
and Colonel's Island Railroad**

Golden Isles Terminal Railroad, Inc. (GITM), a noncarrier has filed a verified notice of exemption under 49 CFR 1150.31 to acquire the exclusive rail freight easement over and operate approximately 33 of miles rail line (consisting of approximately 12.6 miles of common use tracks and 20.4 miles of yard tracks, industrial leads, and related trackage over which the Board might not have jurisdiction) owned by Georgia Ports Authority (GPA).¹ The rail line involved in this acquisition is located in the Colonel's Island Bulk and Auto Processing Terminal near Brunswick, Glynn County Georgia. The line is currently operated by Colonel's Island Railroad (CIRR). Following GITM's acquisition of the line CIRR will permanently relinquish its rights to operate as a common carrier railroad over the line.

The transaction was expected to be consummated on or shortly after June 8, 1998.

This transaction is related to STB Finance Docket 33615, *Genesee & Wyoming Inc.—Continuance in Control Exemption—Savannah Port Terminal Railroad, Inc. and Golden Isles Terminal Railroad, Inc.*, wherein Genesee & Wyoming, Inc., has concurrently filed a verified notice of exemption to continue in control of GITM upon its becoming a Class III rail carrier.

If the verified 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. 33614, must be filed with the Surface Transportation Board, Office

¹ The rail lines are located within a terminal area and do not have designated mileposts. GITM certifies that its projected revenues will not exceed those that would qualify it as a Class III carrier.

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 Eric M. Hocky, Esquire, Gollatz & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381.

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Decided: June 24, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-17508 Filed 6-30-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33613]

Savannah Port Terminal Railroad, Inc.—Acquisition and Operation Exemption—Georgia Ports Authority and Savannah State Docks Railroad

Savannah Port Terminal Railroad, Inc. (SAPT), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire the exclusive easement over and operate approximately 23 miles of rail line (consisting of approximately 1 mile of common use tracks, and 22 miles of yard tracks, industrial leads, and other related trackage over which the Board might not have jurisdiction) owned by the Georgia Ports Authority (GPA).¹ The rail line involved in this acquisition transaction is located within the Garden City Terminal, Garden City, GA. The line is currently operated by Savannah State Docks Railroad (SSDRR). Following the acquisition transaction, SSDRR will permanently relinquish its right to operate as a common carrier railroad over the line.

The transaction was expected to be consummated on or shortly after June 8, 1998.

This transaction is related to STB Finance Docket No. 33615, *Genesee & Wyoming Inc.—Continuance in Control Exemption—Savannah Port Terminal Railroad, Inc. and Golden Isles Terminal Railroad, Inc.*, wherein Genesee & Wyoming Inc., has concurrently filed a verified notice of exemption to continue in control of SAPT upon its becoming a Class III rail carrier.

¹ The rail lines are located within a terminal area and do not have designated mileposts. SAPT certifies that its projected revenues will not exceed those that would qualify it as a Class III railroad.

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. 33613, 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 Eric M. Hocky, Esquire, Gollatz, Griffin & Ewing, P.C., 213 West Miner Street, P.O. Box 796, West Chester, PA 19381-0796.

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Decided: June 24, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-17507 Filed 6-30-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-83 (Sub-No. 16X)]

Maine Central Railroad Company—Abandonment Exemption—in Androscoggin County, ME

Maine Central Railroad Company (MeC) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments and Discontinuances* to abandon an approximately 18.97-mile line of its railroad on the Lewiston Industrial Track between Engineering Station 0+00 (approximately milepost 0.00) and Engineering Station 1001+81.6 (approximately milepost 18.97), in Androscoggin County, ME. The line traverses United States Postal Service Zip Codes 04011, 04086, 04210, 04240, 04250, 04251 and 04252.

MeC has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic moving over the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8

(historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on July 31, 1998, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by July 13, 1998. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by July 21, 1998, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: John R. Nadolny, Maine Central Railroad Company, Law Department, Iron Horse Park, North Billerica, MA.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

MeC has filed an environmental report which addresses the effects of the abandonment and discontinuance, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by July 6, 1998. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).