

via the OPS Home Page at <http://ops.dot.gov>, to collect, update, and exchange information about all demonstration candidates, including NGPL.

At a November 19, 1997, public meeting OPS hosted in Houston, TX, NGPL officials presented a summary of the proposed demonstration project and answered questions from meeting attendees. (Portions of this meeting were broadcast on December 4, 1997 and March 26, 1998.) No issues or concerns about NGPL's proposal have been raised.

H. Listing of the Agencies and Persons Consulted, Including Any Consultants

Persons/Agencies Directly Involved in Project Evaluation

Stacey Gerard, OPS/U.S. Department of Transportation

Tom Fortner, OPS/U.S. Department of Transportation

Ivan Huntoon, OPS/U.S. Department of Transportation

Donald Moore, OPS/U.S. Department of Transportation

Rodrick Seeley, OPS/U.S. Department of Transportation

Dallas Rea, OPS/U.S. Department of Transportation

Bruce Hansen, OPS/U.S. Department of Transportation

Elizabeth Callsen, OPS/U.S. Department of Transportation

Steve Smock, Illinois Commerce Commission

Edward Steele, Ohio Public Utilities Commission

Mary McDaniel, Railroad Commission of Texas

Jim vonHerrmann, Cycla Corporation (consultant)

Andrew McClymont, Cycla Corporation (consultant)

Persons/Agencies Receiving Briefings/Project Prospectus/Requests for Comment

Regional Response Team (RRT), Regions 5 and 6, representing the Environmental Protection Agency; the Coast Guard; the U.S. Departments of Interior, Commerce, Justice, Transportation, Agriculture, Defense, State, Energy, Labor; Health and Human Services; the Nuclear Regulatory Commission; the General Services Administration; and the Federal Emergency Management Agency (RRT Co-Chairs: Richard Karl and Charles Gazda, EPA, and Capt. Christopher Desmond and Capt. Gregory Cope, Coast Guard).

I. Conclusion

Based on the above-described analysis of the proposed demonstration project,

OPS has determined that there are no significant impacts associated with this action.

[FR Doc. 98-23442 Filed 8-31-98; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-98-3891; Notice 14]

Pipeline Safety: Mobil Pipe Line Company Approved for Pipeline Risk Management Demonstration Program; Correction

AGENCY: Office of Pipeline Safety, Research and Special Programs Administration, DOT.

ACTION: Notice; correction.

SUMMARY: RSPA published a document in the **Federal Register** of August 14, 1998, regarding approval of Mobil Pipeline Line Company for the Pipeline Risk Management Demonstration Program. The document contained errors in reference to the pipeline company's name.

FOR FURTHER INFORMATION CONTACT: Elizabeth Callsen, OPS, (202) 355-4572.

Correction

In the **Federal Register** issue of August 14, 1998, in FR Doc. 98-21840, on page 43742, in the first column, second full paragraph, correct the second sentence to read: OPS conducted an Environmental Assessment of Mobil's project (63 FR 36018, "Pipeline Safety: Intent to Approve Project and Environmental Assessment for the Mobil Pipe Line Company Pipeline Risk Management Demonstration Program", July 1, 1998).

Issued in Washington, DC on August 26, 1998.

Richard B. Felder,

Associate Administrator.

[FR Doc. 98-23443 Filed 8-31-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33639]

Dakota, Missouri Valley & Western Railroad, Inc.—Acquisition and Operation Exemption—A Line of The Burlington Northern and Santa Fe Railway Company

Dakota, Missouri Valley & Western Railroad, Inc. (DMVW), a Class III rail

carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire (by purchase) ownership rights in (a permanent and exclusive rail service easement) and to operate over approximately 45.3 miles of rail line, owned by The Burlington Northern and Santa Fe Railway Company (BNSF), known as the McKenzie-Linton Line, between milepost 0.0 at McKenzie, Burleigh County, ND, and milepost 45.3 in Linton, Emmons County, ND.¹

The transaction is scheduled to be consummated on or before September 1, 1998.²

If this 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. 33639, 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 Kevin M. Sheys, Oppenheimer Wolff Donnelly & Bayh LLP, 1350 Eye Street N.W., Suite 200, Washington, DC 20005-3324.

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

Decided: August 25, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-23451 Filed 8-31-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33647]

Georgia Southwestern Railroad, Inc.—Lease Exemption—The Georgia Department of Transportation

Georgia Southwestern Railroad, Inc. (GSWR), a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from the Georgia Department of Transportation (GDOT)

¹ DMVW will also acquire BNSF's interest in all railroad tracks, track materials and related track structures and facilities located between milepost 0.0 at McKenzie and milepost 28.7 at Hazelton, ND. BNSF will convey to DMVW the exclusive right to conduct rail freight transportation business on the entire McKenzie-Linton Line.

² The transaction could not be consummated no sooner than the August 10, 1998, effective date of the exemption.

and operate approximately 67.63 miles of rail lines as follows: (i) the rail line between milepost 577.85, at Vidalia, GA, and milepost 645.00, at Rochelle, GA, a distance of 67.15 miles; and (ii) the Abbeville Wye Track between Main Line Valuation Station 3429+40 and Wye Track Valuation Station 25+10, at Abbeville, GA, a distance of .48 miles.

The transaction is expected to be consummated on or after October 6, 1998. Because the projected revenues of the rail lines to be operated will exceed \$5 million, GSWR certified to the Board, on August 7, 1998, that the required notice of its rail line acquisition was posted at the workplace of the employees on the affected lines on August 6, 1998. See 49 CFR 1150.42(e).¹

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. 33647, 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, Suite 225, 1455 F Street, N.W., Washington, DC 20005.

Decided: August 25, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-23452 Filed 8-31-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33646]

Twin Cities & Western Railroad Co.— Relocation Exemption—Hennepin County Regional Railroad Authority and The Burlington Northern and Santa Fe Railway Company

On August 3, 1998, Twin Cities & Western Railroad Co. (TCW), filed a notice of exemption under 49 CFR

1180.2(d)(5) to relocate certain overhead trackage rights in Hennepin County, MN. The transaction was expected to be consummated on or after August 10, 1998.

In 1991, as part of the purchase of its lines from Soo Line Railroad Company, doing business as Canadian Pacific Railway (CPR), TCW was granted incidental trackage rights over the Merriam Park Line, extending from the eastern terminus of TCW's line at Tower E-14 near Hopkins, MN (milepost 435.06), to milepost 416.43, and operating rights beyond to the St. Paul Yard, where it interchanges with CPR pursuant to an interchange agreement. The Merriam Park Line was purchased by the Hennepin County Regional Railroad Authority (HCRRA) pursuant to a Purchase Agreement dated December 23, 1992. As part of the Purchase Agreement, CPR and TCW were given a grant-back easement on the Merriam Park Line for continued rail operations.

The Merriam Park Line includes a portion of the Hiawatha/Cedar Avenue Wye, from milepost 423.59±, near the eastern edge of Cedar Avenue, to milepost 421.21±, near the eastern edge of Hiawatha Avenue (State Highway 55); the remainder of the wye is from milepost 423.59± to milepost 423.26±. Included in the Purchase Agreement is the condition that CPR will ultimately relocate those operations currently moving through the wye track to enable the Minnesota Department of Transportation to rehabilitate and upgrade Highway 55 and avoid restoration of two railroad crossings over a main highway artery to and from downtown Minneapolis. In *Soo Line Railroad Company, d/b/a Canadian Pacific Railway—Abandonment Exemption—In Hennepin County, MN*, STB Docket No. AB-57 (Sub-No. 40X) (STB served June 26, 1998), CPR was granted an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10903 to discontinue service over but not abandon the 1-mile wye until after TCW obtains approval or an exemption to discontinue its trackage rights and CPR informs any party requesting a public use condition or a NITU if and when those trackage rights are discontinued.

In TCW's Trackage Rights Agreement with CPR, dated July 26, 1991, there is a stipulation that if operations over the Merriam Park Line are interrupted, CPR will provide an alternate route over the Kenilworth Route, which is a line that extends between Hopkins and Cedar Lake/Minneapolis, MN. The Kenilworth Route is also owned by the HCRRA. CPR and TCW have existing trackage rights

over the Kenilworth Route, which had been out-of-service and in disrepair. HCRRA has rehabilitated the Kenilworth Route and by this notice of exemption, CPR and TCW are relocating their overhead operations using the Kenilworth Route and their existing trackage rights over a line of The Burlington Northern and Santa Fe Railroad Company, between Minneapolis and St. Paul, MN, to reach the St. Paul Yard.

Incidental to the relocation, TCW is also discontinuing its trackage rights over the portion of the Merriam Park Line extending from milepost 428.0 to milepost 416.43. The transaction will simplify rail operations. TCW states that, because it operates only overhead trackage rights over the Merriam Park Line, no shippers will be affected by the relocation, and, thus, separate approval or an exemption is not required for the discontinuance of trackage rights.

The Board will exercise jurisdiction over the abandonment or construction components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track involves expansion into new territory. See *City of Detroit v. Canadian National Ry. Co., et al.*, 9 I.C.C.2d 1208 (1993), *aff'd sub nom.*, *Detroit/Wayne County Port Authority v. ICC*, 59 F.3d 1314 (D.C. Cir. 1995). Line relocation projects may embrace trackage rights transactions such as the one involved here. See *D.T.&I.R.—Trackage Rights*, 363 I.C.C. 878 (1981). Under these standards, the incidental abandonment, construction, and trackage rights components require no separate approval or exemption when the relocation project, as here, will not disrupt service to shippers and thus qualifies for the class exemption at 49 CFR 1180.2(d)(5).

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

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. 33646, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423—

¹ GSWR notes that there are currently no employees on the lines it seeks to lease but that it has complied with the technical requirements of section 1150.42(e) by posting notice at the workplace of GDOT. Notice was also posted at the workplace of Georgia Central Railway, L.P., a former owner and operator of a segment of the line GSWR seeks to lease. GSWR further notes that there are no labor unions with employees on the affected lines.