

addition, regular maintenance and odorant delivery to the LaCrescent, Minnesota Branch Line could present a traffic hazard and the potential for a hazardous material spill in a wetland area.

- The take-off for the LaCrosse, Wisconsin Branch Line is in a low, sandy, Mississippi River flood plain area. Installation of an odorizer on this line could cause an environmental impact to the Mississippi River flood plain. Lastly, access to this line is limited. This would make it difficult to deliver odorant to the pipeline.

NNG provided the following additional information on its pipelines for consideration of its waiver request:

1. Rippey, Iowa Branch Line—IAB64601 (Mile Post (MP) 0.000–0.034)

Line IAB64601 is 2-inch in diameter, 0.034 miles (180 feet) in length, and begins at a side valve on the Perry, Iowa branch line, IAB64401. Line IAB64601 supplies gas to the town of Ripley, Iowa through the Rippey #1 TBS. This entire line is in Class 3 area.

2. LaCrescent, Minnesota Branch Line—MNB73701 (MP 0.000–0.369)

Line MNB73701 is 4-inch in diameter, 0.369 miles (1,848 feet) in length, and begins at a side valve on the LaCrosse branch line, MNB73201. Line MNB73701 is located in a wetland area that is part of the Mississippi River flood plain and supplies gas to the town of LaCrescent, Minnesota through the LaCrescent #1 TBS. Line MNB73701 is Class 1 from MP 0.000–0.051 and Class 3 from MP 0.051–0.369.

3. LaCrosse, Wisconsin Branch Line—WIB24101 (MP 0.000–0.119)

Line WIB24101 is 12-inch in diameter, 0.119 miles (628 feet) in length, and begins at a buried tap on the Tomah, Wisconsin, branch line WIB11901. Line WIB24101 supplies gas to the town of LaCrosse, Wisconsin through the LaCrosse #1 TBS. This entire line is in Class 3 area.

NNG believes it considered all practical alternatives for the placement of odorization equipment on its pipelines. They concluded that none were feasible.

Proposed Alternatives

NNG proposes the following alternatives and believes that these alternatives provide a higher level of safety than those required by the pipeline safety regulations. NNG proposes to:

- Perform leak surveys along the entire length of the Rippey, Iowa; LaCrescent, Minnesota; and LaCrosse,

Wisconsin pipelines. All surveys will be performed quarterly and with leak detection equipment.

- Install and maintain additional pipeline markers along each pipeline.

OPS Review

OPS is publishing this notice in the **Federal Register** to provide an opportunity for public comment. After OPS has considered any comments it receives in response to this Notice, it will make a final determination granting or denying the waiver as proposed, or with modifications. If the waiver is granted, and OPS subsequently determines that the effect of the waiver is no longer consistent with pipeline safety, OPS may revoke the waiver at its sole discretion. This Notice is OPS's only request for public comment before making its final decision in this matter. At the conclusion of the comment period, OPS will make a determination on the proposed waiver and publish its decision in the **Federal Register**.

Authority: 49 U.S.C. 60118 (c) and 49 CFR 1.53.

Issued in Washington, DC, on February 25, 2005.

Theodore L. Willke,

Deputy Associate Administrator for Pipeline Safety.

[FR Doc. 05–4124 Filed 3–2–05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34661]

Columbia Basin Railroad Company, Inc.—Lease and Operation Exemption—Clark County, WA

Columbia Basin Railroad Company, Inc. (CBRW),¹ a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire by lease and to operate approximately 19 miles of rail line owned by Clark County, WA, between milepost 14.1 at Battle Ground, WA, and milepost 33.1 at or near Chelatchie, WA.²

¹ CBRW states that it will conduct these operations under the name "Portland Vancouver Junction Railroad."

² As filed, CBRW seeks to lease and operate approximately 33.1 miles of rail line in Clark County, WA. However, in *Columbia Basin Railroad Company, Inc.—Lease and Operation Exemption—Clark County, WA*, STB Finance Docket No. 34472 (STB served Mar. 11, 2004), CBRW was authorized to acquire by lease and operate approximately 14.1 miles of the 33.1 miles of rail line, between milepost 0.0 at or near North Vancouver/Vancouver Junction, WA, and milepost 14.1 at Battle Ground, WA. Because CBRW has already been granted authority to lease and operate this segment of the

CBRW certifies that its projected revenues as a result of this transaction will not result in the creation of a Class II or a Class I rail carrier. The transaction was scheduled to be consummated on or after February 10, 2005, the effective date of the exemption.

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. 34661, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423–0001. Also, a copy of each pleading must be served on Rose-Michele Weinryb, 1300 19th Street, NW., 5th Floor, Washington, DC 20036.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: February 22, 2005.

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

Vernon A. Williams,

Secretary.

[FR Doc. 05–4100 Filed 3–2–05; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34660]

Georgia Central Railway, L.P.—Acquisition and Operation Exemption—Rail line of CSX Transportation, Inc.

Georgia Central Railway, L.P. (Georgia Central), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire by purchase from CSX Transportation, Inc. (CSXT) and operate approximately 57.2 miles of rail line between milepost SK 0.8 at Macon, and milepost SK 58.0 at East Dublin, in Bibb, Twiggs, Wilkinson, and Laurens Counties, GA.¹

Georgia Central indicates that the parties contemplate consummating the transaction on or about February 28, 2005. Georgia Central certifies that its

involved line, authority will only be granted here for CBRW to lease and operate the 19-mile segment between milepost 14.1 and milepost 33.1.

¹ Georgia Central currently leases the line and underlying right-of-way (ROW) from CSXT. After the transaction, Georgia Central will own the line but continue to lease the underlying ROW from CSXT. Georgia Central will also continue to be the operator of the line.

projected revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier.²

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. 34660, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Andrew B. Kolesar III, 1224 17th Street, NW., Washington, DC 20036.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: February 25, 2005.

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

Vernon A. Williams,

Secretary.

[FR Doc. 05-4101 Filed 3-2-05; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 225X)]

Union Pacific Railroad Company— Abandonment Exemption—in Cerro Gordo County, IA

On February 11, 2005, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line of railroad, known as the Thornton Industrial Lead, from milepost 2.0 near Flint, IA to milepost 17.14 near Thornton, IA, a distance of 15.14 miles, in Cerro Gordo County, IA. The line traverses U.S. Postal Service Zip Codes 50477 and 50479 and includes the stations of Thornton, Swaledale, and Burchinal.

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

² Georgia Central also stated that its projected annual revenues following the transaction will exceed \$5 million, but it requested waiver of the 60-day advance labor notice requirement at 49 CFR 1150.42(e). That request is being addressed by the Board in a separate decision. The Board's decision on the request will affect the effective date of the exemption and hence the date on which the transaction could be consummated.

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

By issuing 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 1, 2005.

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 a \$1,200 filing fee. 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 23, 2005. Each trail use request must be accompanied by a \$200 filing fee. See 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-33 (Sub-No. 225X) and must be sent to: (1) Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001; and (2) Mack H. Shumate, Jr., 101 North Wacker Drive, Room 1920, Chicago, IL 60606. Replies to the petition are due on or before March 23, 2005.

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) 565-1539. (Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.)

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.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: February 23, 2005.

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

Vernon A. Williams,

Secretary.

[FR Doc. 05-4102 Filed 3-2-05; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

Recruitment Notice for the Taxpayer Advocacy Panel

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice.

SUMMARY: Notice for recruitment of IRS Taxpayer Advocacy Panel (TAP) members and alternates.

DATES: April 1–April 29, 2005.

FOR FURTHER INFORMATION CONTACT: Bernard Coston at 202-622-5007.

SUPPLEMENTARY INFORMATION: Notice is hereby given the Department of Treasury and the Internal Revenue Service (IRS) are inviting individuals to help improve the nation's tax agency by applying to be members and alternates of the TAP. The mission of the TAP is to provide citizen input into enhancing IRS customer satisfaction and service by identifying problems and making recommendations for improvement with IRS systems and procedures; and elevating the identified problems to the appropriate IRS official. The TAP serves as an advisory body to the Secretary of the Treasury, the Commissioner of Internal Revenue and the National Taxpayer Advocate. TAP members will participate in subcommittees comprised of 10 to 17 members who channel their feedback to the IRS.

The IRS is seeking applicants who have an interest in good government, a personal commitment to volunteer approximately 300 to 500 hours a year, and a desire to help improve IRS customer service. To the extent possible, the IRS would like to ensure a balanced TAP membership representing a cross-section of the taxpaying public throughout the United States. Potential candidates must be U.S. citizens, compliant with Federal, State and Local taxes, and be able to pass a background investigation.

For the TAP to be most effective, members should have experience in some of the following areas: experience helping people resolve problems with a government organization; experience formulating and presenting proposals; knowledge of taxpayer concerns; experience representing the interests of your community, state or region;