

Industry Views on Plan, Options & Team Responsibilities.

Individual Study Groups

Each sub group will discuss what it needs to do to accomplish its mission. Each will:

- Identify specific tasks that need to be accomplished.
- Identify inputs needed from other sub groups or other sources.
- Identify support needs to accomplish needed tasks.
- Develop a draft schedule for accomplishing its mission.

The sub groups will report their findings in a joint session before the meeting is adjourned.

OPS expects that this effort will involve a series of meetings by each sub group, and the Steering Committee. The date and time of future meetings will be set to suit the schedules of the participants. OPS will announce the time and place of future meetings on the Web site (<http://ops.dot.gov>). OPS will also post on that web site minutes of meetings, copies of nonproprietary documents considered during the meetings, and work group products.

Interested persons may attend these meetings as observers. Observers will be given an opportunity to provide comments at the end of day.

Authority: 49 U.S.C. 60102, 60115.

Florence L. Hamn,

Director, Office of Regulations, Office of Pipeline Safety.

[FR Doc. 05-6067 Filed 3-28-05; 8:45 am]

BILLING CODE 4910-60-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34668]

Keokuk Junction Railway Co.— Temporary Trackage Rights Exemption—BNSF Railway Company

BNSF Railway Company (BNSF) has agreed to grant temporary overhead trackage rights to Keokuk Junction Railway Co. (KJRY) over BNSF's lines between Blair Junction, IL (Beardstown Subdivision milepost 157.1), and Bushnell, IL (Brookfield Subdivision milepost 191.5), a distance of approximately 3.5 miles.

The transaction was scheduled to be consummated on March 18, 2005, and the temporary trackage rights will expire on or before March 17, 2006. The purpose of the temporary trackage rights is to allow KJRY to bridge its trains between Blair Junction and a point just to the east of Bushnell until the

diamond crossings at Bushnell are restored.¹

As a condition to this exemption, any employees affected by the acquisition of the temporary 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), and any employee affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C.91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). 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. 34668, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Daniel A. LaKemper, Keokuk Junction Railway Co., 1318 S. Johanson Road, Peoria, IL 61607.

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

Decided: March 22, 2005.

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

Vernon A. Williams,
Secretary.

[FR Doc. 05-6025 Filed 3-28-05; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-32 (Sub-No. 93X), STB Docket No. 355 (Sub-No. 31X)]

Boston and Maine Corporation— Discontinuance of Service Exemption—in Suffolk County, MA; Springfield Terminal Railway Company—Discontinuance of Service Exemption—in Suffolk County, MA

On March 11, 2005, the Boston and Maine Corporation (B&M) and Springfield Terminal Railway Company (ST) jointly filed with the Board a

¹ The Board ordered the restoration of the diamond crossings in *Keokuk Junction Railway Company—Feeder Line Acquisition—Line of Toledo, Peoria and Western Railway Corporation Between La Harpe and Hollis, IL*, STB Finance Docket No. 34335 (STB served Feb. 7, 2005).

petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903. B&M and ST seek to discontinue service over a line of railroad known as the Mystic Wharf Branch, extending from milepost 0.0 to milepost 1.45 in Suffolk County, MA.¹ The line traverses U.S. Postal Service ZIP Code 02129 and includes no stations.

The line does not contain federally granted rights-of-way. Any documentation in the possession of B&M will be made available promptly to those requesting it.

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 29, 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).²

All filings in response to this notice must refer to STB Docket Nos. AB-32 (Sub-No. 93) and AB-355 (Sub-No. 31X), and must be sent to: (1) Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001, and (2) Katherine E. Potter, Law Department, Iron House Park, North Billerica, MA 01862. Replies to the petition are due on or before April 20, 2005.

Persons seeking further information concerning discontinuance 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 at

¹ In 2003, B&M sold the underlying real estate, track and related structures of the Mystic Wharf Branch to the Massachusetts Port Authority (Massport), and retained a perpetual easement to perform rail service. Massport also entered into an operating agreement with B&M and ST for ST to provide rail service on the line. See *Massachusetts Port Authority—Acquisition Exemption—Certain Assets of Boston and Maine Corporation*, STB Finance Docket No. 34276 (STB served Mar. 25, 2003). Because B&M is seeking authority only to discontinue service over the line, B&M remains obligated to seek abandonment authority to extinguish fully its common carrier rights and obligations under the perpetual easement.

² Because this is a discontinuance proceeding and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Likewise, no environmental or historic documentation is required under 49 CFR 1105.6(c) and 1105.8.