

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. 33412, 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 Mark H. Sidman, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, N.W., Suite 800, Washington, DC 20005-4797.

Decided: November 24, 1997.

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

**Vernon A. Williams,**

Secretary.

[FR Doc. 97-31559 Filed 12-1-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33411]

#### Pacific Harbor Line, Inc.—Operation Exemption—Port of Los Angeles

Pacific Harbor Line, Inc. (PHL), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire operating rights from the City of Los Angeles, a municipal corporation, acting through its Board of Harbor Commissioners (LA). PHL will acquire the right to operate within LA's Port of Los Angeles (POLA) to provide switching services on track owned by POLA.<sup>1</sup>

The transaction was expected to be consummated in phases on or after November 15, 1997.

This transaction is related to STB Finance Docket No. 33412, *Peter A. Gilbertson, H. Terry Hearst, Bruce A. Lieberman, R. Lawrence McCaffrey, Jr., Harold F. Parmlly, and Anacostia Rail*

<sup>1</sup> Pursuant to the terms of an operating agreement, PHL's operating rights will be for a term of three years, subject to extension, modification, and earlier termination.

*Holdings—Continuance in Control Exemption—Pacific Harbor Line, Inc.*, in which Peter A. Gilbertson, H. Terry Hearst, Bruce Lieberman, R. Lawrence McCaffrey, Jr., Harold F. Parmlly and Anacostia Rail Holdings Company have filed a notice of exemption to continue in control of PHL 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 reopen the proceeding 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. 33411, 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 Mark H. Sidman, Esq., Weiner, Brodsky, Sidman & Kider, P.C., 1350 New York Avenue, N.W., Suite 800, Washington, DC 20005-4797.

Decided: November 24, 1997.

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

**Vernon A. Williams,**

Secretary.

[FR Doc. 97-31558 Filed 12-1-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33525]

#### Sierra Railroad Company—Acquisition and Operation Exemption—Sierra Pacific Industries

Sierra Railroad Company, a Class III rail common carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire and operate approximately 12 miles of rail line in Amador County, CA, known as the Amador Branch, from Sierra Pacific Industries (Sierra Pacific). The Amador Branch extends from milepost 0.0, in Ione, to milepost 12.0, at Martell.<sup>1</sup>

The transaction is scheduled to be consummated on December 1, 1997.

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

<sup>1</sup> The Amador Branch includes a yard and repair shops at Martell as well as additional spur trackage at the Sierra Pacific mill and particle board plant located at milepost 11.6.

a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33525, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on James F. Flint, Esq., Grove, Jaskiewicz and Cobert, 1730 M Street, NW., Suite 400, Washington, DC 20036.

Decided: November 24, 1997.

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

**Vernon A. Williams,**

Secretary.

[FR Doc. 97-31560 Filed 12-1-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-57 (Sub-No. 43X)]

#### Soo Line Railroad Company—Abandonment Exemption—in St. Louis County, MN

Soo Line Railroad Company (Soo) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon an approximately 3.0+-mile line of railroad known as the West Duluth Line, between milepost 465.43+ and milepost 468.43+ in West Duluth, in St. Louis County, MN. The line traverses United States Postal Service Zip Code 55802.

Soo has certified that: (1) no local traffic has moved over the line for at least 2 years; (2) any overhead traffic on the line can be rerouted; (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 January 1, 1998, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by December 12, 1997. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by December 22, 1997, 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: Larry D. Starns, Esq., Leonard, Street & Deinard, 150 South Fifth Street, Suite 2300, Minneapolis, MN 55402.

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

Soo has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by December 5, 1997. 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.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), Soo shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by Soo's filing of a notice of consummation by December 2, 1998, and there are no

legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Decided: November 25, 1997.

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

**Vernon A. Williams,**

Secretary.

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## DEPARTMENT OF THE TREASURY

[Treasury Directive Number 74-13]

### Premium-Class Travel, Authority Delegation

Dated: November 24, 1997.

1. Purpose. This Directive establishes policy and responsibilities for the approval of premium-class transportation accommodations, in accordance with Chapters 301 and 304 of the Federal Travel Regulation (FTR) (41 CFR (Code of Federal Regulations) parts 301 and 304) and White House and Office of Management and Budget (OMB) guidance on perquisites.

2. Definitions. The terms "premium-class," "first-class," "reasonably available," and "security reasons" are defined in FTR 301.3 (41 CFR 301.3).

3. Scope.

a. This Directive applies to all bureaus, the Departmental Offices (DO), and the Office of Inspector General (OIG) for travel by officers and employees of the Department when they travel in support of the Department's programs, including programs funded from sources other than appropriations, e.g., fees or assessments. It also applies to travel paid for by a non-Federal source pursuant to FTR Chapter 304 (41 CFR part 304), and to travel by persons other than employees whose travel is on an invitational basis and paid for by the Department.

b. Neither this Directive nor the restrictions on premium-class travel apply to travel:

(1) for which an employee is reimbursed by certain tax exempt organizations or a State, county, or municipality, incident to attendance at meetings, pursuant to 5 U.S.C. 4111;

(2) which is accepted by an employee pursuant to 5 U.S.C. 7342, concerning foreign gifts and decorations; or

(3) for a partisan purpose in the case of an employee who is exempt from the statutory prohibitions on partisan political activity, and the travel is not paid for with Government funds.

4. Policy. It is the policy of the Department of the Treasury that:

a. prior authorization by the Assistant Secretary for Management and Chief Financial Officer is required for first-class travel in all bureaus, except for U.S. Secret Service (USSS) agents on protective missions;

b. first-class travel shall not be authorized, unless no other commercial service is reasonably available, or such travel is necessary for reasons of disability or physical impairment, or for security reasons, as these terms are defined in FTR 301-3.3 (41 CFR 301-3.3); and

c. first-class airline accommodations shall not be authorized or approved when obtained as an accommodations upgrade through the redemption of frequent traveler benefits accumulated while traveling on official business, unless the first-class accommodations are justified independently under the FTR (41 CFR part 301).

5. Responsibilities For First-Class Travel. The Deputy Assistant Secretary (Administration), Heads of Bureaus, and the Inspector General:

a. shall submit Treasury Department Form (TD F) 70-02.6, "First-Class Travel Request and Authorization," by mail or facsimile (FAX) to the Assistant Secretary for Management and Chief Financial Officer at least ten working days prior to travel for review and authorization, unless extenuating circumstances or emergency situations make advance authorization impossible. If advance authorization cannot be obtained, the traveler shall obtain written authorization at the earliest possible time;

b. except as specifically permitted under paragraph 6., shall not authorize, pay for, or reimburse employees or others for the use of first-class travel accommodations without the prior authorization of the Assistant Secretary for Management and Chief Financial Officer; and

c. shall submit an annual report on all approved first-class travel that began during the fiscal year to the Deputy, Chief Financial Officer (DCFO), Office of Accounting and Internal Control, DO, (Attention: Travel Program Coordinator). The report is due to the General Services Administration by November 30 of each year. See FTR 301-3.3(e) (41 CFR 301-3.3) for data collection and submission requirements. Negative reports are required in writing.

6. Exceptions.

a. The Director, USSS, is delegated authority to approve first-class travel accommodations solely with respect to Secret Service agents' protective details when necessary for security reasons. Such approval does not require the advance or subsequent authorization by

<sup>1</sup> 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.

<sup>2</sup> Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$900. See 49 CFR 1002.2(f)(25).