

acceptable percentages of specified minimum yield strength (SMYS).

In January 2002, Columbia confirmed that a section of its Line MC pipeline had changed from a Class 2 to a Class 3 location. To maintain the current MAOP of 899 psig, Columbia elected to replace 9,500 feet of this pipeline with new, heavier wall pipe. Two segments of the replacement project, totaling approximately 1,700 feet, involve stream crossings or wetland areas. The two segments are 1,506 feet and 200 feet in length, respectively. Columbia must receive joint Maryland/Federal environmental permits prior to replacing these two segments of pipe.

Columbia anticipated that 7,800 feet of its replacement project would be complete by October 31, 2003. However, due to unforeseen delays in obtaining permits for pipe replacement in the stream crossings and wetland areas, Columbia was unable to complete the replacement of the remaining 1,700 feet of pipe prior to expiration of the 18-month period allowed by § 192.611(d).

Because Line MC must be in service at its MAOP to maintain gas supplies to downstream customers, Columbia plans to discontinue its pipeline replacement project at the start of the winter heating season. Columbia proposes to resume the replacement project in May 2004 and expects all 9,500 feet of its Line MC to be replaced not later than July 1, 2004. For this reason, Columbia requests a time extension to July 1, 2004 to comply with § 192.611(d).

As justification for the waiver, Columbia has submitted the following information on the integrity of its 30-inch Line MC pipeline:

- In 1999 Columbia internally inspected its 30-inch pipeline using both geometry and high resolution magnetic flux leakage tools; no anomalies or dents were identified on the two streams and wetland crossing segments on Columbia's Line MC.
- Cathodic protection test stations on these two segments of Line MC are above the minimum criteria.
- There have been no leaks on these two segments of Line MC.
- The existing pipe and coating on these two segments appear to be in satisfactory condition.
- The existing pipe was manufactured using the double submerged arc welding process.
- The existing pipeline was pressure tested twice; in 1962 during construction and again in 1974. The pipeline was tested above 100% SMYS during both hydrostatic tests.

**Authority:** 49 App. U.S.C. 60118(c) and 2015; and 49 CFR 1.53.

Issued in Washington, DC on January 5, 2004.

**Stacey L. Gerard,**  
*Associate Administrator for Pipeline Safety.*  
[FR Doc. 04-391 Filed 1-8-04; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 625X)]

#### CSX Transportation, Inc.— Abandonment Exemption—in Preston County, WV

On December 22, 2003, CSX Transportation, Inc. (CSXT), 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. The 14.3-mile line extends from milepost BAJ 0.0 at Rowlesburg to milepost BAJ 14.3 near Albright in Preston County, WV. The line traverses United States Postal Service Zip Codes 26764, 26425, 26444, 26537, and 26519, and includes the stations of Manheim, Stoer, Patriot Presentation Plant, Preston, Morgans Run, Caddell, and Albright.

The line does not contain federally granted rights-of-way. Any documentation in CSXT's possession 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 issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 9, 2004.

Any offer of financial assistance 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 offer must be accompanied by a \$1,100 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 January 29, 2004. Each trail use request must be accompanied by a \$150 filing fee. *See* 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-55 (Sub-No. 625X) and must be sent to: (1)

Surface Transportation Board, 1925 K Street NW., Washington, DC 20423-0001; and (2) Natalie S. Rosenberg, 500 Water Street, J150, Jacksonville, FL 32202. Replies to the CSXT petition are due on or before January 29, 2004.

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 the Board's Web site at <http://www.stb.dot.gov>.

Decided: December 31, 2003.

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

**Vernon A. Williams,**  
*Secretary.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-859X]

#### Pennsylvania Lines LLC— Abandonment Exemption—in Chester County, PA

Pennsylvania Lines LLC (PRR),<sup>1</sup> has filed a notice of exemption under 49

<sup>1</sup> In *CSX Corp. et al.—Control—Conrail Inc. et al.*, 3 S.T.B. 196 (1998), the Board approved both the acquisition, by CSX Corporation (CSXC) and Norfolk Southern Corporation (NSC), of control of Consolidated Rail Corporation (Conrail), and the division of the assets of Conrail by and between CSXC and NSC. Acquisition of control of Conrail was effected by CSXC and NSC on August 22, 1998. The division of the assets of Conrail by and between CSXC and NSC was effected on June 1, 1999, with the transfer of most of Conrail's assets to Conrail's wholly owned subsidiaries, New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR). The

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