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Decided: July 19, 2000.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. 00-18799 Filed 7-25-00; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33892]

#### Northeast Texas Rural Rail Transportation District—Acquisition Exemption—Lines of the Union Pacific Railroad Company

The Northeast Texas Rural Rail Transportation District (NETEX), a political subdivision of the State of Texas, Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to acquire pursuant to an agreement entered into with the Union Pacific Railroad Company (UP), as indicated in its notice, approximately 34.6 miles of UP's rail line from milepost 524.0 west of Sulphur Springs, TX, proceeding easterly to milepost 489.41 at the eastern county line of Franklin County, TX, and NETEX further indicates that, pursuant to a trackage rights agreement with UP, it will also acquire incidental trackage rights over approximately 10.41 miles of UP's line between milepost 489.41 and milepost 479.0 for the purpose of interchanging traffic with UP. NETEX certifies that its projected revenues will not result in the creation of a Class II or Class I rail carrier.<sup>1</sup>

NETEX currently owns a connecting rail line of approximately 31 miles from milepost 555.0 near Greenville, TX, to milepost 524.0, just west of Sulphur Springs, and possesses trackage rights over UP's line between milepost 524.0 and milepost 517.0. Until now, the trackage rights over this 7-mile segment appear to have been limited to interchanging and switching traffic at Sulphur Springs.<sup>2</sup> NETEX currently

contracts with BLRR for operations over these lines.<sup>3</sup>

The transaction was scheduled to be consummated on or after July 17, 2000.

This transaction is related to STB Finance Docket No. 33893, *The Blacklands Railroad Company—Operation Exemption—Lines of Northeast Texas Rural Rail Transportation Company*, wherein BLRR seeks to conduct common carrier freight operations over the line being acquired by NETEX.

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. 33892, 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, one copy of each pleading must be served on Harold Curtis, Jr., 2708 Washington Street, Greenville, TX 75401.

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Decided: July 19, 2000.

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

**Vernon A. Williams,**  
Secretary.

[FR Doc. 00-18800 Filed 7-25-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Ex Parte No. 552 (Sub-No. 4)]

#### Railroad Revenue Adequacy—1999 Determination

**AGENCY:** Surface Transportation Board.  
**ACTION:** Notice of decision.

**SUMMARY:** On July 26, 2000, the Board served a decision announcing the 1999 revenue adequacy determinations for the Nation's Class I railroads. One carrier (Grand Trunk Western Railroad Inc.) is found to be revenue adequate.

**EFFECTIVE DATE:** This decision is effective July 26, 2000.

**FOR FURTHER INFORMATION CONTACT:**  
Leonard J. Blistein, (202) 565-1529.

[TDD for the hearing impaired: (202) 565-1695.]

**SUPPLEMENTARY INFORMATION:** The Board is required to make an annual determination of railroad revenue adequacy. A railroad will be considered revenue adequate under 49 U.S.C. 10704(a) if it achieves a rate of return on net investment equal to at least the current cost of capital for the railroad industry for 1999, determined to be 10.8% in *Railroad Cost of Capital—1999*, STB Ex Parte No. 558 (Sub-No. 3) (STB served June 12, 2000). In this proceeding, the Board applied the revenue adequacy standards to each Class I railroad, and it found one carrier, Grand Trunk Western Railroad Inc., to be revenue adequate.

Additional information is contained in the Board's formal decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Da-To-Da Office Solutions, Room 405, 1925 K Street, N.W., Washington, DC 20423. Telephone: (202) 466-5530. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.] The decision is also available on the Board's internet site, [www.stb.dot.gov](http://www.stb.dot.gov).

#### Environmental and Energy Considerations

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

#### Regulatory Flexibility Analysis

Pursuant to 5 U.S.C. 603(b), we conclude that our action in this proceeding will not have a significant economic impact on a substantial number of small entities. The purpose and effect of the action is merely to update the annual railroad industry revenue adequacy finding. No new reporting or other regulatory requirements are imposed, directly or indirectly, on small entities.

Decided: July 19, 2000.

By the Board, Chairman Morgan, Vice Chairman Burkes, and Commissioner Clyburn.

**Vernon A. Williams,**  
Secretary.

[FR Doc. 00-18881 Filed 7-25-00; 8:45 am]

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<sup>1</sup> NETEX states that the Blacklands Railroad Company (BLRR) is also a party to the trackage rights agreement.

<sup>2</sup> See *East Texas Central Railroad, Inc.—Operation Exemption—Northeast Texas Rural Rail Transportation District*, STB Finance Docket No. 32841 (Sub-No. 1) (STB served Sept. 27, 1996).

<sup>3</sup> See *The Blacklands Railroad Company—Operation Exemption—Lines of Northeast Texas Rural Rail Transportation District*, STB Finance Docket No. 33708 (STB served Feb. 16, 1999).