

1060; National Park Service, 800 North Capitol Street, NW., Suite 490, Washington, DC 20013-7127; and U.S. Forest Service, Wallowa-Whitman National Forest, 1550 Dewey Avenue, Baker City, Oregon 97814. Hours of availability are between 8:30 a.m. and 4:30 p.m., Monday through Friday, except holidays. Additional copies for review are located in the Baker City, Elgin, Enterprise, Joseph, and LaGrande, Oregon, libraries during normal hours of operation. Copies of the draft report may be obtained from Dan Haas, National Park Service, Pacific Northwest Regional Office, 909 First Avenue, Seattle, Washington 98104-1060, (206) 220-4120.

Comments should be directed to the National Park Service, Pacific Northwest Regional Office, attention Dan Haas at the address above.

FOR FURTHER INFORMATION CONTACT: Dan Haas, National Park Service, Pacific Northwest Regional Office, 909 First Avenue, Seattle, Washington 98104-1060, (206) 220-4120.

SUPPLEMENTARY INFORMATION: On December 29, 1994, Oregon Governor Barbara Roberts petitioned the Secretary of the Interior to add a 10-mile reach of the Wallowa River to the National Wild and Scenic Rivers System. The section of river under consideration extends from the confluence of the Wallowa and Minam Rivers in the hamlet of Minam (river mile 10.0) downstream to the confluence of the Wallowa and Grande Ronde Rivers (river mile 0.0). Under section 2(a)(ii) of the National Wild and Scenic Rivers Act (P.L. 90-542, as amended), the Secretary has the authority to add a river to the national system at the request of a state, provided the state has met certain conditions and the river meets eligibility criteria. These preconditions are:

- (1) The river is already designated into a state river protection system.
- (2) The state has the ability to manage the river at no cost to the federal government, except for those lands already in federal ownership.
- (3) The river has resources of regional or national significance and is free-flowing as defined by the Departments of the Interior and Agriculture.
- (4) The state has adequate mechanisms in place to protect the resources for which the river is eligible in the first place.

Upon the request of a state governor to the Secretary, the National Park Service, acting for the Secretary, undertakes an evaluation of the state's request. The National Park Service requested the assistance of the U.S. Forest Service (USFS) and the Bureau of

Land Management (BLM) in the preparation of the report. This was done for two reasons: (1) The BLM currently administers 41% of the area under consideration; and (2) the USFS recently completed a wild and scenic assessment—and an environmental impact statement on the impacts of designation—at the request of Congress through the 1988 Oregon Omnibus Rivers Act. The National Park Service acted as a cooperating agency in the preparation of the USFS report. In addition, the BLM and USFS have an adopted river management plan in place for the Wallowa River. Both the BLM and the USFS acted as cooperating agencies in this assessment on behalf of the state.

As a result of the evaluation, the National Park Service has concluded that the state of Oregon has met all requirements to include the Wallowa River in the national system and the river itself meets all eligibility criteria. The National Park Service is tentatively recommending that the Secretary designate the Wallowa as a National Recreational River.

Dated: April 17, 1995.

Roger G. Kennedy,

Director, National Park Service.

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INTERSTATE COMMERCE COMMISSION

Notice of Intent To Engage in Compensated Intercorporate Hauling Operations

This is to provide notice as required by 49 U.S.C. 10524(b)(1) that the named corporations intend to provide or use compensated intercorporate hauling operations as authorized in 49 U.S.C. 10524(b).

1. The name of the parent corporation is: ProSource, Inc. The principal office address of the parent corporation is: 550 Biltmore Way, 10th Floor, Coral Gables, FL 33134.

2. The wholly-owned subsidiary of ProSource, Inc. which will participate in the operations is:

Name	State of incorporation
ProSource Services Corporation d/b/a ProSource Distribution Services.	Delaware.

Vernon A. Williams,
Secretary.

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[Docket No. AB-1 (Sub-No. 262X)]

Chicago and North Western Railway Co.—Abandonment Exemption—Albert Lea Spur, in Freeborn County, MN

Chicago and North Western Railway Company (C&NW) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon its line of railroad, known as the Albert Lea Spur, in Freeborn County, MN. The line extends from milepost 119.3 to milepost 120.5, near Albert Lea, a distance of approximately 1.2 miles.¹

C&NW has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) all overhead traffic previously routed over this line has recently been rerouted to alternate lines; (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 Commission or with any U.S. District Court or has been decided in favor of the 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 use of 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. 10505(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 May 21, 1995, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,²

¹ C&NW states that the involved line segment is an unused industrial spur and that the track was formerly part of a longer C&NW line. It cites *The Atchison, Topeka and Santa Fe Railway Company—Abandonment Exemption—In Lyon County, KS*, Docket No. AB-52 (Sub-No. 71X) (ICC served June 17, 1991) for the proposition that Commission approval is required for abandonment of the track because of its prior main line status.

² A stay will be issued routinely by the Commission in those proceedings where an informed decision on environmental issues (whether raised by a party or by the Commission's Section of Environmental Analysis in its independent investigation) cannot be made prior to the effective date of the notice of exemption. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any entity seeking a stay on environmental concerns is encouraged to file its