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 January 18, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues, formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and trail use/rail banking requests under 49 CFR 1152.29 must be filed by December 29, 1995. Petitions to reopen or requests for public use conditions under CFR 1152.28 must be filed by January 8, 1996, with: Office of the Secretary, Case Control Branch, Interstate Commerce Commission, Washington, DC 20423–2191.

A copy of any pleading filed with the Commission should be sent to applicant’s representative: John J. Paylor, Associate General Counsel, Consolidated Rail Corporation, Two Commerce Square, 2001 Market Street, P.O. Box 41416, Philadelphia, PA 19101–1416.

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

Conrail 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 22, 1995. Interested persons may obtain a copy of the EA by writing to SEA (Room 3219, Interstate Commerce Commission, Washington, DC 20423) or by calling 927–6248. 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.


Vernon A. Williams,
Secretary.

[FR Doc. 95–30769 Filed 12–18–95; 8:45 am]
BILLING CODE 7035–01–M
The science objectives for the MGS mission are to fulfill most of the critical science objectives of the failed Mars Observer mission. To satisfy the mission’s purpose, the MGS spacecraft would carry nearly a full duplicate of the Mars Observer instrument payload, and would use those instruments to acquire Mars surface data for a full Martian year (approximately 2 Earth years). These objectives include detailed global maps of surface topography, the distribution of minerals, the planet’s mass, size, and shape, the characterization of Mars’ gravitational and magnetic fields, and the monitoring of global weather. These data and investigations could help scientists better understand the current state of water on Mars, the evolution of the planet’s formation and atmosphere, and the factors that led to major changes in the Martian climate. Other data acquired from this mission could provide insight into the evolution of both Earth and the solar system. MGS could then support possible future Mars missions, by providing relay capability for surface science stations and landers.

Alternatives that were evaluated include (1) No-Action (i.e., no Mars Global Surveyor mission); and (2) launch vehicle options, including the Space Shuttle, Titan, and Atlas configurations, foreign launch vehicles, as well as other Delta configurations. Failure to undertake the MGS mission would disrupt the execution of NASA’s Solar System Exploration Program, as defined by the Agency’s Solar System Exploration Committee. Cancellation of the MGS mission would leave a gap in the orderly exploration of Mars, and would retard NASA’s attainment of scientific data on the surface and atmosphere of Mars, which is critical to future explorations of Mars. Of the launch vehicles evaluated, the Delta II 7925/PAM-D most closely matches the MGS mission requirements, has superior reliability, minimizes adverse environmental impacts, and is also the lowest in cost. Expected impacts to the human environment associated with the mission arise almost entirely from the normal launch of the Delta II 7925. Air emissions from the exhaust produced by the solid propellant graphite epoxy motors and liquid first stage primarily include carbon monoxide, hydrochloric acid, aluminum oxide in soluble and insoluble forms, carbon dioxide, and deluge water mixed with propellant by-products. Air impacts will be short-term and not substantial. Short-term water quality impacts, as well as short-term effects on wetlands, plants, and animals, would occur in the vicinity of the launch complex. These short-term impacts are of a nature to be self-correcting, and none of these effects would be substantial. There would be no impact on threatened or endangered species or critical habitat, cultural resources, or floodplains. Accident scenarios have also been addressed.

The second stage would be ignited at an altitude of 129 kilometers (80 miles), which is in the ionosphere. Although the second stage would achieve orbit, its orbital decay time would fall below the limit NASA has set for orbital debris consideration. After burning its propellant to depletion, the second stage would remain in low Earth orbit until its orbit eventually decayed. The second stage would be substantially larger than the first stage. The MGS Project has followed the NASA guidelines regarding orbital debris and minimizing the risk of human casualty for uncontrolled reentry into the Earth’s atmosphere. No other impacts of environmental concern have been identified.

The level and scope of environmental impacts associated with the launch of the Delta II 7925 vehicle are well within the envelope of impacts that have been addressed in previous FONSI’s concerning other launch vehicles and spacecraft. No significant new circumstances or information relevant to environmental concerns associated with the launch vehicle have been identified which would affect the earlier findings.

On the basis of the MGS EA, NASA has determined that the environmental impacts associated with the mission would not individually or cumulatively have a significant impact on the quality of the human environment. NASA will take no final action prior to the expiration of the 30-day comment period.


Wesley T. Huntress, Jr.,
Associate Administrator for Space Science.

[FR Doc. 95–30759 Filed 12–18–95; 8:45 am]
BILLING CODE 7510–01–M

NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

Temporary Closing of Reference Service on Certain Textual Records

AGENCY: National Archives and Records Administration (NARA).

ACTION: Notice of revised schedule of closure and reopening of reference services for certain textual records holdings in the National Archives related to the move to the National Archives at College Park (Archives II) and the relocation of some records to the National Archives Building.