

government on behalf of such user) regarding cessation of service over the Line is pending with either the Surface Transportation Board (Board) or any U.S. District Court or has been decided in favor of a complainant within the past two years; and (4) the requirements at 49 CFR 1105.7(b) and 1105.8(c) (notice of environmental and historic reports), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to government agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 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,<sup>2</sup> this exemption will be effective on April 27, 2025, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>3</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2), and interim trail use/railbanking requests under 49 CFR 1152.29 must be filed by April 7, 2025.<sup>4</sup> Petitions to reopen and requests for public use conditions under 49 CFR 1152.28 must be filed April 17, 2025.

All pleadings, referring to Docket No. AB 1117 (Sub-No. 1X), must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on SLR's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004.

<sup>2</sup> Persons interested in submitting an OFA must first file a formal expression of intent to file an offer, indicating the type of financial assistance they wish to provide (*i.e.*, subsidy or purchase) and demonstrating that they are preliminarily financially responsible. See 49 CFR 1152.27(c)(2)(i).

<sup>3</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Office of Environmental Analysis (OEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Serv. 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>4</sup> Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

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

SLR has filed a combined environmental and historic report that addresses the potential effects, if any, of the abandonment on the environment and historic resources. OEA will issue a Draft Environmental Assessment (Draft EA) by April 4, 2025. The Draft EA will be available to interested persons on the Board's website, by writing to OEA, or by calling OEA at (202) 245-0294. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245. Comments on environmental or historic preservation matters must be filed within 15 days after the Draft EA becomes available to the public.

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

Pursuant to the provisions of 49 CFR 1152.29(e)(2), SLR 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 SLR's filing of a notice of consummation by March 28, 2026, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: March 24, 2025.

By the Board, Nathaniel A. Bawcombe, Acting Director, Office of Proceedings.

**Eden Besera,**

*Clearance Clerk.*

[FR Doc. 2025-05364 Filed 3-27-25; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

**[Docket No. FD 36825]**

### **Central New York Railroad Corporation—Amended Lease and Operation Exemption Containing Interchange Commitment—Norfolk Southern Railway Company**

Central New York Railroad Corporation (CNY), a Class III railroad, has filed a verified notice of exemption pursuant to 49 CFR 1150.41, to continue to lease from Norfolk Southern Railway Company (NSR) and operate approximately 123.1 miles of rail line between milepost 89.9 at or near Port Jervis, NY, and milepost 213.0 at Binghamton, NY, in Broome, Sullivan, Delaware, and Orange Counties, NY, and Pike and Susquehanna Counties, Pa. (the Line).

CNY states that it has leased the Line from NSR since 2004.<sup>1</sup> See *Cent. N.Y. R.R.—Lease & Operation Exemption—Norfolk S. Ry.*, FD 34643 (STB served Jan. 21, 2005). According to CNY, the 2004 lease agreement was amended in 2009 (First Amendment) and 2011 (Second Amendment).<sup>2</sup> CNY now seeks authority for a third amendment, which modifies the terms of the 2004 lease agreement to extend the lease term and amend the lease renewal provisions. According to CNY, “[a]ll other terms and conditions of the Lease Agreement and prior amendments remain in full force and effect.”<sup>3</sup> (Notice 3.)

According to the verified notice, the lease contains an existing interchange commitment. CNY has provided additional information regarding the interchange commitment, as required by 49 CFR 1150.43(h).<sup>4</sup>

CNY certifies that its projected annual revenues as a result of this transaction will not exceed \$5 million annually and will not result in the creation of a Class II or Class I carrier.

The transaction may be consummated on or after April 12, 2025, the effective date of the exemption (30 days after the verified notice was filed).

If the verified 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 effectiveness of the exemption. Petitions for stay must be filed no later than April 4, 2025 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36825, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on CNY's representative, Crystal M. Zorbaugh, Mullins Law

<sup>1</sup> CNY asserts NSR has retained overhead trackage rights since 2004.

<sup>2</sup> CNY states that it did not seek authority from the Board for the First or Second Amendments because “it was not clear at the time” of their execution that they required Board authority. (Notice 2 n.2.)

<sup>3</sup> The class exemption invoked by CNY does not provide for retroactive effectiveness. See *San Pedro R.R.—Lease & Operation Exemption—Union Pac. R.R.*, FD 35968, slip op. at 1 n.1 (STB served Nov. 6, 2015).

<sup>4</sup> CNY filed a copy of the agreement, including the three amendments, under seal with the verified notice. See 49 CFR 1150.43(h)(1) (providing that certain information related to interchange commitments, such as copies of agreements, will be kept confidential without an accompanying motion for a protective order).

Group PLLC, 2001 L Street NW, Suite 720, Washington, DC 20036.

According to CNY, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: March 25, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Eden Besera,**  
Clearance Clerk.

[FR Doc. 2025-05389 Filed 3-27-25; 8:45 am]

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## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36845]

### **OmniTRAX Holdings Combined, Inc., and HGS Railway Holdings, Inc.—Continuance in Control Exemption—Santa Maria Valley Railroad, LLC**

OmniTRAX Holdings Combined, Inc. (OmniTRAX), and HGS Railway Holdings, Inc. (HGS) (collectively, Omni-HGS), both noncarriers, have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of Santa Maria Valley Railroad, LLC (SMVR), a noncarrier currently controlled by OmniTRAX, once SMVR is authorized to commence common carrier operations.

This transaction is related to a verified notice of exemption concurrently filed in *Santa Maria Valley Railroad—Acquisition & Change of Operator Exemption—Railroad Lines of Coast Belle Rail, LLC*, Docket No. FD 36846, in which SMVR seeks to acquire a line owned by Coast Belle Rail, LLC (CBRL), acquire a leasehold interest from Coast Belle Rail Corp. d/b/a Santa Maria Valley Railroad Company (Coast Belle) over a line of Union Pacific Railroad Company's, and replace Coast Belle as the operator on both lines, which are located in Santa Barbara County, Cal.

Omni-HGS states that SMVR is currently a noncarrier entity controlled by OmniTRAX and that Omni-HGS will continue to exercise control of SMVR upon SMVR's becoming a Class III rail carrier. According to the verified notice, OmniTRAX and HGS are under joint managerial and operational control. *See HGS Ry. Holdings, Inc.—Continuance in Control Exemption—HGS-FCR, LLC*, FD 36180, slip op. at 2-3 n. 3 (STB served May 23, 2018). OmniTRAX is a noncarrier holding company that controls 23 Class III rail carriers and

HGS is also a noncarrier holding company that controls two Class III railroads.<sup>1</sup>

Omni-HGS represents that: (1) the lines that SMVR seeks to acquire and to operate as a common carrier do not connect with the lines of any of the existing rail carriers within the Omni-HGS corporate family; (2) the proposed transaction is not part of a series of anticipated transactions that would result in such a connection; and (3) the proposed transaction does not involve a Class I rail carrier. Therefore, the proposed transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. *See* 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. However, 49 U.S.C. 11326(c) does not provide for labor protection for transactions under 49 U.S.C. 11324 and 11325 that involve only Class III rail carriers. Accordingly, because this transaction involves Class III rail carriers only, the Board may not impose labor protective conditions here.

The effective date of this exemption is April 12, 2025 (30 days after the verified notice was filed). If the verified 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 effectiveness of the exemption. Petitions for stay must be filed no later than April 4, 2025 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36845, must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street SW, Washington, DC 20423-0001. In

<sup>1</sup> Specifically, Omni-HGS states that OmniTRAX currently controls: Alabama & Tennessee River Railway, LLC; Brownsville & Rio Grande International Railway, LLC; Central Texas & Colorado River Railway, LLC; Chicago Rail Link, L.L.C.; Cleveland & Cuyahoga Railway, LLC; Fulton County Railway, LLC; Georgia & Florida Railway, LLC; Georgia Woodlands Railroad, L.L.C.; Great Western Railway of Colorado, L.L.C.; Illinois Railway, LLC; Kettle Falls International Railway, LLC; Manufacturers' Junction Railway, L.L.C.; Nebraska, Kansas and Colorado Railway, LLC; The Newburgh & South Shore Railroad, LLC; Northern Ohio & Western Railway, L.L.C.; Omni River Ridge, LLC d/b/a River Ridge Railroad; OmniTRAX SBVR, LLC d/b/a South Branch Valley Railroad; Panhandle Northern Railroad, L.L.C.; Peru Industrial Railroad, LLC; Sand Springs Railway Company; Savannah Industrial Transportation, LLC (limited/provisional); Stockton Terminal and Eastern Railroad; and The Winchester and Western Railroad Company. According to the verified notice, HGS currently controls HGS-ATN, LLC, and HGS-FCR, LLC.

addition, one copy of each pleading must be served on Omni-HGS's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to Omni-HGS, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at [www.stb.gov](http://www.stb.gov).

Decided: March 25, 2025.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

**Tammy Lowery,**  
Clearance Clerk.

[FR Doc. 2025-05395 Filed 3-27-25; 8:45 am]

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## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36846]

### **Santa Maria Valley Railroad, LLC—Acquisition and Change of Operator Exemption—Railroad Lines of Coast Belle Rail, LLC, and Union Pacific Railroad Company, in Santa Barbara County, Cal.**

Santa Maria Valley Railroad, LLC (SMVR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to (1) acquire from Coast Belle Rail, LLC (CBRL), a rail line extending between milepost 3.3 near Guadalupe (Betteravia Junction), Cal., and milepost 9.3 at Santa Maria, Cal., along with the connecting Airbase Branch extending between the wye at milepost 8.5/0.0 at Santa Maria and milepost 3.0 at Santa Maria (the CBRL Line); (2) acquire by assignment from Coast Belle Rail Corp. d/b/a Santa Maria Valley Railroad Company (Coast Belle) its leasehold interest in a rail line owned by Union Pacific Railroad Company (UP), extending between milepost 0.0 at Guadalupe, Cal., and milepost 3.3, along with the Betteravia Branch, extending between milepost 3.3 and milepost 4.8 at Betteravia, Cal. (the UP Line); and (3) replace Coast Belle as the common carrier service provider on the CBRL Line and UP Line (collectively, the Lines),<sup>1</sup> thereby

<sup>1</sup> According to the verified notice, Coast Belle currently operates over the CBRL Line pursuant to an operating agreement with CBRL and over the UP Line pursuant to a lease agreement with UP. *See Coast Belle Rail Corp.—Lease & Operation Exemption—Line of Coast Belle Rail, LLC*, FD 34927 (STB served Oct. 17, 2006). SMVR states that the mileposts and total route mileages in the current verified notice differ in certain respects from those in the 2006 proceeding, and that the mileposts and

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