

An original and 10 copies of all pleadings, referring to Docket No. FD 35917, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on applicant's representative, John D. Heffner, Strasburger & Price, LLP, 1025 Connecticut Ave. NW., Suite 717, Washington, DC 20036.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: May 18, 2015.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Raina S. Contee,
Clearance Clerk.

[FR Doc. 2015-12368 Filed 5-20-15; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 550 (Sub-No. 3X)]

R.J. Corman Railroad Company/ Allentown Lines, Inc.—Abandonment Exemption—in Lehigh County, PA

On April 30, 2015, R.J. Corman Railroad Company/Allentown Lines, Inc. (RJC) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from provisions of 49 U.S.C. 10903 to abandon approximately 3.5 miles of rail line extending between milepost 93.18 in Allentown, Pa., and milepost 96.709 in or near Whitehall, Pa. (the Line). The Line traverses United States Postal Service Zip Codes 18102 and 18052.

According to RJC, there is one shipper, American Carbonation (AC), which leases property adjacent to the right-of-way to conduct a transload operation. RJC states that AC is aware of RJC's proposed abandonment and does not object. RJC and AC have worked to relocate AC's transloading operation to a nearby RJC yard track not included within the scope of this abandonment. From the new location, RJC will serve AC directly at (or before) such time as RJC officially terminates operations over the Line. AC expects to be able to ship and receive carload traffic to and from this new location on or before May 31, 2015.

After receiving Board authority to abandon the Line, RJC intends to salvage the rails, ties, and other track material and then convey its right, title, and interest, if any, in the portion of the subject right-of-way to Trestle Redevelopment Partners (Trestle). Trestle plans to use that portion of the

corridor in connection with a multi-faceted riverfront redevelopment project.

According to RJC, the Line does not contain federally granted rights-of-way. Any documentation in RJC'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 Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, In Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

By issuing this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by August 19, 2015.

Any OFA under 49 CFR 1152.27(b)(2) will be due by August 29, 2015, or 10 days after service of a decision granting the petition for exemption, whichever occurs first. Each OFA must be accompanied by a \$1,600 filing fee. *See* 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment, 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 June 10, 2015. Each trail request must be accompanied by a \$300 filing fee. *See* 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to Docket No. AB 550 (Sub-No. 3X) and must be sent to: (1) Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001; and (2) Audrey L. Brodrick, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 920, Chicago, IL 60606-2832. Replies to the petition are due on or before June 10, 2015.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs and Compliance at (202) 245-0238 or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245-0305. Assistance for the hearing impaired is available through the Federal Information Relay Service at 1-800-877-8339.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by OEA will be served upon all parties of record and upon any other agencies or persons who comment during its preparation. Other interested persons may contact OEA to

obtain a copy of the EA (or EIS). EAs in 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 generally will be within 30 days of its service.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: May 15, 2015.

By the Board, Rachel D. Campbell, Director, Office of Proceedings.

Brendetta S. Jones,
Clearance Clerk.

[FR Doc. 2015-12314 Filed 5-20-15; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35915]

Tri-City Railroad Company—Petition for Declaratory Order

By petition filed on March 19, 2015, Tri-City Railroad Company, LLC (TCRY) seeks a declaratory order concerning efforts by two Washington State communities to bisect TCry's tracks with a proposed at-grade street crossing. TCry, a Class III rail carrier, operates on approximately 16 miles of track, which is owned by the Port of Benton.¹ The track runs through the City of Kennewick and the City of Richland (collectively the Cities).² TCry asks for a finding that 49 U.S.C. 10501(b) preempts actions by the Cities to condemn and acquire a right-of-way for a proposed at-grade crossing, which would bisect TCry's main and passing tracks.³ TCry claims that the proposed at-grade crossing would unreasonably interfere with current and planned railroad operations by rendering portions of the tracks unusable for switching and railcar storage operations.⁴ Moreover, TCry asserts that the proposed at-grade crossing would create new hazards for both rail crews and members of the public.⁵

TCry states that the Cities filed two petitions with the Washington State Utilities and Transportation Commission (UTC) to approve the at-grade crossing at issue here. TCry claims that the first petition, filed in 2006, was denied because the UTC found that the Cities had failed to meet their burden to demonstrate that the

¹ TCry Pet. 4, Mar. 19, 2015.

² *Id.*

³ *Id.* at 1-2 and 46-7.

⁴ *Id.* at 1.

⁵ *Id.*