As a condition to this exemption, any employees affected by the acquisition of the trackage rights will be protected by the conditions imposed in **Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc., 354 I.C.C. 605 (1978),** as modified in **Mendocino Coast Railway—Lease & Operate—California Western Railroad, 360 I.C.C. 653 (1980).**

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 effectiveness of the exemption. Petitions for stay must be filed no later than March 19, 2021 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36486, should be filed with the Surface Transportation Board via e-filing on the Board’s website. In addition, a copy of each pleading must be served on GNBC’s representative, Eric M. Hocky, Clark Hill PLC, Two Commerce Square, 2001 Market St., Philadelphia, PA 19103.

According to GNBC, this action is categorized 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.


By the Board, Allison C. Davis, Director, Office of Proceedings.

Aretha Laws-Byrum, Clearance Clerk.

[FR Doc. 2021-05108 Filed 3-11-21; 8:45 am]

BILLING CODE 4915-01-P

**SURFACE TRANSPORTATION BOARD**

**[Docket No. FD 36479]**

**Palouse River & Coulee City Railroad, L.L.C.—Lease—Exemption With Interchange Commitment—Union Pacific Railroad Company**

Palouse River & Coulee City Railroad, L.L.C. (PRCC), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to renew its lease of 11.5 miles of rail line known as the Condon Subdivision owned by Union Pacific Railroad Company (UP) between milepost 0.0 at Arlington, Or., and milepost 11.5 at Gilliam, Or. (the Line).

According to the verified notice, PRCC has leased and operated the Line since 2003, see **Palouse River & Coulee City R.R.—Lease & Operation Exemption—Union Pac. R.R., FD 34385** (STB served Aug. 21, 2003), and PRCC certifies that its projected annual revenues from this transaction will not result in its becoming a Class I or Class II rail carrier and will not exceed $5 million. As required under 49 CFR 1150.43(h)(1), PRCC has disclosed in its verified notice that its lease agreement with UP contains an interchange commitment and has provided additional information regarding the interchange commitment as required by 49 CFR 1150.43(h).

The earliest this transaction may be consummated is March 27, 2021, the effective date of the exemption (30 days after the verified notice was filed).

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 effectiveness of the exemption. Petitions to stay must be filed no later than March 19, 2021.

All pleadings, referring to Docket No. FD 36479, should be filed with the Surface Transportation Board via e-filing on the Board’s website. In addition, a copy of each pleading must be served on PRCC’s representative, Bradon J. Smith, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606.

According to PRCC, this action is categorized excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: March 9, 2021.

By the Board, Allison C. Davis, Director, Office of Proceedings.

Eden Besera, Clearance Clerk.

[FR Doc. 2021-05198 Filed 3-11-21; 8:45 am]

BILLING CODE 4915-01-P

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1. **GNBC** states that it already holds overhead trackage rights granted by BNSF’s predecessor between Snyder Yard at milepost 664.00 and Quanah at milepost 723.30 allowing GNBC to interchange at Quanah with BNSF and Union Pacific Railroad Company. According to GNBC, these original trackage rights were supplemented in 2009 to allow GNBC to operate between Snyder, Okla., and Altus, with the right to perform limited local service at Long, Okla. See **Grainbelt Corp.—Trackage Rts. Exemption—BNSF Ry. & Stillwater Cent. R.R., FD 35332 (STB served Dec. 17, 2009).**

2. **GNBC** states that its verified notice is related to a petition for partial revocation filed in Docket No. FD 36486 (Sub-No. 1), in which GNBC seeks authority to allow the proposed trackage rights to expire automatically twelve months after the effective date of the exemption. On March 4, 2021, GNBC filed in Docket Nos. FD 36486 and FD 36486 (Sub-No. 1) in support of letters of support from PCCA and Cargill Cotton asking that the Board promptly grant GNBC’s requests in both dockets, GNBC’s petition for partial revocation will be addressed in a separate decision.