

Railway Company (FEC), now known as Florida East Coast Railway, LLC (FECR).<sup>1</sup> SCFE states that its overhead trackage rights extend over FECR's line of railroad between milepost K-0.0 near Ft. Pierce, Fla., and milepost K-15.0, and that its local trackage rights extend between milepost K-15.0 and milepost K-70.9, at or near Lake Harbor, Fla. (the Line).

According to the verified notice, SCFE originally acquired the trackage rights from FEC in 1998.<sup>2</sup> SCFE states, however, that, in 2016, as the end of the 20-year term of its initial 1998 agreement approached, FECR<sup>3</sup> and SCFE entered into a first amendment to the parties' trackage rights agreement, effective December 6, 2016 (the First Amendment). According to SCFE, the First Amendment extended the term of the trackage rights agreement and modified the rights granted to SCFE. Specifically, under the First Amendment, (1) SCFE was granted nonexclusive local trackage rights to operate its trains carrying certain carload products, operated by SCFE's crews, over the Line; (2) SCFE's local trackage rights would include the right to develop new customers between milepost K-15.0 and milepost 70.9; and (3) SCFE's use of the Line would be in common with FECR and other users permitted by FECR, along with other conditions. SCFE notes, however, that due to an inadvertent error, SCFE did not seek exemption authority for the renewal of the trackage rights in 2016. SCFE states that it now seeks after-the-fact authority to correct its error.<sup>4</sup>

The transaction may be consummated on or after January 29, 2026, the effective date of the exemption (30 days after the verified notice was filed).

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 January 22, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36863, must be filed with the Surface Transportation Board 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 SCFE's representative, Thomas W. Wilcox, Law Office of Thomas W. Wilcox, LLC, 1629 K Street NW, Suite 300, Washington, DC 20006.

According to SCFE, this action is categorically excluded from environmental review under 49 CFR 1105.6(c)(3) and from historic preservation reporting requirements under 49 CFR 1105.8(b)(3).

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

Decided: January 8, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Kenyatta Clay,**  
Clearance Clerk.

[FR Doc. 2026-00625 Filed 1-14-26; 8:45 am]

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## **SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36875]

### **Mason Railroad, Inc.—Acquisition Exemption—L. Neill Cartage Co., Inc.**

Mason Railroad, Inc. (MRR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from L. Neill Cartage Co., Inc. (Cartage), and operate approximately 665 feet of rail line located at a transload facility owned by Cartage in Bedford Park, Ill. (the Line).<sup>1</sup> The Line has no mileposts.

According to the verified notice, the Line is used in conjunction with interchanging boxcar loads of bulk commodities (such as paper and

packaging-related materials, lumber, and polystyrene) to and from the Belt Railway Company of Chicago. The verified notice further states that MRR and Cartage have reached an agreement for MRR to operate over the Line and conduct transloading operations.

The transaction may be consummated on or after January 29, 2026, the effective date of the exemption (30 days after the verified notice was filed).

MRR certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier. MRR also certifies that the transaction does not involve any provision that would prohibit or limit future interchange with any third-party connecting carrier.

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 January 22, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36875, 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 MRR's representative, Max Callahan, Fulcrum Rail, 180 North Wacker Drive, Suite 400, Chicago, IL 60606.

According to PRR, 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: January 8, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Tammy Lowery,**  
Clearance Clerk.

[FR Doc. 2026-00624 Filed 1-14-26; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

[Docket No. FD 36874]

### **Proviso Railroad, Inc.—Acquisition Exemption—L. Neill Cartage Co., Inc.**

Proviso Railroad, Inc. (PRR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from L. Neill Cartage Co., Inc.

<sup>1</sup> SCFE initially submitted its verified notice of exemption on November 18, 2025. However, by decision served on December 17, 2025, SCFE was directed to submit supplemental information to correct certain errors and omissions identified in its verified notice of exemption. SCFE filed the requested supplemental information on December 30, 2025. Therefore, December 30, 2025, is considered the filing date for SCFE's verified notice and is the basis for all dates in this notice of exemption.

<sup>2</sup> See *S. Cent. Fla. Express, Inc.—Trackage Rights Exemption—Fla. E. Coast Ry.*, FD 33562 (STB served Mar. 11, 1998). The Board's 1998 notice of exemption identified the endpoint for SCFE's local trackage rights as milepost K-70.4. SCFE confirmed in its December 30, 2025 supplemental filing that the endpoint of the Line is milepost K-70.9.

<sup>3</sup> SCFE states that, upon FEC's merger with FECR, FECR was assigned FEC's obligations under the agreement.

<sup>4</sup> SCFE states that it is not necessarily seeking retroactive authority.

<sup>1</sup> MRR supplemented its initial December 4, 2025 filing on December 29 and 30, 2025. The date of MRR's second supplement, December 30, 2025, is therefore considered the filing date of the verified notice.

(Cartage), and operate approximately 712.5 feet of rail line located at a transload facility owned by Cartage in Berkeley, Ill. (the Line).<sup>1</sup> The Line has no mileposts.

According to the verified notice, the Line is used in conjunction with interchanging boxcar loads of bulk commodities (such as paper and packaging-related materials, lumber, and polystyrene bead) to and from Union Pacific Railroad Company. The verified notice further states that PRR and Cartage have reached an agreement for PRR to operate over the Line and conduct transloading operations.

The transaction may be consummated on or after January 29, 2026, the effective date of the exemption (30 days after the verified notice was filed).

PRR certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier. PRR also certifies that the transaction does not involve any provision that would prohibit or limit future interchange with any third-party connecting carrier.

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 January 22, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36874, 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 PRR's representative, Max Callahan, Fulcrum Rail, 180 North Wacker Drive, Suite 400, Chicago, IL 60606.

According to PRR, 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: January 8, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

**Tammy Lowery,**

*Clearance Clerk.*

[FR Doc. 2026-00622 Filed 1-14-26; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Compatibility Program for Dane County Regional Airport, Madison, Wisconsin

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of receipt and request for review of the noise compatibility program

**SUMMARY:** The Federal Aviation Administration (FAA) announces the start of the FAA review of the noise compatibility program submitted for Dane County Regional Airport and the availability of this program for public review and comment. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted for Dane County Regional Airport were in compliance with applicable requirements, effective December 21, 2024. The Dane County Regional Airport noise compatibility program will be approved or disapproved on or before July 12, 2026.

**DATES:** The effective date of the FAA of the start of its review of the associated noise compatibility program is January 13, 2026. The public comment period ends March 14, 2026.

**FOR FURTHER INFORMATION CONTACT:** Emma Lienau, Chicago Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018, Tel: 847-294-7551. Comments on the proposed noise compatibility program should be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed noise compatibility program (NCP) for Dane County Regional Airport which will be approved or disapproved on, or before, July 12, 2026. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps (NEM) that are found by FAA to be in compliance with the requirements of title 49, chapter 475 of the United States Code (U.S.C.) (Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and Title 14,

Code of Federal Regulations (CFR) part 150 (14 CFR 150), promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses. The FAA previously determined that the NEMs for Dane County Regional Airport were in compliance with applicable requirements under 14 CFR 150, effective December 21, 2024 (Noise Compatibility Program for Dane County Regional Airport/Truax Field, Dane County, Wisconsin, Volume 89, Number 28, **Federal Register**, pages 9284-5, February 9, 2024).

The FAA formally received the NCP for Dane County Regional Airport on December 4, 2025. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as an NCP under Section 47504 of the Act. Preliminary review of the submitted materials indicates that it conforms to the requirements for the submittal of NCPs, but that further review will be necessary prior to approval or disapproval of the program for Dane County Regional Airport. The formal review period, limited to a maximum of 180 days, was initiated on January 13, 2026, and will be completed on or before July 12, 2026.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR 150.33 (<https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150/subpart-C/section-150.33>). The primary considerations in the evaluation process are whether the proposed measures will reduce existing noncompatible uses and prevent or reduce the probability of additional noncompatible uses and whether the proposed measures will impose an undue burden on interstate and foreign commerce or reduce safety or adversely affect the safe and efficient use of airspace.

Interested persons are invited to comment on the proposed program with specific references to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the proposed NCP for Dane County Regional Airport are available for examination online at <https://msnairport.com/about/noise-abatement/part-150-study>. Dane County Regional Airport has also made a hard copy of the document available for review at 4000 International Lane,

<sup>1</sup> PRR supplemented its initial December 3, 2025 filing on December 29 and 30, 2025. The date of PRR's second supplement, December 30, 2025, is therefore considered the filing date of the verified notice.