

Little Creek Yard) located at the northern end of the Line. (*Id.*) According to Petitioners, the Little Creek Yard provides Buckingham Branch with track and land that can be used for rail-to-truck transloading services and serves as the base of Buckingham Branch's local operations, serving as its only locomotive staging and servicing point in the Tidewater area and affording it with immediately adjacent office facilities to support administrative functions and local crew reporting. (*Id.*)

Petitioners state that the Line is stub-ended and handles no overhead traffic, and its local traffic derives from two shippers that have used the Line in the last two years: USRL Virginia Beach VA, LLC, and Greenbridge. (*Id.* at 2–3.) Petitioners represent that Buckingham Branch operates the Line as the higher-traffic volume part of its Norfolk Division, together with a 4.2-mile connecting line that Buckingham Branch leases from Norfolk Southern Railway Company.<sup>4</sup> (Pet. 3.)

According to Petitioners, in the spring of 2025, the U.S. Navy (Navy) approached CAC regarding its need and desire to acquire a portion of the Line and the Little Creek Yard, identified as Parcel 4B in the petition, for national security purposes and to extend the Navy's control of the waterfront. (*Id.* at 4.) According to Petitioners, Buckingham Branch determined that without Parcel 4B it would become operationally and economically impracticable to operate the remainder of the Line. (*Id.*) Petitioners state that CAC does not have the resources to operate the Line itself and does not believe it could find another carrier willing and able to operate the remainder of the Line. (*Id.*) As a result, Petitioners agreed to terminate the lease for the entirety of the Line and further agreed that Buckingham Branch would seek discontinuance authority and CAC would seek abandonment authority for the Line. (*Id.*)

According to Petitioners, based on information in their possession, the Line does not contain federally granted rights-of-way. (*Id.* at 5.) Petitioners state that any documentation in their possession related to the issue of federally granted rights-of-way will be made available to those requesting it. (*Id.*)

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line Railroad*—

<sup>4</sup> Concurrent with the joint petition in this proceeding, Buckingham Branch filed a petition, in Docket No. AB 1349 (Sub-No. 1X), seeking an exemption to discontinue service over this connecting line.

*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 no later than June 26, 2026.<sup>5</sup>

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 120 days after the filing of the petition for exemption, or 10 days after service of a decision granting the petition for exemption, whichever occurs sooner. Persons interested in submitting an OFA must first file a formal expression of intent to file an offer by April 6, 2026, 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)(1)(i).

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 interim trail use/railbanking under 49 CFR 1152.29 will be due no later than April 16, 2026.<sup>6</sup>

All pleadings, referring to Docket Nos. AB 1266 (Sub-No. 2X) and AB 1349X, 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 CAC's representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. NW, Suite 1300 South, Washington, DC 20004, and on Buckingham Branch's representative, Robert A. Wimbish, Fletcher & Sippel LLC, 29 N Wacker Drive, Suite 800, Chicago, IL 60606. Replies to the petition are due on or before April 16, 2026.

Persons seeking further information concerning abandonment and discontinuance procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245–0238 or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis (OEA) at (202) 245–0294. If you require an accommodation under the Americans

<sup>5</sup> Petitioners state that the Navy has "has expressed urgency to acquire Parcel 4B," and accordingly request that the Board consider the joint petition on an expedited basis. (Pet. 11.)

<sup>6</sup> Filing fees for OFAs and trail use requests can be found at 49 CFR 1002.2(f)(25) and (27), respectively.

with Disabilities Act, please call (202) 245–0245.

OEA will prepare an environmental assessment (EA) (or environmental impact statement (EIS), if necessary), which 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 at [www.stb.gov](http://www.stb.gov).

Decided: March 24, 2026.

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

**Regena Smith-Bernard,**  
Clearance Clerk.

[FR Doc. 2026–05940 Filed 3–26–26; 8:45 am]

BILLING CODE 4915–01–P

## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36914]

### **Cando Holdings (U.S.) Inc. and Alberta Investment Management Corporation, et al.—Control Exemption—Savage Bingham & Garfield Railroad LLC and Savage Tooele Railroad LLC**

Cando Holdings (U.S.) Inc. (Cando) and Alberta Investment Management Corporation and various of its intermediate holding companies (collectively, AIMCo),<sup>1</sup> each noncarriers, filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to obtain control of Savage Bingham & Garfield Railroad LLC (SBG)<sup>2</sup> and Savage Tooele Railroad LLC (STR),<sup>3</sup> both Class III carriers, from their current owner Savage Infrastructure LLC (Savage), a noncarrier.

The verified notice states that, pursuant to an Equity and Asset

<sup>1</sup> According to the verified notice, Cando is an indirect subsidiary of Alberta Investment Management Corporation. There are a total of 12 intermediate holding companies between Alberta Investment Management Corporation and Cando: PIP7PX Holdings Ltd.; AIMCo Global Infrastructure Partnership; PIP7 Rowboat Trust 2; PIP7 Rowboat Trust 1; PIP7 Rowboat Ltd.; Paddle LP; Cando Holdings Ltd.; Cando Midco C Ltd.; Cando Midco B Ltd.; Cando Midco A Ltd.; Cando Rail & Terminals Ltd. (Cando RTL); and Cando Rail & Terminals (U.S.) ULC.

<sup>2</sup> SBG operates approximately 21 miles of trackage in the vicinity of Salt Lake City, Utah.

<sup>3</sup> STR received authority to construct and operate an approximately 11-mile rail line in Tooele County, Utah. See Savage Tooele R.R.—Constr. & Operation Exemption—Line of R.R. in Tooele Cnty., Utah, FD 36616 (STB served Apr. 1 2024).

Purchase Agreement (EAPA),<sup>4</sup> Cando will acquire from Savage all of the issued and outstanding equity interests in SBG and STR, and certain other entities owned directly or indirectly by Savage. Currently, Cando and AIMCo control one rail carrier, Cando Rail & Terminals Inc. (Cando RT), which holds authority to operate as a rail carrier in Arkansas.<sup>5</sup> Pursuant to the EAPA, Cando would assume direct control, and AIMCo would assume indirect control, of SBG and STR.

Cando states that: (1) the rail lines of SBG and STR do not connect with each other or with the trackage over which Cando RT has operating rights; (2) the proposed transaction is not part of a series of anticipated transactions that would result in such a connection; and (3) the 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. 11232. See 49 CFR 1180.2(d)(2).

The earliest this transaction may be consummated is April 10, 2026, the effective date of the exemption (30 days after the verified notice was filed).

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. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

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 by April 3, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36914, should 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

<sup>4</sup> A highly confidential, unredacted version of the EAPA was submitted under seal concurrently with a motion for protective order. In its motion Cando and AIMCo request a waiver of the requirement to submit a redacted, public version of the EAPA with the verified notice. The motion for protective order and request for waiver will be addressed in a separate decision.

<sup>5</sup> See Cando Rail Servs.—Operation Exemption—Georgia-Pacific Consumer Operations, LLC, FD 36313 (STB served Aug. 2, 2019).

addition, a copy of each pleading must be served on Cando and AIMCo's representative, Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to Cando and AIMCo 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 24, 2026.

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

**Brendetta Jones,**

*Clearance Clerk.*

[FR Doc. 2026-05933 Filed 3-26-26; 8:45 am]

**BILLING CODE 4915-01-P**

## **SURFACE TRANSPORTATION BOARD**

**[Docket No. AB 1349 (Sub-No. 1X)]**

### **Buckingham Branch Railroad Company—Discontinuance Exemption—in the City of Virginia Beach and the City of Norfolk, Va.**

On March 9, 2026, Buckingham Branch Railroad Company (Buckingham Branch), a Class III rail carrier, filed a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 to discontinue service over approximately 4.2 miles of rail line in the City of Virginia Beach and the City of Norfolk, Va. (the Line). The Line extends between milepost SN 6.7 at Diamond Springs (Virginia Beach), Va., to milepost SN 2.5 at Coleman Place (Norfolk), Va. Two stations exist on the Line: Coleman Place (milepost SN 2.4) and Diamond Springs (milepost SN 5.2). The Line traverses U.S. Postal Service Zip Codes 23455 and 23502.

According to Buckingham Branch, the Line is owned by Norfolk Southern Railway Company (NSR), and it has operated the Line under a lease with NSR since 2018.<sup>1</sup> (Pet. 1–2.) Buckingham Branch states that the Line is stub-ended but handles overhead traffic originating or terminating on a connecting line segment (CAC Line), which Buckingham Branch leases from the Canonic Atlantic Co. (CAC). (*Id.* at 2.) Buckingham Branch further states that the Line's local traffic derives from a single shipper, Gordon Paper. (*Id.*)

According to Buckingham Branch, it operates the Line as part of its Norfolk

Division, together with the CAC Line, and the vast majority of Norfolk Division traffic derives from shippers on the CAC Line. (*Id.* at 2–3.) According to Buckingham Branch, the U.S. Navy (Navy) desires to acquire a portion of the CAC Line and related yard property (Parcel 4B) for national security purposes and to extend the Navy's control of the waterfront.<sup>2</sup> (Pet. 3.) Buckingham Branch contends that once the abandonment and discontinuance authority sought in Docket No. AB 1266 (Sub-No. 2X) et al. is authorized and Parcel 4B is sold to the Navy, its continued operation of the Line will not be operationally or economically feasible. (*Id.* at 3–4.)

Buckingham Branch states that, based on the information in its possession, it does not believe that the Line contains federally granted rights-of-way. (*Id.* at 2.) Buckingham Branch further states that any documentation in its possession related to federally granted rights-of-way will be made available to those requesting it. (*Id.*)

As a condition to this exemption, any employee adversely affected by the discontinuance in service 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 issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued no later than June 26, 2026.<sup>3</sup>

Because this is a discontinuance proceeding and not an abandonment, interim trail use/railbanking and public use conditions are not appropriate. Because there will be an environmental review during any subsequent abandonment, this discontinuance does not require an environmental review. See 49 CFR 1105.6(c)(5), 1105.8(b).

Any offer of financial assistance (OFA) for subsidy under 49 CFR 1152.27(b)(2) will be due no later than 120 days after the filing of the petition for exemption, or 10 days after service of a decision granting the petition for

<sup>2</sup> Concurrent with the petition in this proceeding, CAC and Buckingham Branch filed a joint petition, in Docket No. AB 1266 (Sub-No. 2X) et al., for CAC to abandon and for Buckingham Branch to discontinue service over the CAC Line.

<sup>3</sup> Buckingham Branch states that it will consummate the discontinuance of service on the Line and on the CAC Line simultaneously. (Pet. 10.) In light of the Navy's "expressed urgency to acquire Parcel 4B," and CAC and Buckingham Branch's request for expedited consideration of the joint petition in Docket No. AB 1266 (Sub-No. 2X) et al., Buckingham Branch requests prompt consideration of its petition. (*Id.*)

<sup>1</sup> See *Buckingham Branch R.R.—Change in Operators Exemption—Cassatt Mgmt., LLC*, FD 36202 (STB served July 18, 2018).