

containing compensation and pension payment data. SSA will match the VA data with its SSI/SVB payment information and Medicare database information. SSA will conduct the match using the Social Security number, name, date of birth, and VA claim number on the VA file, the SSI Record and SVB SOR, and the Medicare database SOR.

*System(s) of Records:* VA will provide SSA with electronic files containing compensation and pension payment data from its SOR entitled the “Compensation, Pension, Education, and Veteran Readiness and Employment Records-VA” (58VA21/22/28), republished with updated name at 74 FR 14865 (April 1, 2009), and amended at 86 FR 61858 (November 8, 2021) and 90 FR 44464 (September 15, 2025).

SSA will match the VA compensation and pension payment data with SSI/SVB payment information maintained in its SOR entitled “Supplemental Security Income Record and Special Veterans Benefits,” 60–0103, last fully published at 71 FR 1830 (January 11, 2006), and amended at 72 FR 69723 (December 10, 2007), 83 FR 31250–31251 (July 3, 2018), 83 FR 54969 (November 1, 2018), 89 FR 825 (January 5, 2024), 89 FR 14554 (February 27, 2024) and 90 FR 53413–53415 (November 25, 2025).

SSA will also match the VA information with its Medicare Database (MDB) File, 60–0321, last fully published at 71 FR 42159 (July 25, 2006), and amended at 72 FR 69723 (December 10, 2007), 83 FR 54969 (November 1, 2018), and 90 FR 53413–53415 (November 25, 2025).

[FR Doc. 2026–06011 Filed 3–26–26; 8:45 am]

BILLING CODE 4191–02–P

## SURFACE TRANSPORTATION BOARD

[Docket No. FD 36906]

### Connecticut Southern Railroad, Inc.— Change of Operators Exemption— Central New England Railroad, Inc.

Connecticut Southern Railroad, Inc. (CSO), a Class III carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from the State of Connecticut Department of Transportation (CT DOT) and operate approximately 8.64 miles of rail line extending between milepost 0.0 at Hartford, Conn. and milepost 8.64 at Griffins, Conn., known as the Griffins Industrial Track (the Line). Central New England Railroad, Inc. (CNZR), currently operates the Line. *See Cent. New England R.R.—Operation*

*Exemption—Line Owned by State of Conn. Dep’t of Transp.*, FD 33680 (STB served Jan. 28, 1999).<sup>1</sup>

CSO states that the agreement between CNZR and CT DOT is ending and that CSO will become the new operator of the Line. According to CSO, CNZR has authorized CSO to represent that CNZR does not object to the verified notice, which will result in CSO obtaining authority to operate the Line as a common carrier and releasing CNZR from its common carrier obligation to operate the Line.

CSO certifies that its lease with CT DOT does not impose or include an interchange commitment. CSO also certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier and will exceed \$5 million. Under 49 CFR 1150.42(b), a change in operators exemption requires that notice be given to shippers. CSO states there are no shippers on the Line.

The transaction may be consummated on or after April 21, 2026, the effective date of the exemption (60 days after CSO certified its compliance with the labor notice requirements of 49 CFR 1150.42(e)).

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 14, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36906, 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 CSO’s representative, Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Avenue NW, Suite 1300 South, Washington, DC 20004.

According to CSO, 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).

<sup>1</sup> CSO submitted a letter on March 18, 2026, noting that the notice of exemption in Docket No. FD 33680 describes the Line as extending to milepost 8.7 at Griffins. CSO states that its understanding is that the reference to milepost 8.7 in that case “is a historical error because anything beyond milepost 8.64 was apparently abandoned in 1938 and there is no evidence to suggest that any rail operations have taken place beyond milepost 8.64 in the last twenty-seven years.” (CSO Letter 1, Mar. 18, 2026.)

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.

Jeffrey Herzig,  
Clearance Clerk.

[FR Doc. 2026–05999 Filed 3–26–26; 8:45 am]

BILLING CODE 4915–01–P

## SURFACE TRANSPORTATION BOARD

[Docket No. AB 1266 (Sub-No. 2X); Docket No. AB 1349X]

### Canonie Atlantic Co.—Abandonment Exemption—in the City of Virginia Beach and the City of Norfolk, Va.; Buckingham Branch Railroad Company—Discontinuance Exemption—in the City of Virginia Beach and the City of Norfolk, Va.

On March 9, 2026, Canonie Atlantic Co. (CAC), a Class III rail carrier, and Buckingham Branch Railroad Company (Buckingham Branch), a Class III rail carrier (collectively, Petitioners), jointly filed a petition under 49 U.S.C. 10502 for exemption from the prior approval requirements of 49 U.S.C. 10903 for CAC to abandon and for Buckingham Branch to discontinue service over approximately 2.3 miles of rail line in the City of Virginia Beach and the City of Norfolk, Va. (the Line). The Line extends between approximately milepost 95.0 at Little Creek, Va. (City of Virginia Beach), and milepost 97.6 at Camden Heights, Va. (City of Norfolk).<sup>1</sup> Two stations exist on the Line: Camden Heights at milepost SN 5.2 and Little Creek at milepost SN 7.2. The Line traverses U.S. Postal Service Zip Codes 23455 and 23502.

According to Petitioners, CAC has owned the Line since 1985,<sup>2</sup> but it has never operated the Line, although it acknowledges that it holds a residual common carrier obligation. (Pet. 2.) Petitioners state that CAC has leased the Line to various carriers to provide service, and Buckingham Branch has been the lessee-operator of the Line since 2018.<sup>3</sup> (Pet. 2.) Petitioners further state that Buckingham Branch’s lease of the Line includes various Section 10906-yard tracks and facilities (the

<sup>1</sup> Petitioners state that the milepost designations reflect the historical mileposts assigned to the Line, and that the length of the Line as currently measured is slightly shorter than the historical milepost designations would suggest. (Pet. 1 n.1.)

<sup>2</sup> See *Canonie Atl. Co.—Exemption from 49 U.S.C. 10901, 11301, & 11343*, FD 30709 (ICC served Sept. 11, 1985).

<sup>3</sup> See *Buckingham Branch R.R.—Change in Operators Exemption—Cassatt Mgmt., LLC*, FD 36202 (STB served July 18, 2018).

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).