

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]

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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).¹

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).

¹ 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.

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]

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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).¹ 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 1985,² 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 2018.³ (Pet. 2.) Petitioners further state that Buckingham Branch’s lease of the Line includes various Section 10906-yard tracks and facilities (the

¹ 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.)

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

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