RAILROAD REVENUE THRESHOLDS[1]

Year	Factor	Class I	Class II
2021	0.9535	943,898,958	42,370,575
2022	0.8721	1,032,002,719	46,325,455
2023	0.8541	1,053,709,560	47,299,851
2024	0.8375	1,074,600,816	48,237,637
2025	0.8221	1,094,774,354	49,143,204

The annual inflation-adjusted deflator factor and revenue thresholds for 2025 are effective January 1, 2025. Notice of this decision will be published in the **Federal Register**.

Authority: 49 U.S.C. 11142 and 11164.

By the Board, Martin Schlenker, Acting Director, Office of Economics.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2026–12891 Filed 6–25–26; 8:45 am]

BILLING CODE 4915–01–P

[1] In *Montana Rail Link, Inc., & Wisconsin Central Ltd., Joint Petition for Rulemaking with Respect to 49 CFR part 1201,* 8 I.C.C.2d 625 (1992), the Board's predecessor, the Interstate Commerce Commission, raised the revenue classification level for Class I railroads from $50 million (1978 dollars) to $250 million (1991 dollars), effective for the reporting year beginning January 1, 1992. The Class II threshold was also raised from $10 million (1978 dollars) to $20 million (1991 dollars). In *Montana Rail Link, Inc.—Petition for Rulemaking—Classification of Carriers,* EP 763 (STB served Apr. 5, 2021), the revenue classification level for Class I railroads was raised from $250 million (1991 dollars) to $900 million (2019 dollars), and the Class II threshold was converted and rounded from $20 million (1991 dollars) to $40.4 million (2019 dollars), effective for the reporting year beginning January 1, 2020.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36918]

900 Conshohocken Rail LLC—Acquisition and Operation Exemption—Rail Line of Cleveland-Cliffs Railways Inc. d/b/a Upper Merion & Plymouth Railroad

900 Conshohocken Rail LLC (Conshohocken Rail), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire an approximately 11-mile rail line in Conshohocken, Pa. (the Line), from Cleveland-Cliffs Railways Inc. d/b/a Upper Merion & Plymouth Railroad (CCRI).[1] The Line does not have assigned mileposts.

According to the verified notice, Conshohocken Rail is a new, noncarrier subsidiary of MLP Ventures, LLC (MLP), that was formed for the purpose of acquiring the Line. The verified notice states that Conshohocken Rail and CCRI have entered an agreement pursuant to which Conshohocken Rail will acquire the Line and provide rail service as needed, either itself or through a contract service provider. The verified notice further states that transaction will be undertaken in connection with MLP's acquisition of the property of an idled steel plate finishing facility owned by Cleveland-Cliffs Plate LLC, an affiliate of CCRI. Conshohocken Rail expects to become a Class III carrier upon consummation of the transaction.

Conshohocken Rail certifies that the proposed acquisition of the Line does not involve an interchange commitment. Conshohocken Rail further certifies that its projected annual revenues as a result of this transaction are not expected to exceed $5 million and that the proposed transaction will not result in Conshohocken Rail becoming a Class I or Class II rail carrier.

The earliest this transaction may be consummated is July 12, 2026, the effective date of the exemption (30 days after the verified notice was filed).

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 July 2, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36918, 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 Conshohocken Rail's representative, Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606–3208.

According to Conshohocken Rail, 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.*

Decided: June 23, 2026.

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

Stefan Rice,

Clearance Clerk.

[FR Doc. 2026–12864 Filed 6–25–26; 8:45 am]

BILLING CODE 4915–01–P

[1] Conshohocken Rail states that the verified notice uses the same description of the Line that has been used in prior transactions involving the Line, and that, as noted in those filings, the description of the Line encompasses certain yard or switching tracks for which Board acquisition approval may not be required. *See, e.g., Upper Merion & Plymouth R.R. Co. LLC—Acquis. & Operation Exemption—Upper Merion & Plymouth R.R. Co.,* FD 34155, slip op. at 1 n.2 (STB served Jan. 10, 2002).

SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21152]

TBL Group, Inc.—Acquisition of Control—Escot Bus Lines, L.L.C.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving and authorizing finance transaction.

SUMMARY: TBL Group, Inc. (TBL Group), a noncarrier holding company that controls multiple interstate motor passenger carriers, has filed an application to acquire control of the primary assets of, or the member interest in, Escot Bus Lines, L.L.C. (Escot), a federally regulated motor passenger carrier. The Board is tentatively approving and authorizing the transaction. If no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by July 27, 2026. If any comments are filed, TBL Group may file a reply by August 25, 2026. If no opposing comments are filed by July 27, 2026, this notice shall be effective on July 28, 2026.

ADDRESSES: Comments, referring to Docket No. MCF 21152, may be filed with the Board either via e-filing on the Board's website or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423–0001. In addition, send one copy of comments to TBL Group's representative: Andrew K. Light, Scopelitis, Garvin, Light, Hanson & Feary, P.C., 10 W Market Street, Suite 1400, Indianapolis, IN 46204.