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Issued in Washington, DC, on December 8, 2014.

Ron Hynes,

Director, Office of Technical Oversight.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35862]

Arkansas Louisiana & Mississippi Railroad Company—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company

Arkansas Louisiana & Mississippi Railroad Company (ALM), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from Union Pacific Railroad Company (UP) and operate approximately 9.32 miles of rail line, known as the Bastrop Lead, between mileposts 551.25 and 560.57, in Collinston, La.

ALM and UP have entered into a lease agreement wherein the Bastrop Lead connects with another line leased by ALM between Bastrop and Monroe, La., to UP's McGehee Sub at Collinston. According to ALM, the lease will allow ALM and UP to shift their primary interchange location from Monroe to Collinston, which should allow for more efficient interchange and handling of traffic that is moved jointly by the carriers.

As required by 49 CFR 1150.43(h), ALM has disclosed in the verified notice that the subject lease agreement contains an interchange commitment that indirectly affects interchange with Kansas City Southern Railway Company at Monroe.

ALM has certified that its projected annual revenues as a result of this transaction will not result in ALM's becoming a Class II or Class I rail carrier, but that its annual revenues exceed \$5 million. Accordingly, as required by 49 CFR 1150.42(e), ALM has certified that: (1) On October 16 and 23, 2014, a copy of the verified notice was posted at the workplaces of the

employees on the line, and (2) on October 24, 2014, a copy of the verified notice was served on the national offices of all labor unions with employees on the line. Additionally, under 49 CFR 1150.42(b), a change in operators requires that notice be given to shippers. ALM states that there are no shippers on the line.

The earliest this transaction may be consummated is December 26, 2014, the effective date of the exemption (30 days after the exemption was filed). ALM states that it intends to consummate the transaction on or shortly after that date.

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 December 19, 2014 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35862, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Eric M. Hocky, Clark Hill, PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

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Decided: December 9, 2014.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Brendetta S. Jones,

Clearance Clerk.

[FR Doc. 2014-29186 Filed 12-11-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35884]

Union Pacific Railroad Company—Temporary Trackage Rights Exemption—BNSF Railway Company

BNSF Railway Company (BNSF), pursuant to a written trackage rights agreement dated November 24, 2014, has agreed to grant temporary overhead trackage rights to Union Pacific Railroad Company (UP) between milepost 579.3 near Mill Creek, Okla., on BNSF's Creek Subdivision and milepost 631.0 near Joe Junction, Tex., on BNSF's Madill Subdivision, a distance of approximately 51.7 miles.

The transaction may be consummated on or after December 28, 2014, the effective date of the exemption (30 days after the verified notice of exemption was filed). The temporary trackage rights will expire on November 30, 2015. The purpose of the temporary trackage rights is to allow UP to move loaded and empty unit ballast trains to be used for UP maintenance of way projects.

As a condition to this exemption, any employees affected by the acquisition of the temporary 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), and any employees affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). If it 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 December 19, 2014 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35884, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Jeremy M. Berman, Union Pacific Railroad Company, 1400 Douglas Street, STOP 1580, Omaha, NE 68179.

Board decisions and notices are available on our Web site at "WWW.STB.DOT.GOV."

Decided: December 9, 2014.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Brendetta S. Jones,

Clearance Clerk.

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