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Faye Lipsky,

Federal Register Liaison, Office of Legislation and Congressional Affairs, Social Security Administration.

[FR Doc. 2024–18975 Filed 8–22–24; 8:45 am]

BILLING CODE 4191–02–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36801]

Great Lakes Terminal Railroad, LLC— Lease and Operation Exemption— Norfolk Southern Railway Company

Great Lakes Terminal Railroad, LLC (GLTRR), a Class III carrier, has filed a verified notice of exemption pursuant to 49 CFR 1150.41 to lease and operate 14,215 feet (2.69 miles) of trackage in Chicago, Ill. (the Line), following the acquisition of the Line by Norfolk Southern Railway Company (NSR) from GLTRR's affiliated company, Great Lakes Terminal, LLC (GLT). According to the verified notice, the Line does not have mileposts. GLTRR has operated over the Line since 2018 pursuant to a lease agreement with GLT.¹

According to the verified notice, GLT has reached an agreement with NSR to sell NSR the Line on or after September 6, 2024. GLTRR states it has entered into a lease agreement with NSR to continue to operate the Line following the close of the sale. GLTRR states that the lease agreement will be effective on or after the effective date of the notice.

GLTRR certifies that its projected annual revenues are less than \$5 million and are not expected to exceed those that would qualify it as a Class III carrier. GLTRR states that the transaction does not involve any provision or agreement that may limit future interchange with a third-party connecting carrier, nor is the Line currently subject to any agreement that imposes such an interchange commitment.

The transaction may be consummated on or after September 8, 2024, 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)

¹ The Board recently granted GLTRR after-the-fact authority to lease and operate approximately 22,568 feet of contiguous track in Chicago, which includes the Line. *Great Lakes Terminal R.R.—Acquis. & Operation Exemption—Great Lakes Terminal, LLC*, FD 36764 (Sub-No. 1) (STB served July 31, 2024). That decision addressed GLTRR's inadvertent failure to seek the necessary regulatory approval in 2018.

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 August 30, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36801, 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 GLTRR's representative, Crystal M. Zorbaugh, Mullins Law Group PLLC, 2001 L Street NW, Suite 720, Washington, DC 20036.

According to GLTRR, 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: August 20, 2024.

By the Board, Scott M. Zimmerman, Acting Director, Office of Proceedings.

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2024–18978 Filed 8–22–24; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. NOR 42175]

Complaint and Petition of the National Railroad Passenger Corp.; Substandard Performance of Amtrak's Sunset Limited Trains 1 and 2

AGENCY: Surface Transportation Board.

ACTION: Notice of filing schedule; opportunity for submissions by non-parties.

SUMMARY: The Surface Transportation Board (Board) has issued a decision in its investigation of the causes of substandard on-time performance of Amtrak's Sunset Limited that, among other things, establishes a procedural schedule for the filing of pleadings and provides guidance on subjects to be addressed in those pleadings. Under the procedural schedule, non-parties will be permitted to submit replies to the opening briefs filed by Amtrak and railroad parties' replies.

DATES: Amtrak's opening statement is due by October 7, 2024. Railroad party replies to Amtrak's opening statement are due by December 23, 2024. Non-party replies are due January 22, 2025. Railroad party rebuttals to non-party replies are due February 21, 2025.

Amtrak's rebuttal to all replies is due by February 21, 2025.

ADDRESSES: All filings 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. Parties and non-parties submitting filings must reference Docket No. NOR 42175 and comply with the Board's service requirements set forth at 49 CFR 1104.12. Information on the Board's service requirements can be viewed on the Board's website at <https://www.stb.gov/resources/need-assistance/how-to-file/>.

FOR FURTHER INFORMATION CONTACT: Brian O'Boyle (202) 245–0364. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245–0245.

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision served on August 19, 2024, which is available at www.stb.gov.

Authority: 49 U.S.C. 1321, 24308(f).

Decided: August 19, 2024.

By the Board, Board Members Fuchs, Hedlund, Primus, and Schultz.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2024–18905 Filed 8–22–24; 8:45 am]

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SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21117]

Bus Company Holdings Topco LP and Bus Company Holdings US LLC— Acquisition of Control of Assets— Chenango Valley Bus Lines, Inc.; Community Bus Lines, Inc.; Dillon's Bus Service, Inc.; Elko, Inc.; Hudson Transit Lines, Inc.; Olympia Trails Bus Company, Inc.; Rockland Coaches, Inc.; Sam Van Galder, Inc.; Suburban Transit Corp.; Trentway-Wagar, Inc.; and Wisconsin Coach Lines, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice Tentatively Approving and Authorizing Finance Transaction.

SUMMARY: On June 21, 2024, Bus Company Holdings Topco LP (Topco) and Bus Company Holdings US LLC (Holdings US) (collectively, Bus Company Holdings), both noncarriers, along with certain of their subsidiaries (collectively, Applicants), filed an application for control over the assets of certain interstate passenger motor carriers controlled by Coach USA, Inc. (Coach USA). The Board is tentatively approving and authorizing the transaction subject to the Renco Group,