experience in the transportation of grain. Communications to nominate, to inquire as to the status of an active nomination, or to request further information should be addressed to Jeremy Lutes, Designated Federal Officer for the NGCC, at *jeremy.lutes@stb.gov.* When nominating a candidate, please include an attached professional resume detailing the relevant experience of the nominee.

Decided:

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

Kenyatta Clay,

Clearance Clerk.

[FR Doc. 2026–14772 Filed 7–21–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36896]

PNGT Rail, LLC—Acquisition Exemption—Rail Line of Franklin Storage, LP at WCN Drive Transload Facility, Chambersburg, PA.

PNGT Rail, LLC (PNGT), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Colby Nitterhouse (Nitterhouse), on behalf of Franklin Storage, LP (Franklin Storage), and operate approximately 2,200 feet (0.42 miles) of existing rail line at a transload facility owned by PNGT, LP, and leased by Franklin Storage, located at 2633 WCN Drive in Chambersburg, PA. (the Line).[1] PNGT states that the Line is not described by milepost numbers.

This transaction is related to a verified notice of exemption in *Nitterhouse—Continuance in Control Exemption—NPJ Rail, LLC; PNGT Rail, LLC; & WCN Rail, LLC,* Docket No. FD 36923, in which Nitterhouse seeks authority to continue in control of PNGT; NPJ Rail, LLC; and WCN Rail, LLC upon their becoming Class III rail carriers.

According to the verified notice, the Line is used in conjunction with interchanging centerbeams, flat cars, and boxcar loads of bulk commodities (*i.e.,* cardboard, lumber, and paper and related materials) to and from Norfolk Southern Railway. The verified notice states that an operating agreement between Nitterhouse, on behalf of Franklin Storage, and PNGT concerning the Line has been executed.

PNGT certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier. PNGT also certifies that the transaction does not involve a provision or agreement that would prohibit or limit future interchange with a third-party connecting carrier.

The earliest this transaction may be consummated is August 5, 2026, the effective date of the exemption (30 days after the verified notice of exemption is deemed to have been 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 29, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36896, 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 PNGT's representative, Max Callahan, Fulcrum Rail, 141 West Jackson Boulevard, Suite 1795, Chicago, IL 60604.

According to PNGT, 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: July 17, 2026.

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

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2026–14754 Filed 7–21–26; 8:45 am]

BILLING CODE 4915–01–P

[1] PNGT originally filed its notice of exemption on December 15, 2025; however, the notice contained numerous errors and omissions, including missing the required verification. *See* 49 CFR 1150.32. On January 13, 2026, PNGT submitted a supplement to its notice, which included a verification. The filing date for that supplement is January 14, 2026, the date when PNGT provided a certificate of service as required by 49 CFR 1104.12. Also on January 13, 2026, the Board issued a decision directing PNGT to supplement its notice of exemption to correct certain errors and omissions, to the extent it had not already done so, and postponing the effective date of the notice until further order of the Board. After several intervening orders in this docket, in a decision served on July 2, 2026, the Board directed counsel for PNGT to clarify his address, which he did in a filing received on July 6, 2026. Accordingly, the date of PNGT's most recent supplement, July 6, 2026, is deemed the filing date of PNGT's verified notice.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36897]

WCN Rail, LLC—Acquisition Exemption—Rail Line of Franklin Storage, LP at Kriner Road Transload Facility, Chambersburg, PA

WCN Rail, LLC (WCN), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Colby Nitterhouse (Nitterhouse), on behalf of Franklin Storage, LP (Franklin Storage), and operate approximately 2,220 feet (0.42 miles) of existing rail line at a transload facility owned by WCN Properties, LP, and leased by Franklin Storage, located at 900 Kriner Road, in Chambersburg, PA (the Line).[1] WCN states that the Line is not described by milepost numbers.

This transaction is related to a verified notice of exemption in *Nitterhouse—Continuance in Control Exemption—NPJ Rail, LLC; PNGT Rail, LLC; & WCN Rail, LLC,* Docket No. FD 36923, in which Nitterhouse seeks authority to continue in control of WCN; NPJ Rail, LLC; and PNGT Rail, LLC upon their becoming Class III rail carriers.

According to the verified notice, the Line is used in conjunction with interchanging boxcar, centerbeam, and flatcar loads of bulk commodities (*i.e.,* paper, pulp, drywall, and food products) to and from CSX Transportation, Inc. The verified notice states that an operating agreement between Nitterhouse, on behalf of Franklin Storage, and WCN concerning the Line has been executed.

WCN certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier. WCN also certifies that the transaction does not involve a provision or agreement that would prohibit or limit future interchange with a third-party connecting carrier.

[1] WCN originally filed its notice of exemption on December 18, 2025; however, the notice contained numerous errors and omissions, including missing the required verification. *See* 49 CFR 1150.32. On January 13, 2026, WCN submitted a supplement to its notice, which included a verification. The filing date for that supplement is January 14, 2026, the date when WCN provided a certificate of service as required by 49 CFR 1104.12. Also on January 13, 2026, the Board issued a decision directing WCN to supplement its notice of exemption to correct certain errors and omissions, to the extent it had not already done so, and postponing the effective date of the notice until further order of the Board. After several intervening orders in this docket, in a decision served on July 2, 2026, the Board directed counsel for WCN to clarify his address, which he did in a filing received on July 6, 2026. Accordingly, the date of WCN's most recent supplement, July 6, 2026, is deemed the filing date of WCN's verified notice.

The earliest this transaction may be consummated is August 5, 2026, the effective date of the exemption (30 days after the verified notice of exemption is deemed to have been 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 29, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36897, 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 WCN's representative, Max Callahan, Fulcrum Rail, 141 West Jackson Boulevard, Suite 1795, Chicago, IL 60604.

According to WCN, 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: July 17, 2026.

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

Stefan Rice,

Clearance Clerk.

[FR Doc. 2026–14755 Filed 7–21–26; 8:45 am]

BILLING CODE 4915–01–P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36895]

NPJ Rail, LLC—Acquisition Exemption—Rail Line of Franklin Storage, LP at Guilford Springs Road Transload Facility, Chambersburg, PA

NPJ Rail, LLC (NPJ), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Colby Nitterhouse (Nitterhouse), on behalf of Franklin Storage, LP (Franklin Storage), and operate approximately 1,800 feet (0.34 miles) of existing rail line at a transload facility owned by NPJ Properties, LP, and leased by Franklin Storage, located at 2999 Guilford Springs Road in Chambersburg, PA (the Line).[1] NPJ states that the Line is not described by milepost numbers.

This transaction is related to a verified notice of exemption in *Nitterhouse—Continuance in Control Exemption—NPJ Rail, LLC; PNGT Rail, LLC; & WCN Rail, LLC,* Docket No. FD 36923, in which Nitterhouse seeks authority to continue in control of NPJ; PNGT Rail, LLC; and WCN Rail, LLC upon their becoming Class III rail carriers.

According to the verified notice, the Line is used in conjunction with interchanging hoppers, boxcars, and centerbeam bulk commodities (*i.e.,* lumber, aggregate, particleboard, and copy paper) to and from Norfolk Southern Railway. The verified notice states that an operating agreement between Nitterhouse, on behalf of Franklin Storage, and NPJ concerning the Line has been executed.

NPJ certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier. NPJ also certifies that the transaction does not involve a provision or agreement that would prohibit or limit future interchange with a third-party connecting carrier.

The earliest this transaction may be consummated is August 5, 2026, the effective date of the exemption (30 days after the verified notice of exemption is deemed to have been 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 29, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36895, 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 NPJ's representative, Max Callahan, Fulcrum Rail, 141 West Jackson Boulevard, Suite 1795, Chicago, IL 60604.

According to NPJ, 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: July 17, 2026.

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

Aretha Laws-Byrum,

Clearance Clerk.

[FR Doc. 2026–14756 Filed 7–21–26; 8:45 am]

BILLING CODE 4915–01–P

[1] NPJ originally filed its notice of exemption on December 15, 2025; however, the notice contained numerous errors and omissions, including missing the required verification. *See* 49 CFR 1150.32. On January 13, 2026, NPJ submitted a supplement to its notice, which included a verification. The filing date for that supplement is January 14, 2026, the date when NPJ provided a certificate of service as required by 49 CFR 1104.12. Also on January 13, 2026, the Board issued a decision directing NPJ to supplement its notice of exemption to correct certain errors and omissions, to the extent it had not already done so, and postponing the effective date of the notice until further order of the Board. After several intervening orders in this docket, in a decision served on July 2, 2026, the Board directed counsel for NPJ to clarify his address, which he did in a filing received on July 6, 2026. Accordingly, the date of NPJ's most recent supplement, July 6, 2026, is deemed the filing date of NPJ's verified notice.

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36923]

Colby Nitterhouse—Continuance in Control Exemption—NPJ Rail, LLC; PNGT Rail, LLC; and WCN Rail, LLC

Colby Nitterhouse (Nitterhouse), a non-carrier, has filed a verified notice of exemption under 49 CFR 1180.2(d)(2) to continue in control of NPJ Rail, LLC (NPJ); PNGT Rail, LLC (PNGT); and WCN Rail, LLC (WCN) upon their becoming Class III rail carriers.[1] Nitterhouse currently does not control any carriers.[2]

[1] Nitterhouse originally filed its verified notice on April 27, 2026, seeking to continue in control of NPJ, PNGT, WCN, and AJAK Rail, LLC (AJAK), upon their becoming rail carriers. By order served May 26, 2026, Nitterhouse was directed to supplement the verified notice, and the effective date of the exemption was postponed pending further order of the Board. In a letter filed on June 3, 2026, Nitterhouse and AJAK informed the Board that AJAK does not presently intend to pursue the acquisition authority it sought in Docket No. FD 36894 and that Nitterhouse would amend the verified notice filed in this docket to reflect that change. On June 5, 2026, Nitterhouse filed an amended verified notice. The docket caption has been revised to reflect the removal of AJAK. In a decision served on July 2, 2026, the Board directed counsel for NPJ, PNGT, WCN, and Nitterhouse to clarify his address, which he did in a filing received on July 6, 2026. Accordingly, the date of Nitterhouse's most recent supplement, July 6, 2026, is deemed the filing date of the verified notice.

[2] Under 49 U.S.C. 11323, Board authority is required for acquisition of control of a rail carrier by a person that is not a rail carrier but that controls any number of rail carriers. 49 U.S.C. 11323(a)(5). A noncarrier like Nitterhouse, on the other hand, generally does not require Board authority to control its first carrier. *See Williams—Control Exemption—S&S Shortline Leasing, LLC,* FD 36460 et al., slip op. at 3–4 (STB served Jan. 26, 2021). However, because it is not clear which carrier Nitterhouse will acquire first, continuance in control authority is required for each of them. *See AJAK Rail, LLC—Acquis. Exemption—Rail Line of Franklin Storage, LP at Advantage Ave. Transload Facility, Chambersburg, PA,* FD 36894 et al., slip op. at 3 n.6 (STB served Mar. 27, 2026).