



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

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.)

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 C.F.R. § 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, S.W., 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 N.W., 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).

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.

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