

NEW SPECIAL PERMITS

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of special thereof
16474-N		Retriev Technologies Inc. Anaheim, CA.	49 CFR Subparts C, D, and E of part 172, 172.102(c)(1) Special Provision 130(d), 173.185(c), 173.185(d).	To authorize the manufacture, mark sale and use of specifically designed packagings for the transportation in commerce of certain batteries without shipping papers, and certain marking and labeling when transported for recycling or disposal (modes 1, 2, 3)
16475-N		Volga-Dnepr Airlines, LLC Ulyanovsk, Russian Federation.	49 CFR 172.101 Hazardous Materials Table Column (9B), 173.27, 175.30(a)(1), Columns 12 and 13 of Table 3-1 of the ICAO TI.	To authorize the transportation in commerce of certain hazardous materials forbidden aboard cargo aircraft only (mode 4)
16477-N		Hydroid, Inc. Pocasset, MA.	49 CFR 173.185(e)	To authorize the transportation in commerce of prototype and low production lithium ion batteries contained in equipment. (modes 1, 2, 3)
16478-N		Sentry Equipment Corp. Oconomowoc, WI.	49 CFR 173.201, 173.301(f), 173.302a, 173.304a.	To authorize the manufacture, mark, sale and use of stainless steel non-DOT specification cylinders manufactured in accordance with ASME Section VIII. (modes 1, 2, 3, 4)
16485-N		Entegris, Inc. Billerica, MA.	49 CFR 173.302c, 180.205(f), 180.205(g), 180.209a.	To authorize the transportation in commerce of adsorbed gases in certain DOT specification cylinders. (modes 1, 2, 3, 4, 5)
16492-N		Construction Helicopters, Inc. Howell, MI.	49 CFR 172.101 Hazardous Materials Table Column (9B), Subpart C of Part 172, 172.301(c), 172.302(c) 173.27(b)(2), 175.30, Part 178.	To authorize the transportation in commerce of certain hazardous materials by 14 CFR part 133 Rotorcraft External Load Operations transporting hazardous materials attached to or suspended from an aircraft and 14 CFR part 135 operations transporting hazardous materials on board an aircraft. Such transportation is in support of construction operations when the use of cranes or other lifting devices is impracticable or unavailable or when aircraft is the only means of transportation, without being subject to certain hazard communication requirements, packaging and loading and storage requirements. (mode 4)
16495-N		TransRail Innovatioin Inc. Calgary, Canada.	40 CFR 179.7	To authorize the manufacture, installation, and service trials of 50 rail tank cars containing Class 3 hazardous materials each with a sensor device mounted to the rail tank car prior to, or in conjunction with, the completion of the quality assurance program for the tank car facility. (mode 2)

[FR Doc. 2015-15848 Filed 7-1-15; 8:45 am]

BILLING CODE 4909-60-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 55 (Sub-No. 743X)]

**CSX Transportation, Inc.—
Discontinuance of Service
Exemption—in Raleigh County, W. Va.**

CSX Transportation, Inc. (CSXT) filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue service over approximately 3.80 miles of railroad line (the Line), on its Southern Region, Huntington Division, Piney Creek Subdivision, between mileposts CAV 0.0 and CAV 3.80 near Surveyor, in Raleigh County, W. Va. The Line

traverses United States Postal Service Zip Codes 25932 and 25844.

CSXT has certified that: (1) No freight traffic has moved over the Line for at least two years; (2) no formal complaint filed by a user of rail service on the Line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period; and (3) the requirements at 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.¹

As a condition to this exemption, any employee adversely affected by the discontinuance shall be protected under

¹ On June 17, 2015, CSXT submitted corrected certificates of service and publication.

*Oregon Short Line Railroad—
Abandonment Portion Goshen Branch
Between Firth & Ammon, in Bingham &
Bonnevillle Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) to subsidize continued rail service has been received, this exemption will become effective on August 1, 2015, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2)² must be

² Each OFA must be accompanied by the filing fee, which is currently set at \$1,600. See 49 CFR 1002.2(f)(25).

filed by July 13, 2015.³ Petitions to reopen must be filed by July 22, 2015, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to CSXT's representative: Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Ave., Suite 301, Towson, MD 21204.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

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Decided: June 25, 2015.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

Raina S. Contee,
Clearance Clerk.

[FR Doc. 2015-16240 Filed 7-1-15; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 156 (Sub-No. 27X)]

Delaware and Hudson Railway Company, Inc.—Discontinuance of Trackage Rights Exemption—in Broome County, NY, Middlesex, Essex, Union, Somerset, Hunterdon, and Warren Counties, NJ, Cumberland, Chester, Luzerne, Perry, York, Lancaster, Northampton, Lehigh, Carbon, Berks, Montgomery, Northumberland, Dauphin, Lebanon, and Philadelphia Counties, PA, Cecil, Harford, Baltimore, Anne Arundel, and Prince George's Counties, and Baltimore City, MD, the District of Columbia, Arlington County, and the City of Alexandria, VA

Delaware and Hudson Railway Company, Inc. (D&H), a wholly-owned indirect subsidiary of Canadian Pacific Railway Company, has filed a verified notice of exemption under 49 CFR pt. 1152 subpart F—*Exempt Abandonments and Discontinuances of Service* to discontinue its overhead and local trackage rights over approximately 670 miles of rail line (the Lines) owned and/or operated by Norfolk Southern Railway Company, Reading Blue Mountain and Northern Railroad Company, CSX Transportation, Inc., Consolidated Rail Corporation, Wilkes-Barre Connecting Railroad Company, Pocono Northeast Railway, Inc., and

National Railroad Passenger Corporation.¹ The Lines are located: (1) In Binghamton, N.Y., (2) in Wilkes-Barre, Pa., (3) between Hudson (Plains), Pa., and Buttonwood, Pa., (4) between Sunbury, Pa., and Harrisburg, Pa., (5) between Harrisburg and Potomac Yard, Va., via Perryville, Md., (6) between Harrisburg and Philadelphia, Pa., via Reading, Pa., (7) between Reading and Allentown, Pa., (8) between Dupont, Pa., and Allentown, and (9) between Allentown and Oak Island, N.J.

The Lines traverse United States Postal Service Zip Codes as follows: (1) Pennsylvania—17110, 17020, 17053, 17025, 17011, 17043, 17070, 17319, 17370, 17345, 17347, 17406, 17547, 17512, 17582, 17516, 17565, 17532, 17518, 17563, 17101, 17102, 17104, 17113, 17057, 17502, 17801, 17823, 17830, 17017, 17061, 17032, 17018, 17112, 18240, 18229, 18235, 18071, 18080, 18088, 18059, 18067, 18052, 18032, 18109, 18018, 18015, 18042, 18103, 18049, 18062, 18011, 19539, 19562, 19530, 19522, 19510, 19605, 19604, 19601, 19602, 19606, 19508, 19518, 19464, 19468, 19460, 19406, 19428, 19035, 19072, 19004, 19131, 19121, 19147, 19148, 19145, 19112, 17103, 17111, 17036, 17033, 17078, 17042, 17046, 17067, 17087, 17073, 19567, 19551, 19565, 19608, 19609, 19610, 19611, 18641, 18640, 18702, 18706, 18707, 18661, 18701, 18704, 18705, 17003, 17034, 17105, 17121, 18030, 18037, 18055, 18101, 18102, 19103, 19104, 19130, 19146, 19405, 19560, and 19607; (2) Maryland—21918, 21904, 21903, 21078, 21001, 21040, 21010, 21220, 21221, 21237, 21224, 21205, 21201, 21217, 21223, 21229, 21227, 21090, 21076, 21240, 21077, 21144, 21113, 20755, 20715, 20720, 20769, 20706, 20784, 20785, 20743, 21085, 21213, 21202, and 21216; (3) District of Columbia—20003, 20019, 20024, 20472, 20260, and 20585; (4) Virginia—22202, 22301, and 22314; (5) New Jersey—07105, 07114, 07112, 07205, 07083, 07204, 07203, 07016, 07027, 07090, 07076, 07023, 07062, 07060, 07063, 08812, 08846, 08805, 08807, 08835, 08844, 08853, 08822, 08887, 08801, 08867, 08827, 08802, 08804, 08865, 08821, 08854, 07080, 08820, 07066, 08826, 08829, 08801, 08833, 08889, 08876, 08869, 07036, 07202, 07206, and 07201; and (6) New York—13790, 13901, 13905, 13795, and 13904.

D&H has certified that (1) no local traffic has moved over the Lines for at

least two years; (2) any overhead traffic can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the Lines (or by a state or local government entity acting on behalf of such user) regarding cessation of service on the Lines either is pending with the Board or with any U.S. District Court or has been decided in favor of complainant within the two-year period; and (4) the requirements at 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.²

As a condition to this exemption, any employee adversely affected by the discontinuance shall be protected under *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) to subsidize continued rail service has been received, this exemption will be effective on August 4, 2015, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues and formal expressions of intent to file an OFA to subsidize continued rail service under 49 CFR 1152.27(c)(2)³ must be filed by July 13, 2015. Petitions to reopen must be filed by July 22, 2015, with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001.⁴

A copy of any petition filed with the Board should be sent to D&H's representative: W. Karl Hansen, Stinson Leonard Street LLP, 150 South Fifth Street, Suite 2300, Minneapolis, MN 55402.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

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

Decided: June 29, 2015.

² D&H made these certifications in its verified notice of exemption filed March 19, 2015. In a supplement filed June 15, 2015, D&H amended its verified notice, providing corrected information and stating that it is republishing the newspaper notices and providing corrected notices to the governmental agencies to which notice is required under 49 CFR 1152.50(d)(1).

³ Each OFA must be accompanied by the filing fee, which currently is set at \$1,600. See 49 CFR 1002.2(f)(25).

⁴ The Board intends to address pleadings previously filed in this proceeding in a separate decision.

³ Because this is a discontinuance proceeding and not an abandonment, interim trail use/rail banking and public use conditions are not appropriate.

¹ This is a republication of the notice of exemption originally served and published in the **Federal Register** on April 8, 2015 (80 FR 18,937). This notice contains corrected information.