

complied with the requirements of 49 CFR 1150.32(e) on October 20, 2010, by providing notice to employees and their labor unions on the affected line. Under 49 CFR 1150.32(e), this exemption cannot become effective until 60 days after the date notice was provided.

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 to stay must be filed no later than December 10, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35430, 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 Louis E. Gitomer, 600 Baltimore Ave., Suite 301, Towson, MD. 21204.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: November 1, 2010.

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

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2010-27995 Filed 11-4-10; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35431]

Patriot Woods Railroad, LLC— Acquisition and Operation Exemption—Weyerhaeuser NR Company, Weyerhaeuser Woods Railroad Operating Division

Patriot Woods Railroad, LLC (PAW), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from Weyerhaeuser NR Company, Weyerhaeuser Woods Railroad Operating Division (Woods RR), and to operate approximately 21.5 miles of rail line¹ between milepost 8.5 (the connection with the Columbia &

Cowlitz Railway Company² at Ostrander Junction) and milepost 30.0 (Green Mountain), including auxiliary and temporary storage tracks, in Cowlitz County, Wash.

This transaction is related to a transaction in which Patriot Rail, LLC and its subsidiaries entered into an asset purchase agreement on July 21, 2010, to acquire from Weyerhaeuser NR Company certain rail assets and the rail assets of five of its subsidiaries.

This transaction is also related to six other transactions for which notices of exemption have been concurrently filed: Docket No. FD 35425, *Tennessee Southern Railroad Company, Patriot Rail, LLC, Patriot Rail Holdings LLC, and Patriot Rail Corp.—Continuance in Control Exemption—Columbia & Cowlitz Railway, LLC, DeQueen and Eastern Railroad, LLC, Golden Triangle Railroad, LLC, Mississippi & Skuna Valley Railroad, LLC, Patriot Woods Railroad, LLC, and Texas, Oklahoma and Eastern Railroad, LLC*, in which Patriot Rail, LLC and its subsidiaries seek to continue in control of PAW in this proceeding and five other newly created noncarrier subsidiaries, upon the latter becoming Class III rail carriers in the following proceedings: (1) Docket No. FD 35426, *Columbia & Cowlitz Railway, LLC—Acquisition and Operation Exemption—Columbia & Cowlitz Railway Company*; (2) Docket No. FD 35427, *DeQueen and Eastern Railroad, LLC—Acquisition and Operation Exemption—DeQueen and Eastern Railroad Company*; (3) Docket No. FD 35428, *Golden Triangle Railroad, LLC—Acquisition and Operation Exemption—Golden Triangle Railroad Company*; (4) Docket No. FD 35429, *Mississippi & Skuna Valley Railroad, LLC—Acquisition and Operation Exemption—Mississippi & Skuna Valley Railroad Company*; and (5) Docket No. FD 35430, *Texas, Oklahoma & Eastern Railroad, LLC—Acquisition and Operation Exemption—Texas, Oklahoma & Eastern Railroad Company*.

The parties intend to consummate the transaction on or after December 21, 2010.

PAW certifies that its projected annual revenues as a result of the transaction will not exceed those that would make it a Class III rail carrier and will not exceed \$5 million.

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 November 12, 2010 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35431, 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 Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: November 1, 2010.

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

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2010-27992 Filed 11-4-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35413]

Lancaster & Chester Railroad, LLC— Acquisition and Operation Exemption—Line of Lancaster & Chester Railway Company

AGENCY: Surface Transportation Board, DOT.

ACTION: Correction to Notice of Exemption.

SUMMARY: This document contains a correction to the Notice of Exemption served and published in the **Federal Register** on Friday, October 15, 2010 (75 FR 63,532-33). In the notice, noncarrier Lancaster & Chester Railroad, LLC (L&C Railroad) seeks to acquire and operate under 49 CFR 1150.31 approximately 62 miles of rail line owned by Class III rail carrier Lancaster & Chester Railway Company. The correction relates to the name of the connecting railroad in the description of the rail line. The notice incorrectly indicated that L&C Railroad would connect with Consolidated Rail Corporation at former Survey Station 0+06 (milepost SG-346+2210) in Chester County, S.C. Instead, L&C Railroad will connect with CSX Transportation, Inc. at the specified station in Chester County.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 245-0395. [Assistance for the hearing impaired is available through the Federal

¹ PAW states that Woods RR has been used as a spur line only to serve the facilities of Weyerhaeuser NR Company, not as a common carrier railroad. PAW will hold itself out to perform common carrier service for any shipper and intends to operate the line for the purpose of becoming a rail carrier.

² After these transactions are consummated, PAW will connect with Columbia & Cowlitz Railway Company, LLC.