

motor carrier primarily providing regular home-to-school student transportation services in New Hampshire (the area encompassing the cities of Manchester, North Haverhill, Milford, and Center Barnstead) and in Vermont (the area encompassing the cities of Orleans, Lyndonville, and White River Junction). (*Id.* at 8.) BBS also provides limited intrastate and interstate charter services for wedding parties, camps, field trips, and other private events such as sporting events, office/corporate events, political rallies, social gatherings, and concerts. (*Id.*) In providing its services, BBS utilizes approximately 339 passenger vehicles (290 school buses with a seating capacity of 16 or more passengers, 13 passenger mini-buses with a seating capacity of 16 or more passengers, 8 vans with a seating capacity of 1 to 8 passengers, and 28 vans with a seating capacity of 9 to 15 passengers). (*Id.*) Furthermore, the USDOT number assigned to BBS is 1633191, and for purposes of its interstate passenger operations, BBS holds interstate carrier operating authority under FMCSA MC-602610. (*Id.*) According to the application, BBS is owned by Sellers, who are noncarriers and do not directly or indirectly own or control any other interstate passenger motor carriers. (*Id.* at 7.)

Under 49 U.S.C. 14303(b), the Board must approve and authorize a transaction that it finds consistent with the public interest, taking into consideration at least (1) the effect of the proposed transaction on the adequacy of transportation to the public, (2) the total fixed charges that result from the proposed transaction, and (3) the interest of affected carrier employees. Van Pool has submitted the information required by 49 CFR 1182.2, including information to demonstrate that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303(b), *see* 49 CFR 1182.2(a)(7), and a jurisdictional statement under 49 U.S.C. 14303(g) that the aggregate gross operating revenues of the involved carriers exceeded \$2 million during the 12-month period immediately preceding the filing of the application, *see* 49 CFR 1182.2(a)(5). (*See* Appl. 10–14.)

Applicants assert that the proposed transaction will not have a material, detrimental impact on the adequacy of transportation services available to the public. (*Id.* at 11.) According to Applicants, BBS will continue to provide the same services it currently provides under the same name; however, going forward, BBS will operate within the holdings of Applicants, which are experienced in

passenger transportation operations. (*Id.*) The transaction, combined with the passenger carrier management capacity of Applicants, is expected to result in improved operating efficiencies, increased equipment utilization rates, and cost savings derived from economies of scale within the Applicants' subsidiaries, all of which will help ensure the provision of adequate service to the public. (*Id.*) Applicants also assert that the addition of BBS will enhance the viability of Applicants' organization and its subsidiaries. (*Id.*)

Applicants state that the impact of the transaction on the regulated motor carrier industry will be minimal at most and that neither competition nor the public interest will be adversely affected. (*Id.* at 14.) According to Applicants, the demand for school bus transportation and charter services in the area served by BBS is strong and is expected to increase in the foreseeable future. (*Id.* at 13.) BBS competes directly with other passenger service providers in the area it serves, which is a competitive market because of the significant number of national, regional, and local providers operating within the area. (*Id.*) Other providers include Student Transportation of America, First Student, Durham, Caring Hands, WW Berry Transportation, and Lamoille Valley Transportation. (*Id.*) Applicants add that BBS's service area is geographically dispersed from those of the Affiliate Regulated Carriers and there is very limited overlap in the customer bases among the Affiliate Regulated Carriers and BBS.⁴ (*Id.*)

Applicants assert that the proposed transaction will increase fixed charges in the form of interest expenses because funds will be borrowed to assist in financing the transaction; however, Applicants state that the increase will not impact the provision of transportation services to the public. (*Id.* at 12.) Applicants also assert that they do not expect the transaction to have substantial impacts on employees or labor conditions, and they do not anticipate a measurable reduction in force or changes in compensation levels or benefits at BBS. (*Id.*) Applicants submit, however, that staffing redundancies could result in limited downsizing of back-office and/or managerial-level personnel. (*Id.*)

Based on Applicants' representations, the Board finds that the acquisition as proposed in the application is consistent with the public interest. The

⁴ There also appears to be little, if any, competitive overlap between BBS and TCS. *See* note 2, *supra*.

application will be tentatively approved and authorized. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. *See* 49 CFR 1182.6. If no opposing comments are filed by expiration of the comment period, this notice will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available at www.stb.gov.

It is ordered:

1. The proposed transaction is approved and authorized, subject to the filing of opposing comments.

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective on December 31, 2024, unless opposing comments are filed by December 30, 2024. If any comments are filed, Van Pool may file a reply by January 14, 2025.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: November 12, 2024.

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

Zantori Dickerson,
Clearance Clerk.

[FR Doc. 2024-26686 Filed 11-14-24; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. MCF 21125]

Traxx Coachlines Ltd., Quick Coachlines Ltd., and Vancouver Tours & Transit Ltd. C/B/A Charter Bus Lines of British Columbia—Amalgamation of Three Companies Into One Under the Name Traxx Coachlines Ltd.

AGENCY: Surface Transportation Board.

ACTION: Notice tentatively approving and authorizing finance transaction.

SUMMARY: On October 18, 2024, interstate passenger motor carrier Traxx

Coachlines Ltd. (TCL) filed an application for Board approval to amalgamate (merge) its assets and operations with those of Quick Coachlines Ltd. (QCL) and Vancouver Tours & Transit Ltd. c/b/a Charter Bus Lines of British Columbia (VTT) (collectively, Applicants). Traxx Holdings Inc. (Traxx) currently owns 100% of the interest in TCL, QCL, and VTT, and Monarch Ventures Inc. (Monarch) currently owns 100% of Traxx. Upon completion of the proposed transaction, TCL, QCL, and VTT would merge into one entity—TCL—which would be 100% owned by Traxx. Monarch would continue to control Traxx. The Board is tentatively approving and authorizing the transaction. If no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by December 30, 2024. If any comments are filed, Applicants may file a reply by January 14, 2025. If no opposing comments are filed by December 30, 2024, this notice shall be effective on December 31, 2024.

ADDRESSES: Comments, referring to Docket No. MCF 21125, may be filed with the Board either via e-filing on the Board's website or in writing addressed to: Surface Transportation Board, 395 E Street SW, Washington, DC 20423-0001. In addition, send one copy of comments to Applicants' representative: Stephen P. Flott, Esq., Flott & Co. PC, 2200 Wilson Boulevard, Suite 320, Arlington, VA 22201.

FOR FURTHER INFORMATION CONTACT: Jonathon Binet at (202) 245-0368. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245.

SUPPLEMENTARY INFORMATION: According to the application, which was filed under 49 U.S.C. 14303(a)(1), TCL provides a broad range of charter, transit, and tourism-related services across western Canada. (Appl. 2.) The application further states that QCL specializes in cross-border transportation, primarily providing scheduled service on routes between Vancouver, British Columbia, the lower mainland of British Columbia, and Sea-Tac Airport in Seattle, Wash. (*Id.* at 2-3.) Applicants note that QCL's services cater primarily to tourists and business travelers. (*Id.* at 3.) According to the application, VTT focuses on tourism services, providing sightseeing tours and charter services around Vancouver, British Columbia, and offering tourist destinations in the western United States. (*Id.*) Applicants assert that Traxx

owns 100% of TCL, QCL, and VTT,¹ and that, while each entity has maintained its unique branding, all operational management has been consolidated under Traxx, which, according to Applicants, has facilitated streamlined and consistent services across these entities. (*Id.* at 2.)²

The application states that, except for TCL, QCL, and VTT, there are no other affiliated carriers involved in the application. (*Id.* at 4.) The application further explains that Applicants have entered into an amalgamation agreement (the Amalgamation Agreement) whereby TCL, QCL, and VTT will merge into one entity (including all assets, vehicles, and business operations) and operate under the existing brand, TCL. (*Id.* at 3.) According to Applicants, the Amalgamation Agreement is scheduled to close no earlier than November 1, 2024, but in any event not before Board approval of this application. (*Id.*) Further, Applicants state that the goal of the proposed transaction is to enhance brand strength and simplify administrative processes while having minimal changes to the day-to-day operations of the applicable carriers. (*Id.*)

Under 49 U.S.C. 14303(b), the Board must approve and authorize a transaction that it finds consistent with the public interest, taking into consideration at least (1) the effect of the proposed transaction on the adequacy of transportation to the public, (2) the total fixed charges resulting from the proposed transaction, and (3) the interest of affected carrier employees. Applicants have submitted the information required by 49 CFR 1182.2, including information demonstrating that the proposed transaction is consistent with the public interest under 49 U.S.C. 14303(b), *see* 49 CFR 1182.2(a)(7), and a jurisdictional statement under 49 U.S.C. 14303(g) that the aggregate gross operating revenues of the involved carriers exceeded \$2 million during the 12-month period immediately preceding the filing of the application, *see* 49 CFR 1182.2(a)(5).

Applicants assert that granting the application would have no adverse impact on the adequacy of transportation services available for the public. (Appl. 4.) According to Applicants, the proposed transaction involves the combination of three

businesses owned and operated by Traxx. (*Id.*) Applicants state that TCL intends to continue the operations of the carriers essentially as they are now being conducted and that the public would not be affected by the transaction other than by a change in name for the applicable entities. (*Id.*)

Applicants further state that this transaction would have no effect on total fixed charges, and that no carrier employees would be adversely affected by the contemplated transaction as there would be no change in the carriers' day-to-day operations. (*Id.* at 4-5.)

Based on Applicants' representations, the Board finds that the merger as proposed in the application is consistent with the public interest. The application will be tentatively approved and authorized. If any opposing comments are timely filed, these findings will be deemed vacated, and, unless a final decision can be made on the record as developed, a procedural schedule will be adopted to reconsider the application. *See* 49 CFR 1182.6. If no opposing comments are filed by the expiration of the comment period, this notice will take effect automatically and will be the final Board action in this proceeding.

This action is categorically excluded from environmental review under 49 CFR 1105.6(c).

Board decisions and notices are available at www.stb.gov.

It is ordered:

1. The proposed transaction is approved and authorized, subject to the filing of opposing comments.

2. If opposing comments are timely filed, the findings made in this notice will be deemed vacated.

3. This notice will be effective December 31, 2024, unless opposing comments are filed by December 30, 2024. If any comments are filed, Applicants may file a reply by January 14, 2025.

4. A copy of this notice will be served on: (1) the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; (2) the U.S. Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue NW, Washington, DC 20530; and (3) the U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Avenue SE, Washington, DC 20590.

Decided: November 12, 2024.

¹ Further information about TCL, QCL, and VTT, including U.S. Department of Transportation (USDOT) numbers, motor carrier numbers, and USDOT safety fitness ratings, can be found in the application. (*See* Appl., Exs. B, C, & D.)

² More information about Applicants' corporate structure and ownership can be found in the application. (*See* Appl. 1; *see also id.*, Ex. A.)

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

Stefan Rice,

Clearance Clerk.

[FR Doc. 2024-26678 Filed 11-14-24; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36806]

Old Line Holding Company, Inc., d/b/a Old Line Railroad—Acquisition and Operation Exemption—Line of The Maryland and Delaware Railroad Company

Old Line Holding Company, Inc., d/b/a Old Line Railroad (Old Line), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from The Maryland and Delaware Railroad Company (MDDE) and operate approximately 23.7 miles of rail line from milepost 42.0 in Selbyville, Del., to the end of the track at milepost 65.7 in Snow Hill, Md. (the Line). The verified notice states that Old Line is the parent company of MDDE, which currently operates the Line.

According to the verified notice, Old Line, MDDE, and Carload Express, Inc. (Carload), have entered into a purchase agreement dated August 1, 2024, which provides that Old Line will acquire the Line from MDDE and that Carload will concurrently acquire MDDE from Old Line.¹ Old Line states that, after consummating the proposed transaction, it will become a Class III rail carrier and operate the Line.

Old Line certifies that the transaction does not involve any provision or agreement that would limit future interchange with a third-party connecting carrier. Old Line further certifies that its projected annual revenue will not exceed \$5 million and will not result in the creation of a Class II or Class I rail carrier.

The earliest this transaction may be consummated is November 29, 2024, the effective date of the exemption. If the verified notice contains false or misleading information, the exemption

¹ In a concurrently filed petition for exemption, Carload, a noncarrier, seeks Board approval to acquire MDDE from Old Line. Pet. for Exemption 1, *Carload Express, Inc.—Control Exemption—Md. & Del. R.R.*, FD 36807.

According to the verified notice, the purchase agreement further provides that Delmarva Central Railroad Company, a Class III rail carrier and subsidiary of Carload, will acquire from MDDE a 3-mile rail line that connects with the Line at Selbyville. See *Delmarva Cent. R.R.—Acquis. Exemption—Line of the Md. & Del. R.R.*, FD 36805 (STB served Oct. 4, 2024).

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 22, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36806, 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 Old Line's representative, Thomas J. Litwiler, Fletcher & Sippel LLC, 29 North Wacker Drive, Suite 800, Chicago, IL 60606-3208.

According to Old Line, 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: November 8, 2024.

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

Brendetta Jones,

Clearance Clerk.

[FR Doc. 2024-26584 Filed 11-14-24; 8:45 am]

BILLING CODE 4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36814]

Raritan Central Railway, LLC—Lease and Operation Exemption—Consolidated Rail Corporation

Raritan Central Railway, LLC (RCRY), a Class III railroad, has filed a verified notice of exemption pursuant to 49 CFR 1150.41, to permit it to operate, pursuant to an amendment to a lease with the Consolidated Rail Corporation (Conrail), approximately 3,000 linear feet of rail line in Middlesex County, NJ.

RCRY was previously authorized to lease from Conrail and to operate 7.08 miles of rail lines, consisting of four segments, all in Middlesex County. *Raritan Cent. Ry.—Lease & Operation Exemption—Consol. Rail Corp.*, FD 36393 (STB served Apr. 3, 2020). RCRY states that under the existing lease, one of the segments, the Raritan Industrial Track (the Raritan I.T.), extends from its connection with the Bonhamton I.T. to the east side of Crows Mill Road, including the at-grade crossing thereof. According to the verified notice, Conrail

currently operates on an additional 3,000 feet of rail line beyond the leased segment, and RCRY and Conrail have agreed to amend the lease to extend RCRY's lease and operation of the Raritan I.T. to include that additional 3,000-foot segment. RCRY states that following the amendment, RCRY will provide common carrier service on "the Raritan I.T. from its connection with the Bonhamton I.T. to the west side of Route 440 at [milepost] 20.06." (RCRY Verified Notice 2 (quoting the lease amendment).)

RCRY certifies that the track lease does not impose or include an interchange commitment. RCRY also certifies that its projected annual revenues as a result of this transaction will not exceed \$5 million annually and will not result in the creation of a Class II or Class I carrier.

The transaction may be consummated on or after November 30, 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) 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 22, 2024 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36814, 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 RCRY's representative, Eric M. Hocky, Clark Hill PLC, Two Commerce Square, 2001 Market Street, Suite 2620, Philadelphia, PA 19103.

According to RCRY, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic reporting requirements under 49 CFR 1105.8(b).

Board decisions and notices are available at www.stb.gov.

Decided: November 8, 2024.

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

Raina White,

Clearance Clerk.

[FR Doc. 2024-26697 Filed 11-14-24; 8:45 am]

BILLING CODE 4915-01-P