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Office of Chief Counsel
March 9, 2026
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Public Record

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March 7, 2026

Via e-filing

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20024

Re: Canonie Atlantic Co. – Abandonment Exemption –
in the City of Virginia Beach and the City of Norfolk, Virginia
Surface Transportation Board Docket No. AB 1266 (Sub. No. 2X)

Buckingham Branch Railroad Company – Discontinuance Exemption –
in the City of Virginia Beach and the City of Norfolk, Virginia
Surface Transportation Board Docket No. AB 1349X

Expedited Consideration Requested

Dear Chief of Case Administration:

Enclosed for filing in the above referenced dockets is a joint petition for exemption filed on behalf of Canonie Atlantic Co. ("CAC") and Buckingham Branch Railroad Company ("Buckingham Branch").

Included with this notice is a motion for protective order filed pursuant to 49 C.F.R. § 1104.14(b) to enable the filing of the enclosed redacted version to be uploaded to the Board's public docket in this proceeding. CAC and Buckingham Branch are also filing a highly confidential version of the joint petition.

The filing fees were paid using Pay.gov.

If you have any questions about this filing, please contact me.

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March 9, 2026
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FILED
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Sincerely,



Justin J. Marks
Counsel to Canonie Atlantic Co.

Enclosures

cc: Robert A. Wimbish
Counsel to Buckingham Branch Railroad Company

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. AB 1266 (Sub. No. 2X)

CANONIE ATLANTIC CO.
- ABANDONMENT EXEMPTION –
IN THE CITY OF VIRGINIA BEACH AND
THE CITY OF NORFOLK, VIRGINIA

STB Docket No. AB 1349X

BUCKINGHAM BRANCH RAILROAD COMPANY
- DISCONTINUANCE EXEMPTION –
IN THE CITY OF VIRGINIA BEACH AND
THE CITY OF NORFOLK, VIRGINIA

JOINT PETITION FOR EXEMPTION
(expedited consideration requested)

(color copies included)

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*Counsel for Buckingham Branch Railroad
Company*

Counsel for Canonie Atlantic Co.

Dated: March 7, 2026

**Before the
SURFACE TRANSPORTATION BOARD**

STB Docket No. AB 1266 (Sub. No. 2X)

**CANONIE ATLANTIC CO.
- ABANDONMENT EXEMPTION –
IN THE CITY OF VIRGINIA BEACH AND
THE CITY OF NORFOLK, VIRGINIA**

STB Docket No. AB 1349X

**BUCKINGHAM BRANCH RAILROAD COMPANY
- DISCONTINUANCE EXEMPTION –
IN THE CITY OF VIRGINIA BEACH AND
THE CITY OF NORFOLK, VIRGINIA**

JOINT PETITION FOR EXEMPTION

Pursuant to 49 U.S.C. §10502 and 49 C.F.R. parts 1121 and 1152, Canonie Atlantic Co. (“CAC”), a non-operating Class III railroad common carrier and Buckingham Branch Railroad Company (“Buckingham Branch”), a Class III railroad common carrier, jointly petition for exemptions from the provisions of 49 U.S.C. §10903 for CAC to abandon and Buckingham Branch to discontinue service over, respectively, approximately 2.3-miles of rail line in the City of Virginia Beach and the City of Norfolk, VA. (the “Subject Line”). The Subject Line extends between approximately milepost 95.0 at Little Creek, VA (City of Virginia Beach) and milepost 97.6 at Camden Heights, VA (City of Norfolk).¹ Maps of the Subject Line are attached hereto as

¹ Milepost designations reflect the historic mileposts assigned to the Subject Line. The length of the Subject Line as currently measured [on Google Earth] is slightly shorter than the historic mileposts would suggest. Regardless of the difference, CAC is seeking to abandon, and Buckingham Branch is seeking discontinue service over, the entire Subject Line.

Exhibit A. In support of their request for exemption, CAC and Buckingham Branch represent as follows:

Background of Proposed Abandonment and Discontinuance

The Subject Line consists of approximately 2.3-miles of a rail line in the City of Virginia Beach and the City of Norfolk, VA. The Subject Line has been owned by CAC since 1985.² CAC has never operated the Subject Line but acknowledges that it holds the residual common carrier authority. CAC has leased the Subject Line to various carriers over the years for the lessee carriers to provide the rail service on the Subject Line. Buckingham Branch has been the lessee-operator of the Subject Line since 2018.³ Buckingham Branch's lease of the Subject Line also includes various Section 10906-yard tracks and facilities (the "Little Creek Yard") located at the northern end of the Subject Line. The Subject Line is currently in FRA Class 1 condition. Two stations exist on the Subject Line, Camden Heights at milepost SN5.2 and Little Creek at milepost SN 7.2. The Subject Line traverses through United States Postal Service ZIP Codes 23455 and 23502.

The Little Creek Yard provides Buckingham Branch with track and land that can be used for rail-to-truck transloading services. The same yard also serves as the base of Buckingham Branch's local operations, serving as the railroad's only locomotive staging and servicing point in the Tidewater area, and affording Buckingham Branch with immediately adjacent office facilities to support administrative functions and local crew reporting.

The Subject Line is stub ended and thus handles no overhead traffic. Its local traffic derives from two shippers that have utilized the Subject Line within the last two years. One of the shippers,

² *Canonie Atlantic Co. and Canonie, Inc.; Exemption from 49 United States Code 10901, 11301, and 11343*, ICC Finance Docket 30709; 50 Fed. Reg. 37293 (Sept. 12, 1985).

³ *Buckingham Branch Railroad Company. – Change in Operators Exemption – Cassatt Management, LLC D/B/A Bay Coast Railroad*, STB Finance Docket No. 36202, (served July. 31, 2018).

USRL Virginia Beach VA, LLC (“USRL”), is a non-common carrier rail – truck transload services provider that has subleased dedicated Little Creek Yard capacity from Buckingham Branch. USRL has averaged [REDACTED] carloads per year over the last three calendar years (generating a three-year low of [REDACTED] carloads in 2025). *See* Exhibit B (Buckingham Branch Norfolk Division Traffic Data and Financial Information). Buckingham Branch has given the shipper notice that its sublease is being terminated due to the sale of the sub-leased property to the Navy. Applicants understand that USRL intends to shift its transloading operations to another location. The other shipper on the Subject Line, Greenbridge, (“Greenbridge”) has received an average of roughly [REDACTED] revenue carloads per year over the last three years (including [REDACTED] carloads in 2025). *See* Exhibit B. Greenbridge has been notified that CAC and Buckingham Branch are seeking an exemption to abandon and discontinue service over the Subject Line. Applicants believe that Greenbridge would have the option following abandonment and discontinuance to have its incoming freight shipped by rail to a local transload facility approximately 11 miles from Greenbridge’s facility, where the freight could be transloaded onto trucks for delivery to Greenbridge’s facility.

Buckingham Branch has been operating the Subject Line for approximately eight years and is not aware of any other potential rail customer opportunities beyond USRL and Greenbridge.

Buckingham Branch operates the Subject Line as the higher-traffic-volume part of its “Norfolk Division” together with a 4.2-mile connecting line (the “NSR Line”) that Buckingham Branch leases from Norfolk Southern Railway Company (“NSR”). *See* fn 3. Buckingham Branch will be separately seeking authorization in *Buckingham Branch Railroad Company – Discontinuance Exemption – In the City of Virginia Beach and the City of Norfolk, Virginia*, STB Docket No. AB 1349 (Sub-No. 1X) to discontinue its common carrier operations over the NSR Line, thereby shifting the common carrier obligations on that line back to NSR.

In the spring of 2025, the U.S. Navy (the “Navy”) approached CAC regarding the Navy’s desire and need to acquire a portion of the Subject Line and the related Little Creek Yard property for national security purposes and to extend the Navy’s control of the waterfront. The property the Navy needs to acquire is marked as “Parcel 4B” on the map attached as Exhibit A. The Navy requires that the portion of the Subject Line and related yard property be abandoned to facilitate removal of the railroad facilities located on Parcel 4B and thereafter to re-deploy the land underlying those facilities for national defense purposes. Accordingly, CAC approached Buckingham Branch regarding the potential termination of its lease with respect to Parcel 4B. However, as set forth in more detail below, Buckingham Branch determined that with the loss of the Parcel 4B line of railroad and adjacent Little Creek Yard facilities, it would become operationally and economically impracticable to operate the remainder of the Subject Line. CAC as the non-operating carrier owner of the Subject Line does not have the resources to operate the Subject Line itself and does not believe that it could find another carrier willing and able to operate the remainder of the Subject Line. Accordingly, CAC and Buckingham Branch agreed to terminate the lease for all of the Subject Line, and further agreed that Buckingham Branch would seek discontinuance authority, and CAC would seek abandonment authority, with respect to the Subject Line. Once the abandonment and discontinuance authority sought hereunder is authorized, the segment of the Subject Line and affiliated Section 10906-yard track located on Parcel 4B will be sold to the United States of America for the benefit of the Navy.

Enclosed as Exhibit C is a support letter from State Senator Bill DeSteph expressing his support for this joint petition and the sale of Parcel 4B to the U.S. Government for the benefit of the Navy. Senator DeSteph states, the “requested abandonment and discontinuance reflect changing transportation realities and will facilitate coordinated planning among federal, state, and

local partners.” He continues, “[r]egulatory certainty at this stage is essential to advancing projects and support national operational needs and preserve the region’s vital role in supporting the United States Navy and related defense activities.”

Based on information in the possession of CAC and Buckingham Branch, the Subject Line does not contain federally granted rights-of-way. Any documentation related to title in CAC’s or Buckingham Branch’s possession as related to federally granted rights-of-way will be made available to those requesting it.

Abandonment and Discontinuance of Service over the Subject Line Should Be Exempted

CAC’s abandonment and Buckingham Branch’s discontinuance of the Subject Line would require authorization pursuant to 49 U.S.C. §10903 unless the exemption requested herein is granted. The Board is directed by 49 U.S.C. §10502 to grant an exemption if it finds that (1) regulation is not necessary to carry out the rail transportation policy (“RTP”) of 49 U.S.C. §10101, and (2) either the transaction is limited in scope or regulation is not needed to protect shippers from the abuse of market power. The proposed abandonment is not eligible for the two-year out of service class exemption since Buckingham Branch has been providing local service over the Subject Line during the past two years. However, a grant of this petition is warranted because once the sale of Parcel 4B is made to the Navy, Buckingham Branch will no longer have an operating base at which to store and service its locomotives or an office facility out of which railroad personnel could report, rendering continued Buckingham Branch operations on the balance of the Subject Line, with its anticipated residual carload volumes operationally and economically infeasible.

Under 49 U.S.C. §10502 and 49 C.F.R. §1152.60, there is no requirement for a carrier to submit all of the detailed financial data that would be required if abandonment authority were

being sought under 49 U.S.C. §10903 and the regulations relating thereto. Requirements to the contrary would run counter to the principal goals of an exemption proceeding and the RTP. Indeed, the Board has noted “[a]lthough 49 U.S.C. § 10502 and 49 C.F.R. § 1152.60 include few specific requirements regarding the financial and other information to be submitted with a petition for exemption, the information provided must be sufficient to allow the Board to reach an informed decision that the § 10502 exemption requirements have been met.”⁴ It is, however, abundantly clear from the conservative cost data that Buckingham Branch is providing in Exhibit B and is discussed more fully below that the projected costs of maintaining and operating the Subject Line to support Greenbridge, even if that were operationally possible, would exceed the revenues that likely would be earned from operating the portion of the Subject Line remaining after conveyance of Parcel 4.

Class III carriers such as Buckingham Branch are not required to keep financials as Class I carriers must do under 49 C.F.R. Part 1201.⁵ Buckingham Branch does not keep separate financial statements for the Norfolk Division, but it has extracted from its records the 2025 revenues and expenses related to the Norfolk Division as set forth in Exhibit B. The Norfolk Division includes the Subject Line that is the focus of this joint petition and the NSR Line that is the Subject of the Buckingham Branch petition for discontinuance in Docket No. AB 1349 (Sub-No. 1X). As demonstrated in Exhibit B, USRL is the anchor customer on the Norfolk Division generating approximately 66% of the carloads in 2025 (and over 68% of the carloads in 2023 and 2024).

⁴ *Midcoast Railservice, Inc. – Discontinuance of Service Exemption – In Cumberland, Knox, Lincoln, Sagadahoc Counties, ME*, STB Docket No. AB 1341X (served December 2, 2024), slip op at 3 fn 5 (*citing San Joaquin Valley R.R.—Aban. Exemption—in Kings & Fresno Cntys., Cal.*, AB 398 (Sub-No. 4X), slip op. at 2 (STB served Mar. 5, 1999); *Union Pac. R.R.—Aban. Exemption—in Pottawattamie Cnty., Iowa*, AB 33 (Sub-No. 274X) et al., slip op. at 3 (STB served Dec. 12, 2008)).

⁵ 49 C.F.R. Part 1201, Subpart A, 1-1(c).

Once USRL relocates, Greenbridge will be the remaining shipper on the Subject Line (and Gordon Paper will be the remaining customer on the NSR Line). The carloads generated by Greenbridge, and the revenue they generate clearly will be insufficient to continued service on the Subject Line.

As it is, Buckingham Branch incurred losses of over \$[REDACTED] on its Norfolk Division in 2025, and without the revenue from USRL which would go away with the sale of the Little Creek Yard to the Navy, the loss would have been over \$[REDACTED]. *See* Exhibit B. Without the revenues from USRL, Buckingham Branch would also have suffered losses in 2023 and 2024. *See* Exhibit B. As such even the combined revenues generated by the remaining two shippers (including, as relevant here, Greenbridge) would be insufficient for Buckingham Branch to sustain continued operations on the Subject Line or the NSR Line individually, or the Norfolk Division as a whole.⁶

The financial unviability of continued operations would be further compounded by the substantial capital expenses that would be required to replace the Little Creek Yard facilities. The Navy's acquisition of Parcel 4B will wholly eliminate Buckingham Branch's only locomotive staging area, servicing track, and crew reporting facility in the Tidewater area. Buckingham Branch does not believe there is any available, suitably zoned real estate contiguous to the remaining stub-ended line that could be acquired for such purposes.

However, even if such land could physically be found and acquired, the capital required to replicate the Little Creek locomotive and personnel facilities—including land acquisition, construction of new switching leads and staging track, environmental containment for locomotive fueling, security fencing, and the development of replacement office and crew facilities—would

⁶ For the purposes of this analysis, Applicants have taken a conservative approach of assuming that shippers will continue to receive the same amount of freight at the same freight rate and that expenses will remain constant.

easily run into the hundreds of thousands, if not millions, of dollars. Forcing Buckingham Branch to attempt this insurmountable capital project to serve a single remaining customer that generated only \$ [REDACTED] in revenue in 2025 is economically unjustifiable and would impose an undue burden on the carrier.

This proposed abandonment and discontinuance of a 2.3-mile line with one remaining active shipper with no prospects for additional carloadings or additional shippers does not require detailed scrutiny to carry out the rail policies of 49 U.S.C. §10101 and is in keeping with the Board's overall policy of removing unnecessary regulatory barriers from carriers. The Subject Line is stub-ended and there is no overhead traffic that can use it. It is especially true in this situation that detailed scrutiny is not required given that the remaining Shipper has the option to ship by rail to a nearby transload location where its freight could be transloaded by truck for delivery to Greenbridge's facility.

Approval of the requested exemption under 49 U.S.C. §10502 would enable CAC to abandon and Buckingham Branch to discontinue service over the Subject Line without the extensive costs and delays that would otherwise occur if an application were required to be filed under Section 10903. Further, given the financial and operational reasons why the Subject Line needs to be abandoned and service discontinued, granting the exemption is in keeping with the following rail policies described in 49 U.S.C. §10101:

* * *

- (2) to minimize the need for Federal regulatory control over the rail transportation system and to require fair and expeditious regulatory decisions when regulation is required;
- (3) to promote a safe and efficient rail transportation system by allowing rail carriers to earn adequate revenues...

* * *

(4) to ensure the development and continuation of a sound rail transportation system with effective competition among rail carriers with other modes, to meet the needs of the public and the national defense;

(5) to foster sound economic conditions in transportation...

* * *

(7) to reduce regulatory barriers to entry into and exit from the industry...

* * *

(9) to encourage honest and efficient management of railroads;

* * *

(15) to provide for the expeditious handling and resolution of all proceedings.

Moreover, the grant of the requested exemption will not be inconsistent with any of the 15 items which have been made a part of rail transportation policy by 49 U.S.C. §10101.

The scope of the exemption requested is limited to a 2.3-mile line that, with the termination of the USRL lease at the Little Creek Yard⁷, is expected to generate less than ■ carloads per week from a single, remaining customer with alternative shipping options via transload.

Since the proposed transaction is of limited scope, it is not necessary for the Board to consider whether shippers need to be protected from abuse of market power. However, even if the Board were to consider the market power, since the one remaining shipper has a transload service alternative, regulation is not needed to protect it from abuse of market power. Even if the suggested transload alternative might cause some harm and added expense to Greenbridge, that “by itself is insufficient to outweigh the detriment to the public interest caused by continued operation of

⁷ While there is a second active shipper served by the Subject Line located on Parcel 4B, that shipper operates a transload operation pursuant to a sublease with Buckingham Branch. However, as discussed above, that sublease has been terminated, and the shipper has indicated that it will relocate its business to a different transload locations.

uneconomic facilities, especially where transportation alternatives are available.” *St. Lawrence & Atlantic Railroad Company – Discontinuance of Service Exemption – In Cumberland County, ME*, STB Docket No. AB 1117X (served February 25, 2014), slip op. at 4 (citations omitted). *See also*, *Montreal, Maine & Atlantic Railway, Ltd. – Discontinuance of Service and Abandonment – In Aroostook and Penobscot Counties, ME*, Docket No. AB 1043 (Sub-No. 1) (served December 27, 2010), at 6-7 (and cases cited therein). Here, continued service by Buckingham Branch, even if it were operationally possible, would require Buckingham Branch to continue to operate at an even greater net loss than in 2025. As such, continued regulation is not necessary to protect shippers from the abuse of market power. *Id.*

Additional Information

Although not required under the Board’s regulations for abandonment petitions for exemption, CAC and Buckingham Branch hereby provide the following additional information that would be required under 49 C.F.R. 1152.50(d)(2) and 1152.22 if the abandonment and discontinuance were sought pursuant to the Board’s class exemption:

(a)(1) The exact names of the Applicants are Canonic Atlantic Co. and Buckingham Branch Railroad Company.

(a)(2) CAC and Buckingham Branch are common carriers by railroad subject to 49 U.S.C. Subtitle IV, chapter 105. CAC is a non-operating Class III railroad that owns railroad property in Maryland and Virginia, including the Subject Line. Buckingham Branch is a Class III railroad that operates in Virginia.

(a)(3) CAC seeks to abandon and Buckingham Branch seeks to discontinue approximately 2.3-miles of rail line beginning at milepost 95.0 at Little Creek, VA (City of Virginia Beach) and

milepost 97.6 at Camden Heights, VA (City of Norfolk).⁸ Two stations exist on the Subject Line, Camden Heights at milepost SN5.2 and Little Creek at milepost SN 7.2.

(a)(4) Maps of the Subject Line are attached hereto as Exhibit A.

(a)(7) The representative of CAC to whom correspondence should be sent is: Eric M. Hocky, Esq., Clark Hill, PLC, Two Commerce Square, 2001 Market St., Suite 2620, Philadelphia, PA 19103; (215) 640-8523; or Justin J. Marks, Clark Hill PLC, 1001 Pennsylvania Ave. N.W., Suite 1300 South, Washington, DC 20004; (202) 772-0916. The representative of Buckingham Branch to whom correspondence should be sent is Robert A. Wimbish, Fletcher & Sippel LLC, 29 N. Wacker Drive, Suite 800, Chicago, Illinois 60606; (312) 252-1504.

(a)(8) The Subject Line traverses through United States Postal Service ZIP Codes 23455 and 23502.

(e)(4) CAC believes that the right-of-way is suitable for trail use or other public purposes except for the segment to be acquired by the U.S. Navy.

Expedited Consideration Requested

CAC and Buckingham Branch propose to consummate the abandonment at the earliest possible date permitted by the Board. The Navy has expressed urgency to acquire Parcel 4B, and CAC and Buckingham Branch accordingly request that the Board consider this Petition on an expedited basis.

Employee Protection

CAC does not operate the line or have any employees that will be affected by the proposed abandonment. Buckingham Branch will offer all of its employees working on the

⁸ Milepost designations reflect the historic mileposts assigned to the Subject Line and therefore the total miles to be abandoned may not correspond with those mileposts.

Subject Line positions elsewhere on the Buckingham Branch system. Nevertheless, CAC and Buckingham Branch recognize that their respective abandonment of, and discontinuance of common carrier service over, the Subject Line will be made subject to the standard employee protective conditions as set forth in *Oregon Short Line Railroad Co.- Abandonment -- Goshen*, 360 I.C.C. 91 (1979).

Environmental and Historic Reports

CAC certifies that on February 4, 2026 - more than twenty days prior to this filing - it filed an Environmental / Historic Report (“EHR”) with the Board and transmitted a copy of the report to the agencies identified in 49 C.F.R. §1105.7(b) and 1105.8(c).

Notice

Pursuant to the provisions of 49 C.F.R. §1152.60(c), CAC and Buckingham Branch have attached as Exhibit D, a draft Federal Register notice of their joint Petition to be published by the Board within 20 days of the joint Petition’s filing with the Board.

As shown in the certificate of service attached hereto, copies of the joint Petition have been served on the two shippers that received service over the past 12 months, and on the governmental agencies that are required to be served under 49 C.F.R. §1152.60(d).

A notice as required by 49 C.F.R. §1105.12 was published in the *Virginian-Pilot* on January 28, 2026. Copies of the forms of notice and the proofs of publication were included in the EHR.

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Conclusion

For the foregoing reasons, CAC and Buckingham Branch respectfully request that the Board, under 49 U.S.C. §10502, exempt from regulation under 49 U.S.C. §10903, the CAC abandonment of, and the Buckingham Branch discontinuance over, the Subject Line.

/s/ Robert A. Wimbish



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*Counsel for Buckingham Branch Railroad
Company*

Counsel for Canonie Atlantic Co.

Dated: March 7, 2026

EXHIBIT A

MAPS

MP 95.0 Begin Abandonment

Lake Whitehurst

Norfolk Botanical Garden

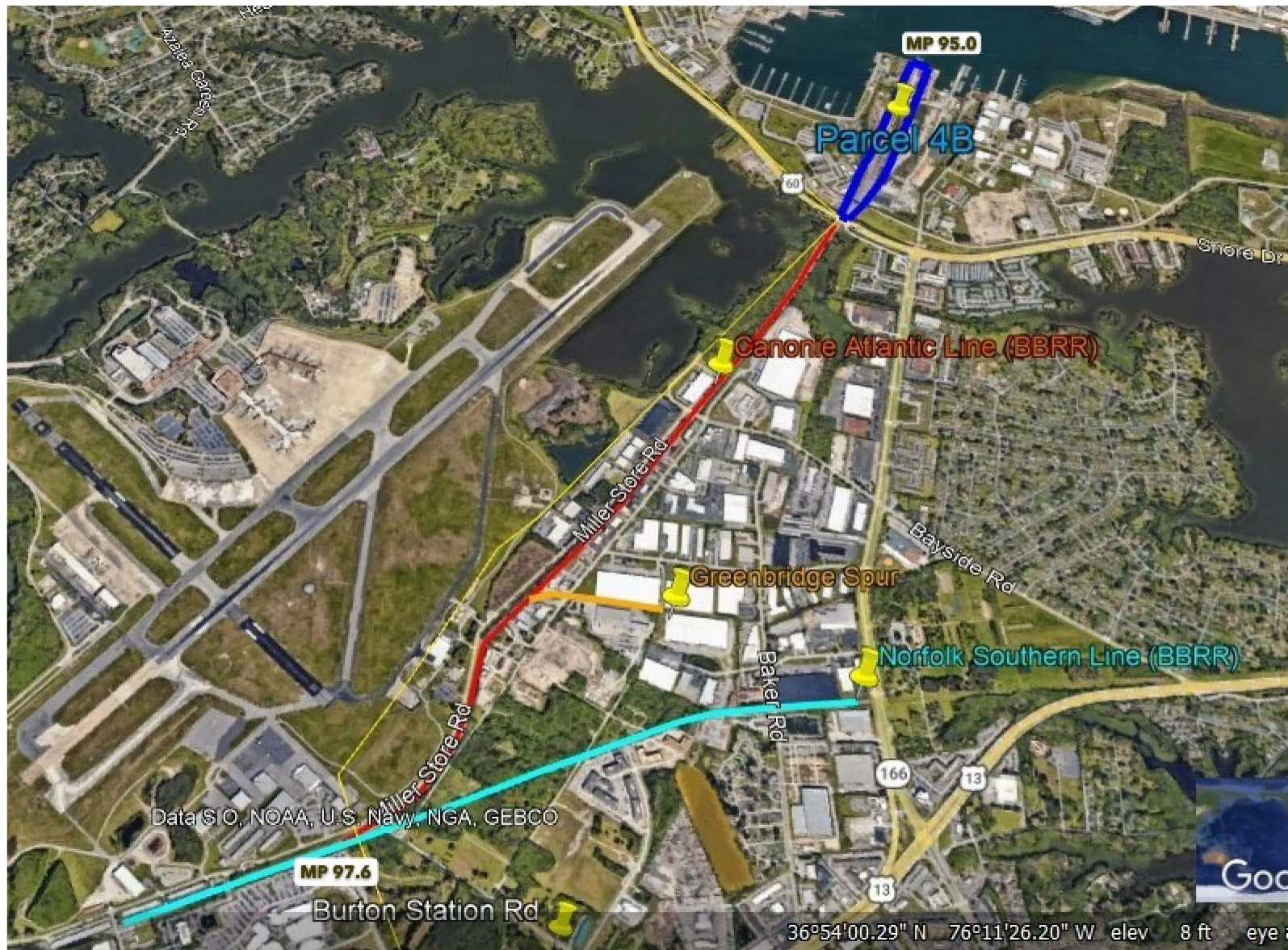
Norfolk International Airport

Lake Smith Lake
Lawson Natural Area

Lake La

MP 97.6 End Abandonment

64





Detailed Map of Parcel 4B/Little Creek Yard

EXHIBIT B

**BUCKINGHAM BRANCH NORFOLK DIVISION
TRAFFIC DATA AND FINANCIAL INFORMATION**

REDACTED

EXHIBIT C

SUPPORT LETTER

SENATE OF VIRGINIA

BILL DESTEPH
20TH SENATORIAL DISTRICT
ALL OF ACCOMACK AND NORTHAMPTON
COUNTIES; AND PART OF THE CITIES OF
NORFOLK AND VIRGINIA BEACH

588 CENTRAL DRIVE
VIRGINIA BEACH, VIRGINIA 23454



COMMITTEE ASSIGNMENTS:
COMMERCE AND LABOR
PRIVILEGES AND ELECTIONS
REHABILITATION AND SOCIAL SERVICES
TRANSPORTATION

February 26, 2026

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20024

Re: Canonie Atlantic Co. – Abandonment Exemption –
in the City of Virginia Beach and the City of Norfolk, Virginia
STB Docket No. AB 1266 (Sub-No. 2X)

Buckingham Branch Railroad Company – Discontinuance Exemption –
In the City of Virginia Beach and the City of Norfolk, Virginia
STB Docket No. AB 1349X

Dear Chief of Case Administration:

I write as the State Senator representing the 20th District, which encompasses the property at issue, to express my strong support for the abandonment exemption requested by Canonie Atlantic Company and the discontinuance exemption requested by Buckingham Branch Railroad Company. I respectfully urge the Surface Transportation Board to provide expedited consideration.

The subject property lies within the Hampton Roads region, an area central to our nation's defense and home to critical naval operations and federal installations. Decisions affecting transportation infrastructure and adjacent land use in this corridor directly impact national security and operational readiness. Timely action will help ensure that infrastructure and property use align with evolving federal mission requirements and long-term strategic planning.

The requested abandonment and discontinuance reflect changing transportation realities and will facilitate coordinated planning among federal, state, and local partners. Regulatory certainty at this stage is essential to advancing projects that support national operational needs and preserve the region's vital role in supporting the United States Navy and related defense activities.

For these reasons, I respectfully support the petitions before the Board and request prompt approval in the interest of national security and the public good.

Thank you for your consideration and for the Board's continued service.

Warm regards,


Bill DeSteph

EXHIBIT D

DRAFT FEDERAL REGISTER NOTICE

STB Docket No. AB 1266 (Sub. No. 2X)

STB Docket No. AB 1349X

Notice of Petition for Exemption to Abandon and Discontinue Rail Service

On March 6, 2026, Canolie Atlantic Co. (CAC) and Buckingham Branch Railroad Company (Buckingham Branch) jointly filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption for CAC to abandon and Buckingham Branch to discontinue approximately 2.3-miles of rail line beginning at milepost 95.0 at Little Creek, VA (City of Virginia Beach) and milepost 97.6 at Camden Heights, VA (City of Norfolk). The line traverses United States Postal Service ZIP Codes 23455 and 23502. Two stations exist on the Subject Line, Camden Heights at milepost SN5.2 and Little Creek at milepost SN 7.2.

The line does not contain federally granted rights-of-way. Any documentation in the possession of CAC or Buckingham Branch related to the issue of federally granted rights-of-way will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions outlined in *Oregon Short Line Railroad Co.- Abandonment -- Goshen*, 360 I.C.C. 91 (1979).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

All interested persons should be aware that following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use.

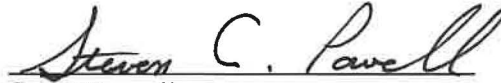
Any request for a public use condition and any request for trail use/rail banking will be due no later than 20 days after notice of the filing of the petition for exemption is published in the Federal Register.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Office of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Office of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

VERIFICATION

I, Steve Powell, verify under penalty of perjury that I am authorized to make this verification on behalf of Buckingham Branch Railroad Company, and that the information included in the foregoing Petition for Exemption, including the traffic data and financial information included in Exhibit B, is true and correct to the best of my knowledge and belief.


Steve Powell
President

Dated: March 6, 2026

VERIFICATION

I, John Coker, Vice Chairman of Canonie Atlantic Co., verify under penalty of perjury that I am authorized to make this verification on behalf of Canonie Atlantic Co., and that the information included in the foregoing Petition for Exemption is true and correct to the best of my knowledge and belief.

A handwritten signature in black ink, appearing to be 'JC', written over a horizontal line.

John Coker

Vice Chairman

Dated: March 6, 2026

CERTIFICATE OF SERVICE

I hereby certify that on this 7th day of March 2026, I served a copy of the foregoing

Petition for Exemption on the following by email or first class mail, postage prepaid:

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Virginia Department of Rail and Public Transportation 600 East Main Street, Suite 2102 Richmond, VA 23219 drptpr@drpt.virginia.gov	United States Department of the Army Military Surface Deployment and Distribution Command Transportation Engineering Agency ATTN: SDTE-SA (Railroads for National Defense) 1 Soldier Way, Building 1900W Scott AFB, IL 62225
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