53289 SERVICE DATE – NOVEMBER 5, 2026
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SURFACE TRANSPORTATION BOARD

DECISION AND NOTICE OF INTERIM TRAIL USE OR ABANDONMENT

Docket No. AB 55 (Sub-No. 818X)

CSX TRANSPORTATION, INC.—
ABANDONMENT EXEMPTION—IN MARION COUNTY, IND.

Decided: November 5, 2026

CSX Transportation, Inc. (CSXT), filed a verified notice of exemption under 49 C.F.R. part 1152 subpart F—Exempt Abandonments to abandon an approximately 1.8-mile rail line that runs between Lat/Long (39.74752, -86.18469) and Lat/Long (39.7294, -86.20626) on its Northeast Great Lakes Division, Indianapolis Terminal Subdivision, Craven Industrial track in Marion County, Ind. (the Line). Notice of the exemption was served and published in the Federal Register on November 18, 2024 (89 Fed. Reg. 90,815). The exemption became effective on December 18, 2024. By decision served December 17, 2024, the Board granted a request filed by The City of Indianapolis, Ind. (the City), for issuance of a notice of interim trail use or abandonment (NITU) to establish interim trail use/railbanking on the Line under the National Trails System Act (Trails Act), 16 U.S.C. § 1247(d). However, that NITU expired on December 17, 2025.

On September 25, 2026, as supplemented on September 29, 2026, the Indiana Trails Fund, Inc. (ITF), submitted a request to establish interim trail use on the Line. CSXT filed a letter on October 1, 2026, agreeing to negotiate with ITF toward an interim trail use agreement for the Line.

Because CSXT agrees to ITF's request for a NITU and ITF's request complies with the requirements of 49 C.F.R. § 1152.29, a NITU will be issued. CSXT and ITF may negotiate an agreement for interim trail use/railbanking of the right-of-way during the one-year period prescribed below. If an interim trail use agreement is reached (and thus, interim trail use is established), the parties shall jointly notify the Board within 10 days that an agreement has been reached. 49 C.F.R. § 1152.29(d)(2), (h). If no agreement is reached within one year, CSXT may fully abandon the Line, subject to any outstanding conditions. See 49 C.F.R. § 1152.29(d)(1).[1]

[1] The Board's December 17, 2024 decision also imposed a public use condition pursuant to 49 C.F.R. § 1152.28(a)(2), a salvage condition requiring CSXT to notify the National Geodetic Survey at least 90 days prior to beginning abandonment-related salvage activities to allow time for any geodetic survey markers to be preserved, and a historic preservation condition pursuant to Section 106 process of the National Historic Preservation Act, 54 U.S.C. § 306108. CSX Transp. Inc.—Aban. Exemption—in Marion Cnty., Ind., AB 55 (Sub-No. 818X), (STB served Dec. 17, 2024). The public use condition expired on June 16, 2025. The salvage and

Use of the right-of way for trail purposes is subject to possible future reconstruction and reactivation of the right-of way for rail service.

Accordingly, this proceeding will be reopened and a NITU will be issued to ITF.

It is ordered:

1. This proceeding is reopened.

2. ITF's request for issuance of a NITU is granted. If an interim trail use/railbanking agreement is reached, it must require the trail sponsor to assume, for the term of the agreement, full responsibility for: (i) managing the right-of-way; (ii) any legal liability arising out of the transfer or use of the right-of-way (unless the sponsor is immune from liability, in which case it need only indemnify the railroad against any potential liability); and (iii) the payment of any and all taxes that may be levied or assessed against the right-of-way.

3. Interim trail use/railbanking is subject to possible future reconstruction and reactivation of the right-of-way for rail service and to the trail sponsor's continuing to meet its responsibilities for the right-of-way.

4. If an interim trail use/railbanking agreement is reached (and thus, interim trail use/railbanking is established), the parties shall jointly notify the Board within 10 days that an agreement has been reached. See 49 C.F.R. § 1152.29(d)(2), (h).

5. If interim trail use/railbanking is implemented, and subsequently the trail sponsor intends to terminate trail use on all or any portion of the right-of-way covered by the interim trail use/railbanking agreement, it must send the Board a copy of this decision and notice and request that it be vacated on a specified date.

6. If an agreement for interim trail use/railbanking is reached by November 5, 2027, for the right-of-way, interim trail use/railbanking may be implemented. If no agreement is reached, CSXT may fully abandon the Line, subject to any outstanding conditions.

7. This decision is effective on its service date.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel.

historic preservation conditions remain in effect. If ITF implements trail use on the Line (or a portion thereof), compliance with the conditions is not required with respect to any portion of the Line designated for trail use for the duration of such use.