safety of continuing to operate with the
current glazing.

A copy of the petition, as well as any
written communications concerning the
petition, is available for review online at
www.regulations.gov and in person at the
Department of Transportation’s
(DOT) Docket Operations Facility, 1200
New Jersey Avenue SE., W12–140,
Washington, DC 20590. The Docket
Operations Facility is open from 9 a.m.
to 5 p.m., Monday through Friday,
except Federal Holidays.

Interested parties are invited to
participate in these proceedings by
submitting written views, data, or
comments. FRA does not anticipate
scheduling a public hearing in
connection with these proceedings since
the facts do not appear to warrant a
hearing. If any interested party desires
an opportunity for oral comment, they
should notify FRA, in writing, before
the end of the comment period and
specify the basis for their request.

All communications concerning these
proceedings should identify the
appropriate docket number and may be
submitted by any of the following
methods:

- **Web site:** http://
  www.regulations.gov. Follow the online
  instructions for submitting comments.
- **Fax:** 202–493–2251.
- **Mail:** Docket Operations Facility,
  U.S. Department of Transportation,
  1200 New Jersey Avenue SE.,
  W12–140, Washington, DC 20590.
- **Hand Delivery:** 1200 New Jersey
  Avenue SE., Room W12–140,
  Washington, DC 20590, between 9 a.m.
  and 5 p.m., Monday through Friday,
  except Federal Holidays.

Communications received by
November 9, 2015 will be considered by
FRA before final action is taken.
Comments received after that date will
be considered as far as practicable.

Anyone is able to search the
electronic form of any written
communications and comments
received into any of our dockets by the
name of the individual submitting the
comment (or signing the document, if
submitted on behalf of an association,
business, labor union, etc.). In
accordance with 5 U.S.C. 553(c), DOT
solicits comments from the public to
better inform its processes. DOT posts
these comments, without edit, including
any personal information the
commenter provides, to
www.regulations.gov, as described in
the system of records notice (DOT/ALL–
14 FDMS), which can be reviewed at
www.dot.gov/privacy. See also http://
www.regulations.gov/#/privacyNotice
for the privacy notice of regulations.gov.

Issued in Washington, DC, on September
16, 2015.

Ron Hynes,
Director, Office of Technical Oversight.
[FR Doc. 2015–24054 Filed 9–22–15; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2015–0097]

Notice of Application for Approval of
Discontinuance or Modification of a
Railroad Signal System

In accordance with part 235 of Title
49 Code of Federal Regulations and 49
U.S.C. 20502(a), this document provides
the public notice that by a document
dated June 23, 2015, CSX
Transportation (CSX) petitioned the
Federal Railroad Administration (FRA)
seeking approval for the discontinuance
or modification of a signal system. FRA
assigned the petition Docket Number

Applicant: CSX Transportation, Mr.
David B. Olson, Chief Engineer,
Communications & Signals, 500 Water
Street, Speed Code J–350, Jacksonville,
FL 32202.

CSX seeks approval of the
discontinuance of Control Point Watson
on the Chicago Division, Grand Rapids
Terminal Subdivision, Milepost CGE0.4.
Signals #2, #4, #6, and #8 and power-
operated switch #3 will be removed.
Existing power-operated switch #1 will
be converted to a hand-operated switch.

The reason given for the proposed
discontinuance is to eliminate facilities
no longer needed in present-day
operation.

A copy of the petition, as well as any
written communications concerning the
petition, is available for review online at
www.regulations.gov and in person at
the U.S. Department of Transportation’s
(DOT) Docket Operations Facility, 1200
New Jersey Avenue SE., W12–140,
Washington, DC 20590. The Docket
Operations Facility is open from 9 a.m.
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participate in these proceedings by
submitting written views, data, or
comments. FRA does not anticipate
scheduling a public hearing in
connection with these proceedings since
the facts do not appear to warrant a
hearing. If any interested party desires
an opportunity for oral comment, they
should notify FRA, in writing, before
the end of the comment period and
specify the basis for their request.

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proceedings should identify the
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FRA before final action is taken.
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accordance with 5 U.S.C. 553(c), DOT
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www.regulations.gov/#/privacyNotice
for the privacy notice of regulations.gov.

Issued in Washington, DC, on September
16, 2015.

Ron Hynes,
Director, Office of Technical Oversight.
[FR Doc. 2015–24056 Filed 9–22–15; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2015–0078]

Petition for Waiver of Compliance

In accordance with part 211 of Title
49 Code of Federal Regulations (CFR),
this document provides the public
notice that by a document dated July 24,
2015, North American Transit Services
Association, a subsidiary of the
American Public Transportation
Association (APTA), has petitioned the
Federal Railroad Administration (FRA)
for a waiver of compliance from certain
provisions of the Federal railroad safety regulations contained at 49 CFR parts 228—Passenger Equipment Safety Standards and 229—Locomotive and Rolling Stock Safety Standards. Specifically, APTA requests relief from 49 CFR 238.105—Train electric hardware and software safety, which requires a written hardware and software safety program to guide the design, development, testing, integration, and verification of software and hardware that controls or monitors equipment safety functions. APTA also requests relief from 49 CFR 238.107—Inspection, testing and maintenance plan; 238.109—Training, qualification and designation program; 238.311—Single car test; 229.315—Operations and maintenance manual; 229.317—Training and qualification program; and 229.319—Operating personnel training.

FRA assigned the petition Docket Number FRA–2015–0078.

APTA and its industry partners with support from Amtrak, leveraged standards developed for freight electronically controlled pneumatic brakes (see 49 CFR part 232, subpart G—Electronically Controlled Pneumatic (ECP) Braking Systems) and have completed major efforts toward introduction of ECP brake technology for use in revenue passenger train service. Standards and regulations do not yet exist for ECP brake systems applied to passenger trains; however, in support of the development of standards and regulations, APTA and industry have completed the following major activities:

1. Written a draft standard based on Association of American Railroads S–4200 series standards used for freight ECP applications, and incorporated by reference in 49 CFR part 232, subpart G.

2. Conducted a detailed preliminary Failure Mode and Effects Analysis to support the development of an eventual train electric software and safety program in compliance with 49 CFR 238.105.

3. Successfully installed and completed static testing of (2) New York Air Brake and (2) Wabtec ECP control valves on four Amtrak Amfleet-1 coach cars.

4. Successfully operated these cars in revenue trains consisting of ECP cars operating in emulation mode with traditional 26–C control valve-fitted coaches.

5. Established a test committee to monitor the development process and peer review all aspects of testing and provide assurance of safe operating practices.

6. Drafted a test plan for full ECP operation in accordance with 49 CFR 238.111—Pre-revenue service acceptance testing plan. Further details of this plan will be developed by the test committee prior to finalizing the test plan and the conduct of any testing.

At this stage in development, dynamic tests of all ECP brake systems are needed to verify performance and to aid in developing industry standards and regulations for ECP design, operation and maintenance for use on passenger trains. To conduct these tests, APTA requests a test waiver that addresses the specified areas in accordance with the provisions of 49 CFR 238.111. During this testing, while approved specifications and standards are being defined based on test results to comply with the requirement of 49 CFR 238.105, it is requested that an interim passenger train hardware and software design, process, documentation, testing, and monitoring process be used on Amtrak test procedures, specific test plans outlined by the test committee, and by brake supplier ECP performance information. To provide alternate compliance with 49 CFR 238.107, 238.109, 229.315, 229.317, and 229.319, it is requested that an interim Amtrak operations and training manual be used. Development of compliant operations training and maintenance practices will be finalized after completion of ECP brake testing, as these will evolve based on experience from on-track pre-revenue and revenue testing. Amtrak will develop draft operating guidelines to permit safe operation of closely monitored ECP brake testing to be approved by the test committee. Amtrak will provide amended operating rules to govern safe train handling procedures related to ECP brake systems and related equipment for the specific route in which testing will occur in accordance with 49 CFR 238.107, and Amtrak will submit a list of locations on its system where ECP brake system repairs may be performed in accordance with 49 CFR 238.111. A passenger train equipped with ECP brake system must be inspected before being released from a shop or field repair to ensure proper and safe condition.

APTA also requests that an interim single car brake test for ECP be used during this testing while specifications, standards, and regulations are being further defined based on test results. The single car brake test incorporated by reference at 49 CFR 238.311 (APTA SS–M–005–98 Rev. 2.1, Section 14.5) permits brake suppliers to define specific testing procedures for electronically controlled brakes. In preparation of pre-revenue and revenue testing of full ECP brake systems, each brake supplier will develop specific single car brake test procedures to ensure safe operation of the ECP units. The test procedures, based on the current standard, will be reviewed by the test committee. Further development may be needed to codify a unifying specific APTA standard for single car brake testing, updating APTA SS–M–005–98 Rev 2.1.

A copy of the petition and all attachments, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- Web site: http://www.regulations.gov. Follow the online instructions for submitting comments.
- Hand Delivery: 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by November 9, 2015 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including
DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2015–0095]

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated August 25, 2015, the Illinois Central Railroad Company; Wisconsin Central Ltd.; Grand Trunk Western Railroad Company; Chicago, Central and Pacific Railroad Company; Cedar River Railroad Company; Sault Ste. Marie Bridge Company; Bessemer and Lake Erie Railroad Company; and Pittsburgh and Conneaut Dock Company (collectively, “CN”) have petitioned the Federal Railroad Administration (FRA) for a waiver from certain provisions of 49 CFR 240.111 regarding motor vehicle operation safety conduct data required for the initial certification and recertification of locomotive engineers. The request was assigned Docket Number FRA–2015–0095.

The waiver requested would permit CN to initially certify or recertify locomotive engineers for a period of 60 days, and would conform to current provisions under 49 CFR 242.111(c) and (d) for the initial certification and recertification of conductors. CN believes there is no railroad safety basis that exists for not extending this same provision to locomotive engineer certification.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays. Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- Web site: http://www.regulations.gov. Follow the online instructions for submitting comments.
- Hand Delivery: 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received within November 9, 2015 of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL−14 FDMS), which can be reviewed at www.dot.gov/privacy. See also http://www.regulations.gov/#/privacyNotice for the privacy notice of regulations.gov.

Issued in Washington, DC, on September 16, 2015.

Ron Hynes,
Director, Office of Technical Oversight.

[FR Doc. 2015–24052 Filed 9–22–15; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. EP 519 (Sub-No. 5)]

Renewal of National Grain Car Council

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of intent to renew charter.

SUMMARY: In accordance with the Federal Advisory Committee Act, as amended, 5 U.S.C., app. 2 (FACA), notice is hereby given that the Surface Transportation Board intends to renew the charter of the National Grain Car Council (NGCC).


FOR FURTHER INFORMATION CONTACT: Fred Forstall, Designated Federal Officer, at (202) 245–0241. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at: (800) 877–8339].

SUPPLEMENTARY INFORMATION: The NGCC functions as a continuing working group to facilitate private-sector solutions and recommendations to the STB on matters affecting grain transportation. The NGCC functions solely as an advisory body, and complies with the provisions of FACA.

The NGCC consists of approximately 40 members, excluding the governmental representatives. Members comprise a balanced representation of executives knowledgeable in the transportation of grain, including no fewer than 14 members from the Class I railroads (one marketing and one car management representative from each Class I), 7 representatives from Class II and III carriers, 14 representatives from grain shippers and receivers, and 5 representatives from private car owners and car manufacturers. STB Board Members are ex officio (non-voting) members of the NGCC.

The NGCC meets at least annually, and meetings are open to the public, consistent with the Government in the Sunshine Act, Public Law 94–409.

Further information about the NGCC is available on the Board’s Web site and at the GSA’s FACA Database—http://facasms.fido.gov/.

Decided: September 18, 2015.