

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.

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- **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.

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Issued in Washington, DC.

Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2015-32455 Filed 12-23-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2000-7275]

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 September 17, 2014, Pennsylvania Northeast Regional Railroad Authority (PNRRA) and Delaware-Lackawanna Railroad (DL) have jointly petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations. FRA assigned the petition Docket Number FRA-2000-7275.

PNRRA provides an historic trolley excursion in conjunction with the Lackawanna County Electric City Trolley Station and Museum (Trolley Museum). DL has operated and dispatched this historic trolley since the start of service in April 2001. The purpose of this historic trolley excursion is to expand the historical interpretation provided by the Trolley Museum by offering a tourist excursion using vintage trolley cars, and is not in any way an urban transit operation. Beginning at the Steamtown Passenger Depot, this trolley car excursion operates via PNRRA's Brady Line within the National Park Service's Steamtown Yard, and thence along the historic Laurel Line past the Scranton Iron Furnaces and Roaring Brook, to a station stop at the Historic Trolley Maintenance Building, a distance of just under 5 miles. Because of the connection to the general railroad system over the shared track portion, current trolley operations will continue to use the successful FRA-approved temporal separation procedure that guarantees exclusive use of this shared trackage during its exclusive excursion/passenger period.

The route of the historic trolley excursion has undergone several extensions since its original 1-mile run in 2001. One mile was added in 2002 and 3 miles were added in May 2004. In June 2006, a 1,870-foot extension brought the route into its new terminus at the station platform on Track 1 outside the Historic Trolley Maintenance Building.

PNRRA seeks an extension of its waiver of compliance from several parts of 49 CFR (first granted by FRA in 2001, extended in 2006 and 2011) for continued operation of its historic trolley car excursion that shares trackage with the general railroad system. This request is consistent with the requirements set forth in the

“Statement of Agency Policy Concerning Jurisdiction Over the Safety of Railroad Passenger Operations and Waivers Related to Shared Use of the Tracks of the General Railroad System by Light Rail and Conventional Equipment,” 65 FR 42529 (July 10, 2000); see also the *“Joint Statement of Agency Policy Concerning Shared Use of the Tracks of the General Railroad System by Conventional Railroads and Light Rail Transit Systems.”* 65 FR 42626 (July 10, 2000).

Based on the foregoing, PNRRA is again seeking an extension of the terms and conditions of its current waiver of compliance from several regulatory sections. Specifically, PNRRA seeks relief from the following: 49 CFR part 221—Rear-End Marking Device—Passenger, Commuter and Freight Trains; 49 CFR part 223—Safety Glazing Standards—Locomotives, Passenger Cars and Caboose; 49 CFR 229.129—*Locomotive horn*; 49 CFR part 231—Railroad Safety Appliance Standards; 49 CFR part 239—Passenger Train Emergency Preparedness; and 49 CFR part 240—Qualification and Certification of Locomotive Engineers.

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.

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Issued in Washington, DC.

Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0081]

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 November 13, 2015, the Association of American Railroads (AAR) has petitioned the Federal Railroad Administration (FRA) for a Special Approval of certain industry standards in accordance with the Federal railroad safety regulations contained at 49 CFR 231.33, *Procedure for special approval of existing industry safety appliance standards*, and 49 CFR 231.35, *Procedure for modification of an approved industry safety appliance standard for new railcar construction*. FRA assigned the petition Docket Number FRA-2013-0081.

AAR, on behalf of itself and its member railroads, submitted a petition for Special Approval of existing industry safety appliance standards contained in 49 CFR part 231, Railroad Safety Appliance Standards, and minor

edits to AAR Standard S-2044 appendices that have been previously approved by FRA. AAR is requesting approval of the standards and specifications delineated in AAR Standard S-2044, Appendices D1, Safety Appliances for Flatcars with Full Decks; F3, Safety Appliances for Cars with Recessed Car Body Ends; and H1, Safety Appliances for Enclosed Vehicle-Carrying Cars and Vehicle-Carrying Superstructures Applied to Flatcars. AAR Standard S-2044 and its appendices have been developed to serve as requirements for safety appliance arrangements. The revised standard and its appendices are to be applied to new railroad freight cars if approved by FRA.

AAR Standard S-2044 was established by the AAR Safety Appliance Task Force (Task Force), which was created by AAR's Equipment Engineering Committee (EEC) to develop industry standards for safety appliance arrangements on modern railcar types not explicitly covered by 49 CFR part 231. The Task Force consists of representatives from Class I railroads, labor unions, car builders, private car owners, and shippers, along with ergonomics experts and government representatives from FRA and Transport Canada, who participate as nonvoting members. The Task Force drafted a base safety appliance standard for all car types, plus industry safety appliance standards for specific car types. These industry standards have been adopted by AAR's Engineering Equipment Committee and, with FRA's approval, will serve as the core criteria for safety appliance arrangements on railcars that are more specialized in design. With its petition, AAR included a deviation table for Appendix D1 that shows where the AAR standard differs from the regulatory text in 49 CFR part 231 and provides the rationale for any deviations, along with analysis showing that the AAR Standard S-2044 provides an equal or greater level of safety in each instance. In addition, the table describes the ergonomic suitability of many of the proposed arrangements in normal use, as the standards were developed by the Task Force to incorporate ergonomic design principles.

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.

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Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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