

SUPPLEMENTARY INFORMATION section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Michael Barron, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-493-1367, email: michael.barron@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received August 25, 2026, HLLR petitioned FRA for a modification of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained in 49 CFR parts 223 (Safety Glazing Standards—Locomotives, Passenger Cars and Caboose) and 231 (Railroad Safety Appliance Standards). The relevant Docket Number is FRA-2024-0068.

Specifically, HLLR requests a modification to the existing waiver from § 233.9, *Requirements for equipment built or rebuilt after June 30, 1980*, which, in part, requires locomotives with the specified characteristics to be equipped with certified glazing in all locomotive cab windows. Relief was also granted from § 231.15(b), (d), and (g), *Steam locomotives used in road service*, relating to the use of pilot sill-steps, side handholds, and the lack of an automatic coupler, and § 231.17(c) and (f), *Specifications common to all steam locomotives*, relating to handrails and the lack of an automatic coupler.

In its petition, HLLR stated that locomotive HLLR 331 is now being used in passenger service and will operate between 60 and 90 days per year. HLLR stated that the locomotive is maintained “to FRA standards.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

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 and a public hearing, they should notify FRA, in writing, before the end of the

comment period and specify the basis for their request.

Communications received by November 9, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA’s 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.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to 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 <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2026-18383 Filed 9-8-26; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2026-1949]

Notice of Petition for Waiver of Compliance

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that Delmarva Central Railroad Company (DCR) petitioned FRA for relief from certain regulations concerning a movable bridge.

DATES: FRA must receive comments on the petition by November 9, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be

posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Scott Johnson, Railroad Safety Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406-657-6642, email: scott.j.johnson@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letters received July 21 and August 10, 2026, DCR petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 236 (Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems, Devices, and Appliances). FRA assigned the petition Docket Number FRA-2026-1949.

Specifically, DCR seeks temporary relief from the requirements of §§ 236.312, *Movable bridge, interlocking of signal appliances with bridge devices*, and 236.387, *Movable bridge locking*, for the Cassatt Swing Bridge due to the destruction of its signal and bridge control hut in a fire. Consequently, the bridge has lost its “relay interlocking, bridge control equipment, signal relays, wiring, and associated control circuitry required to provide the automatic interlocking and bridge-locking functions.”

DCR states that the bridge and its mechanical components remain operable. The signal hut and relay interlocking are scheduled to be replaced by spring of 2027. DCR notes that until the work is completed, all train movements will operate under Rule 6.28, not exceeding 5 miles per hour. Further, qualified employees will manually operate the bridge and verify that the bridge is fully closed and locked before rail movements are authorized. In support of its request, DCR included several planned safety measures for the bridge, including that fixed signals governing movements over the bridge will remain as stop indications.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by November 9, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2026-18386 Filed 9-8-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2026-2377]

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

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that Norfolk Southern Railway Company (NS) petitioned FRA

seeking approval to discontinue or modify a signal system.

DATES: FRA must receive comments on the petition by November 9, 2026. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Scott Johnson, Railroad Safety Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406-210-3608, email: scott.j.johnson@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 235 of title 49 Code of Federal Regulations (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by letter dated April 19, 2026, NS petitioned FRA seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2026-2377.

Specifically, NS requests to discontinue legacy cab signal systems and transition the subject territory to a block system implementation enforced by positive train control (PTC). The change would be implemented on 14 line segments and would eliminate redundancy between PTC and cab signaling.

NS states that the discontinuance will maintain and enhance operational safety in the area by "consolidating movement authority supervision and speed enforcement" into NS's existing PTC system. This is intended to "reduc[e] the potential for conflicting indications between parallel systems" and "eliminat[e] failure modes associated with coded track-circuit cab signal transmission."

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by November 9, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Preemption Determination No. PD-42(R); Docket No. PHMSA-2025-0777]

Hazardous Materials: Notice of Administrative Determination of Preemption for Common Law Tort Claims Concerning the Transportation of Gasoline

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Notice of administrative determination of preemption.

SUMMARY: The Exxon Mobil Corporation (Exxon) seeks a determination that