

lamps, the relationship between the RCW function and Grote's auxiliary brake-warning function, the priority between those functions when both are activated, installation on various CMV types and combinations, and operation of the radar detection system.

Grote subsequently provided the following supplemental information:

A. RCW Warning-Lamp Operation and Color

Grote clarified that when operating as part of the RCW system, the auxiliary warning lamps pulse in amber for up to four seconds with each activation of the RCW signal circuit and do not transition to a steady-burning red indication. Grote explained that the transition from amber pulsation to steady-burning red is associated with the brake-activated auxiliary pulsating lamp function, not the RCW warning function.

This supplemental information differs from the description in the original application and February 9, 2026, notice, which stated that after the initial flashing or strobing RCW warning sequence, the auxiliary lamps would transition to steady-burning red while the RCW signal remained active.

B. Functional Priority and Interaction With Auxiliary Brake-Activated Warning Lamps

Grote explained that the RCW system uses the same auxiliary lamps used by its brake-activated auxiliary pulsating lamp system.

When an RCW event and a braking event occur at the same time, Grote stated that the brake-activated function takes precedence over the RCW function. Thus, when the service brakes are applied during an RCW event, the auxiliary lamps would transition from the RCW warning sequence to the applicable brake-activated warning sequence. Any steady-burning red indication would therefore be associated with brake application rather than with the RCW warning function.

The original application stated generally that the RCW auxiliary lamps could be used in combination with brake and marker signal circuits but did not describe the operational priority between those functions. Grote's supplemental explanation provides additional information concerning that hierarchy.

C. Radar Detection and Activation

Grote stated that the RCW system uses a self-contained, rear-facing radar system capable of detecting approaching vehicles at distances of approximately 200 meters. The system continuously evaluates the relative motion of an

approaching vehicle and calculates TTC. When the calculated TTC reaches the programmed activation threshold, the RCW system automatically activates the auxiliary amber warning lamps.

Grote further stated that the RCW system does not require the CMV driver to activate or otherwise interact with the system and that operation of the RCW radar would not interfere with other radar-based vehicle detection systems.

D. Scope and Combination Vehicles

Grote clarified that it intends the requested exemption to apply to all CMVs. For combination vehicles consisting of more than one trailing unit, including doubles and triples, Grote stated that the RCW system would be installed and operated on the rear-most unit of the combination.

E. Supplemental Materials

FMCSA has placed in the docket a memorandum summarizing the meeting between FMCSA staff and Grote during which Grote provided the operational clarifications described above. The memorandum also includes a chart provided by Grote illustrating the operation of the RCW system and its interaction with the brake-activated auxiliary lamp function.

The memorandum to the docket is titled "Ex Parte Communication with Grote Industries, LLC Regarding Rear-End Collision Warning Lamp System."

V. Reopening of Comment Period and Request for Comments

FMCSA believes interested persons should have an opportunity to review and comment on this new information before the Agency makes a decision on Grote's exemption request. Comments submitted in response to this notice must be limited to addressing any relevant information summarized in this notice and in the Memorandum to the Docket identified above. Comments addressing other matters will not be considered by FMCSA.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2026-21390 Filed 10-19-26; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2008-0065]

Notice of Petition for Extension of Special Approval

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

ACTION: Notice.

SUMMARY: This document provides the public notice that the Maryland Department of Transportation Maryland Transit Administration MARC Train Service (MACZ), petitioned FRA to extend a special approval of an alternate standard for periodic brake equipment maintenance.

DATES: FRA must receive comments on the petition by December 21, 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:

Steven Zuiderveen, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-493-6337, email: steven.zuiderveen@dot.gov.

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated April 27, 2026, MACZ petitioned FRA for an extension of a special approval of an alternate standard for periodic brake equipment maintenance per 49 CFR parts 229 (Railroad Locomotive Safety Standards) and 238 (Passenger Equipment Safety Standards). The relevant Docket Number is FRA-2008-0065.

Specifically, MACZ requests approval to continue applying alternate standards for the CCB-KE-3.9 air brake system of the MARC HHP-8 locomotive fleet. This alternate standard to 49 CFR 229.29(e), *Air brake system calibration, maintenance, and testing*, and 238.309(a)(2), *Periodic brake equipment maintenance—General*, allows for an increase in the level two and level three maintenance intervals to 2,944 days (8 years). MACZ explains that it continues

to maintain the air brake systems in accordance with the existing conditions of relief in this docket, and that it has realized a high level of reliability with the air brake system. Further, MACZ indicates that the locomotives are expected to continue in passenger service for MACZ, operated and maintained by Amtrak on the Northeast Corridor, for the foreseeable future.

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 December 21, 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. 2026-21448 Filed 10-19-26; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2026-2444]

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 BNSF Railway Company (BNSF) petitioned FRA seeking approval to modify a signal system by removing fixed derails on a line segment protected by Positive Train Control (PTC).

DATES: FRA must receive comments on the petition by December 21, 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 received July 10, 2026, BNSF petitioned FRA seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2026-2444.

Specifically, BNSF requests approval to remove fixed derails located in advance of the Fort Madison movable bridge on the Chillicothe Subdivision in Illinois. Fixed derails would be removed

from their interlockings on main tracks Nos. 1 and 2 between mileposts (MPs) 232.6 and 231.2. BNSF notes that PTC is fully operational in this area and "fulfills the safety overlay function previously fulfilled by the derails, ensuring that trains will always stop short of the raised bridge in the event the crew misses a signal." Therefore, BNSF states the fixed derails have become redundant and are a potential failure point.

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 December 21, 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 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 <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. 2026-21389 Filed 10-19-26; 8:45 am]

BILLING CODE 4910-06-P