

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****[Docket Number FRA–2006–25452]****Petition for Waiver of Compliance**

Under part 211 of Title 49 of the Code of Federal Regulations (CFR), this provides the public notice that on September 29, 2017, the South Carolina Railroad Museum, Inc. (SCRM) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 219. FRA assigned the petition docket number FRA 2006–25452.

Specifically, SCRM requests an extension of its existing waiver for the relief from the alcohol and drug testing requirements in part 219, Subpart G—Random Alcohol and Drug Testing Programs. The SCRM is a non-profit railroad museum located near Winnsboro, SC. It operates scheduled excursion passenger trains on certain weekends, and special charter trains. SCRM states that its excursion trains run on about 29 days per calendar year, and 2 to 6 trains are scheduled on each day. In 2016, SCRM also operated 19 charter trains. The round trip of these trains is 10.2 miles. The trains are staffed entirely by 13 volunteers who are certified, as appropriate, under 49 CFR parts 240 and 242. SCRM's operating rules forbid the use of drugs and alcohol on museum property, and forbid train crew personnel from serving after using alcohol or drugs. SCRM states in its petition letter that in 28 years of operation, there have been no known instances of alcohol or drug use by museum volunteers serving on train crews.

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 parties desire 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.

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 January 8, 2018 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can 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.). 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/privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

Robert C. Lauby,

*Associate Administrator for Railroad Safety
Chief Safety Officer.*

[FR Doc. 2017–25362 Filed 11–22–17; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****[Docket Number FRA–2017–0119]****Petition for Waiver of Compliance**

Under part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that on November 3, 2017, TEX Rail petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part

236. FRA assigned the petition Docket Number FRA–2017–0119.

Specifically, TEX Rail seeks temporary relief from the requirements of 49 CFR 236.0(c)(2) which requires a compliant block signal system at locations where passenger trains will operate at a speed of 60 or more miles per hour, unless an FRA-approved PTC system is installed. TEX Rail faces schedule constraints which preclude the complete installation of this system prior to the receipt of its fleet of new Stadler FLIRT Diesel Multiple Units, (DMUs), which will be used to provide commuter rail service over this railroad. TEX Rail's CTC and I–ETMS systems will not be in service by February 2018, when TEX Rail contractually must begin pre-revenue service acceptance testing of its new DMU fleet.

Therefore, TEX Rail requests a waiver to perform pre-revenue service testing of its new fleet of FLIRT DMUs at a speed of 60 to 70 miles per hour (MAS) utilizing a 24.5-mile segment of track described in Appendix “A” to this petition. TEX Rail requests permission to perform testing under this waiver until the CTC and I–ETMS systems are functioning in compliance with FRA regulations.

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 parties desire 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.

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 January 8, 2018 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.

Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2017-25364 Filed 11-22-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-1999-6404]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 of the Code of Federal Regulations (CFR), this provides the public notice that on September 6, 2017, The National Railroad Passenger Corporation (Amtrak) petitioned the Federal Railroad Administration (FRA) for an amendment to a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR 238.111, *Pre-revenue service acceptance testing plan*. FRA assigned the petition docket number FRA-1999-6404.

Specifically, Amtrak and the Washington State Department of Transportation (WSDOT) are requesting permission to operate Talgo articulated trainsets on Sound Transit's Lakewood Subdivision near Tacoma, Washington.

In 2010, WSDOT was awarded nearly \$800 million of American Recovery and Reinvestment Act (ARRA) High-Speed

Intercity Passenger Rail funds to improve Amtrak Cascades service in the Pacific Northwest. Two of the projects funded by this ARRA grant program provided over \$200 million to upgrade Sound Transit's Lakewood Subdivision. These upgrades have provided infrastructure to allow for the re-routing of Amtrak's long distance and Amtrak Cascades regional trains off a portion of BNSF Railway's (BNSF) Seattle Subdivision. The Lakewood Subdivision has substantially less freight traffic than the existing route along BNSF's Seattle Subdivision.

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 parties desire 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.

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

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- **Fax:** 202-493-2251.
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Communications received by January 8, 2018 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can 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.).

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/privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

Robert C. Lauby,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2017-25361 Filed 11-22-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2008-0028]

Petition for Waiver of Compliance

Under Part 211 of Title 49 Code of Federal Regulations (CFR), this provides the public notice that on November 14, 2017, Riverport Railroad, LLC (RVPR), petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 223. FRA assigned the petition Docket Number FRA-2008-0028.

Specifically, RVPR seeks to renew a waiver of compliance from the glazing regulations in 49 CFR 223.11, *Requirements for existing locomotives*, for one locomotive, identified as RVPR 4029. RVPR is a terminal/switching railroad on the former Department of Defense (DOD) Savanna Army Depot. This installation is located in rural northwestern Illinois in Jo Daviess and Carroll Counties. RVPR states they own 80 percent of the adjoining land, and the other 20 percent is privately owned and access controlled. The BNSF Railway interchanges cars with RVPR at Robinson Spur where there are eight interchange tracks. All trackage is enclosed and there are no overhead structures or bridges where objects could be thrown at trains. RVPR operates at 10 miles per hour or less, and provides car storage for customers, as well as servicing a railcar repair and a railcar cleaning company.

The locomotive is a 60-ton 500-horsepower diesel electric locomotive numbered 4029. This engine was manufactured in 1950 and remanufactured for DOD between 1987