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

Communications received by March 11, 2021 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. 2021-01425 Filed 1-22-21; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2021-0002]

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

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 on January 5, 2021, Norfolk Southern Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2021-0002.

Applicant: Norfolk Southern Corporation, Tommy A. Phillips,

Senior Director—C&S Engineering, 1200 Peachtree Street NE, Atlanta, GA 30309

Specifically, NS requests permission to discontinue a traffic control system (TCS) on the NA West End line, milepost (MP) 801, Birmingham, Alabama, to MP 840 and MP NA 95, control point (CP) Parish, to MP NA 5, CP Lee, on the Alabama Division. This includes CPs at Brookside, Blossburg, Locust, Bryan, Standard, Parish, Gamble, Burton, Nauvoo, Ash, Lynn, Bankhead, Yankee, Delmar, Haleyville, Philco, Franklin, Hyde, and Littleville, and 38 automatic signals. The main track from MP NA 801 to MP 840 and MP NA5 to MP NA95 will be converted to NS Rule 171 operation. All signaled sidings within the application limits will be made non-controlled, other than main track.

NS states the reason for the proposed discontinuance is that operations no longer require TCS.

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 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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Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2021-01424 Filed 1-22-21; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2021-0004]

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

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 on January 6, 2021, Norfolk Southern Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2021-0004.

Applicant: Norfolk Southern Corporation, Tommy A. Phillips, Senior Director—C&S Engineering, 1200 Peachtree Street NE, Atlanta, GA 30309

Specifically, NS requests permission to discontinue a traffic control system (TCS) on the S line, from milepost (MP) S146.0, control point (CP) Craggy, at Murphy Junction, to MP S228, CP New Line, at Morristown, on the Gulf Division. This includes CPs at Craggy, Volga, Ivy, Nocona, Walnut, Hot Springs, French, Del Rio, Big Creek, Bridgeport, Huff, Leadvale, Lilac, and Douglas, and 20 automatic signals. The main track between S146 and S228 will be converted to NS Rule 171 operation. An automatic signal at MP S226.5 will be converted to an operable approach signal. The signaled sidings within the application limits will be made non-controlled, other than main track.

NS states the reason for the proposed discontinuance is that operations no longer require TCS.

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 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.

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Issued in Washington, DC.

John Karl Alexy,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

[FR Doc. 2021-01423 Filed 1-22-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2021-0003]

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

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 on January 5, 2021, Norfolk Southern Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2021-0003.

Applicant: Norfolk Southern Corporation, Tommy A. Phillips, Senior Director—C&S Engineering, 1200 Peachtree Street NE, Atlanta, GA 30309

Specifically, NS requests permission to discontinue an automatic block signal (ABS) and traffic control system (TCS) on the S line from milepost (MP) S25.7, Statesville, North Carolina, to MP S145.0, control point (CP) Craggy, on the Coastal Division. This includes CPs at Biltmore, Mitchell, Russell, and Murphy Junction slide fences, and 52 automatic signals. The main track between S25.7 and S145.0 will be converted to NS Rule 171 operation. An automatic signal at MP S26.2 will be converted to an operable approach signal. The signaled sidings within the application limits will be made non-controlled, other than main track.

NS states the reason for the proposed discontinuance is that operations no longer require ABS or TCS.

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 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.

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Issued in Washington, DC.

John Karl Alexy,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

[FR Doc. 2021-01421 Filed 1-22-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2017-0093]

Ford Motor Company; Denial of Petition for Inconsequentiality

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of petition.

SUMMARY: On July 10, 2017, Takata Corporation (“Takata”) filed a defect information report (“DIR”) in which it determined that a safety-related defect