

Specifically, DART seeks additional relief from § 222.21, *When must a locomotive horn be used?*, and § 229.129, *Locomotive horn*, as DART uses a gong and horn on its system, which, DART states, provide “an alternative measure of equivalent safety.” DART adds that its shared crossings are protected by gates, bells, and lights, among other crossing devices.

In support of its request, DART contends that the requested relief “will allow operational consistency, efficiency[,] and safety among the entire fleet of DART [light rail vehicles] because it will allow DART operators to use the same audible warning device at all crossings within the DART Light Rail System.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://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 May 22, 2025 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](http://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

§ 234.105, *Activation failure*, which allows operation of DART’s rail-fixed guideway public transit lines that share limited connections with the general railroad system, specifically with the Dallas Garland and Northeastern Railroad. DART petitioned for an extension of that relief on July 26, 2024. See <https://www.regulations.gov/document/FRA-2004-20000-0023>.

also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

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

[FR Doc. 2025–06849 Filed 4–21–25; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA–2020–0001]

#### Notice of Petition for Extension of Waiver of Compliance

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

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that Canadian Pacific Kansas City (CPKC) petitioned FRA for an extension of relief from certain regulations concerning virtual simulation training.

**DATES:** FRA must receive comments on the petition by May 22, 2025. 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:** Lance Hawks, Rail Safety Specialist, FRA Human Performance Division, telephone: 678–633–7400, email: [lance.hawks@dot.gov](mailto:lance.hawks@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letters dated November 14, 2024 and February 4, 2025, CPKC petitioned FRA for an

extension of relief from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232, Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices. The relevant Docket Number is FRA–2020–0001.

Specifically, CPKC seeks an extension of relief from § 232.203(b)(8), *Training requirements*, to use three-dimensional simulations using web-based or desktop software to satisfy the “hands-on” portion of required training, in connection with periodic refresher training for conductors, enginemen, and supervisory personnel responsible for performing Class I air brake tests.

In support of its request, CPKC states that the “systematic, blended training curriculum . . . exceeds the training objectives of [the regulations] and will continue to increase proficiency, ultimately reducing air brake defects across the CPKC network.” Additionally, CPKC cites the individual training environment of the simulation as more conducive to learning and states that “[d]ue to the velocity within CPKC’s network, it is often difficult to provide a consistent training and testing environment.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](http://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 May 22, 2025 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](http://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 [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

Associate Administrator for Railroad Safety,  
Chief Safety Officer.

[FR Doc. 2025-06848 Filed 4-21-25; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2024-0121]

#### 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 by letter received October 18, 2024, Union Pacific Railroad (UP) petitioned FRA seeking approval to discontinue or modify a signal system.

**DATES:** FRA must receive comments on the petition by June 23, 2025. 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](mailto: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 October 18, 2024, UP petitioned FRA seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2024-0121.

Specifically, UP requests to remove circuitry and signal equipment for the Atchison Bridge (at milepost 330.8) on the Atchison Industrial Lead near Atchison, Kansas. UP states that “[p]ersonnel will be instructed to visually inspect” the bridge before occupying it, and “stop signs will be placed in lieu of signals for any movements made onto the bridge.”

In support of the request, UP states that no freight traffic moves across the bridge, as the “associated track on the east side of the river and bridge is no longer usable.” The only movements onto Atchison Bridge would be an occasional “poke move” made by a local team that will stop and inspect the bridge. In its petition, UP also notes that the “safety of the system will be retained.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](https://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 June 23, 2025 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](https://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 [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

Associate Administrator for Railroad Safety,  
Chief Safety Officer.

[FR Doc. 2025-06846 Filed 4-21-25; 8:45 am]

BILLING CODE 4910-06-P

## DEPARTMENT OF VETERANS AFFAIRS

[OMB Control No. 2900-0613]

### Agency Information Collection Activity Under OMB Review: Recordkeeping at Flight Schools

**AGENCY:** Veterans Benefits Administration, Department of Veterans Affairs.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (PRA) of 1995, this notice announces that the Veterans Benefits Administration, Department of Veterans Affairs, will submit the collection of information abstracted below to the Office of Management and Budget (OMB) for review and comment. The PRA submission describes the nature of the information collection and its expected cost and burden, and it includes the actual data collection instrument.

**DATES:** Comments and recommendations for the proposed information collection should be sent by May 22, 2025.

**ADDRESSES:** To submit comments and recommendations for the proposed information collection, please type the following link into your browser: [www.reginfo.gov/public/do/PRAMain](https://www.reginfo.gov/public/do/PRAMain), select “Currently under Review—Open for Public Comments”, then search the list for the information collection by Title or “OMB Control No. 2900-0613.”

**FOR FURTHER INFORMATION CONTACT:** VA PRA information: Dorothy Glasgow, 202-461-1084, [VAPRA@va.gov](mailto:VAPRA@va.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* Recordkeeping at Flight Schools.

*OMB Control Number:* 2900-0613.  
<https://www.reginfo.gov/public/do/PRASearch>.

*Type of Review:* Revision of a currently approved collection.

*Abstract:* The State Approving Agencies that approve courses for VA training use these records to determine