

informational workshops, small group meetings, and other methods to solicit and incorporate public input throughout the planning process. To ensure that the full range of issues relating to the proposed action is addressed, comments and suggestions are invited from all interested parties. Comments and questions concerning the extension of the proposed action should be directed to Mn/DOT or to the FRA at the addresses provided above. Additional information can be obtained by visiting the project Web site at <http://www.dot.state.mn.us/passengerrail/mwrrr/phase7.html> or sending an email to MWRRIPhase7@state.mn.us.

Issued in Washington, DC, on December 6, 2010.

Mark E. Yachmetz,

Associate Administrator for Railroad Policy and Development.

[FR Doc. 2010-31013 Filed 12-8-10; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Madison Railroad

[Waiver Petition Docket Number FRA-2010-0158]

The Madison Railroad (MR) of Madison, Indiana, has petitioned for a permanent waiver of compliance for Locomotive Number 2013, from the requirements of the Railroad Safety Glazing Standards, Title 49 CFR part 223, which require certified glazing in all windows and with the Railroad Safety Appliance Standards, Title 49 CFR part 231, where the vertical handholds do not meet current design requirements. In addition, Caboose CMPA 79718, a standard cupola type road caboose that was built in the late 1970's, originally used by MR as their offices. MR desires to utilize this caboose to offer train rides as a community service 4 times a year. MR states all the existing glazing is safety plate glass in very good condition; however, does not comply with the

Railroad Safety Glazing Standards, Title 49 CFR part 223, which require certified glazing in all caboose windows.

MR, a division of the City of Madison Port Authority, owns and operates a 25 mile Shortline from Madison to North Vernon, Indiana, approximately 4 times a week at a speed of 10 miles per hour (mph) or less. Approximately twice per month, the railroad operates on 25 miles from North Vernon to Madison to service a customer on the Madison hilltop. The locomotive operates at 10 mph or less, moves one to three loads south, and then makes a return trip with empties. Locomotive Number 2013 would normally be used as a back-up locomotive to Locomotive Number 3634.

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, 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 (e.g., Waiver Petition Docket Number FRA-2010-0158) 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 within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://www.regulations.gov>.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the

document (or signing the document, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Page 19477) or at <http://www.dot.gov/privacy.html>.

Issued in Washington, DC on December 3, 2010.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Title 49 Code of Federal Regulations (CFR) part 211, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance from certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Roger W. Stabler and Gloria J. Stabler

[Waiver Petition Docket Number FRA-2010-0153]

The owners, Mr. Roger W. Stabler and Ms. Gloria J. Stabler (the Stablers), a private partnership in Woodland in the State of California, have petitioned FRA for a permanent waiver of compliance, for one private passenger car (Two Rivers), from the requirements of 49 CFR Part 223, Safety Glazing Standards, which requires certified glazing in all windows.

The passenger car, Two Rivers, was built by Pullman Standard in 1948, and does not have glazing material that meets the provisions of 49 CFR 223.15, *Requirements for existing passenger cars*, for certified glazing in the 23 side-facing windows (including windows in the end vestibule doors). There are no end-facing windows in this car.

The Two Rivers car is interchanged with the general system of railroads, moved short distances over freight railroads for storage when not in use, and occasionally operated behind Amtrak passenger trains. Also, the Two Rivers car is occasionally used in special trains made up of similarly owned passenger cars being operated for the pleasure of the owner and affiliated members of the American Association of