

Halvorson, and Matthew Zuccaro representing commercial air tour operations; Chip Dennerlein, Greg Miller, Kristen Brenzel, and Bryan Faehner representing environmental interests; and Rory Majenty and Ray Russell representing Native American tribes.

Selection

Selected to fill one of the vacancies for environmental concerns, for an additional term, is returning member Bryan Faehner. Selected to fill the other vacancy for environmental concerns is Dick Hingson, who will replace Kristen Brenzel. Both these terms begin on May 31, 2011. The term of service for NPOAG ARC members is 3 years.

Issued in Hawthorne, CA, on February 10, 2011.

Barry Brayer,

Manager, Special Programs Staff, Western-Pacific Region.

[FR Doc. 2011-3938 Filed 2-22-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2011-0008]

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

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system, as detailed below.

Applicant: Union Pacific Railroad Company, Mr. William E. Van Trump, AVP Engineering—Signal/Comm./TCO, 1400 Douglas Street, STOP 0910, Omaha, Nebraska 68179.

The Union Pacific Railroad Company (UP) seeks approval of the proposed discontinuance of the Automatic Block Signal system on the Strang Subdivision between control point Tower 68, at milepost (MP) 0.42, and holding signal ST912, at MP 2, near Englewood, Texas. The discontinuance consists of the removal of six automatic signals as well as the circuit controllers from five hand-operated switches and one hand-operated crossover. The hand-operated switches will remain in the application area without signal protection. The application area is to be Yard Limits and shall contain Remote Control Locomotive operations. The reason given for the proposed changes is that the signal system is no longer needed

for efficient and safe operation of trains in this area.

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-2011-0008) 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 February 16, 2011.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

[FR Doc. 2011-4025 Filed 2-22-11; 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.

Whitewater Valley Railroad

Waiver Petition Docket Number FRA-2010-0148

The Whitewater Valley Railroad (WVRR) seeks a waiver of compliance from certain provisions of the Railroad Freight Car Safety Standards, *i.e.* §§ 215.303 and 215.305, which require stenciling of restricted cars; as well as that of the Reflectorization of Rail Freight Rolling Stock, *i.e.* §§ 224.3 and 224.5, which require applying reflectors on freight cars and locomotives.

WVRR owns 13 freight cars that are older than 50 years from their date of original construction, and are restricted by the provision of 49 CFR 215.203(a). WVRR is concurrently seeking special approval to continue to use these cars under proceeding according to 49 CFR 215.203(b).

To support its petition to seek relief from the stenciling and reflectorization requirements, WVRR states that it is a 501(c)(3) non-profit organization. It is an operating railroad museum dedicated to the operation of a historic branch line railroad, to the restoration of railroad equipment, and to the conduct of educational railroad programs. The railroad owns and operates 19 miles of track between Metamora and Connersville, Indiana. These tracks are not part of the general railway system. Operating speeds on the line would never be authorized at more than 25 miles per hour.

WVRR states that to support its mission, it operates antiquated freight and passenger cars built prior to 1945, as well as a group of freight cars and locomotives built after 1945, in public excursion service as operating historic artifacts. On rare occasions, locomotives and freight cars (including flat, box and hopper cars) are used to demonstrate typical freight trains of the 1940s–60s. These operations are sometimes chartered programs designed for photographers, film production, and for