

telephone, please contact Ms. Smeltzer or Ms. Toms to obtain the call-in number and other information.

Data from the public is requested pursuant to Public Law 99-399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107-56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS-D) database. Please see the Security Records System of Records Notice (State-36) at <http://www.state.gov/documents/organization/103419.pdf> for additional information.

Dated: December 12, 2012.

Keith Loken,

Assistant Legal Adviser, Private International Law, Office of the Legal Adviser, Department of State.

[FR Doc. 2012-30865 Filed 12-20-12; 8:45 am]

BILLING CODE 4710-08-P

DEPARTMENT OF STATE

[Public Notice 8131]

U.S. Department of State Advisory Committee on Private International Law (ACPIL): Public Meeting of the Study Group on Family Law

The Office of the Assistant Legal Adviser for Private International Law, Department of State, hereby gives notice of a public meeting of the Study Group on Family Law to discuss the recognition and enforcement of foreign civil protection orders. Pursuant to a decision of the General Affairs and Policy Council of the Hague Conference on Private International Law, the Conference's Permanent Bureau has published a Questionnaire for Member States on the Recognition and Enforcement of Foreign Civil Protection Orders, which is available at http://www.hcch.net/upload/wop/gap2013pd04a_en.doc. The purpose of the public meeting is to obtain comments on Part VI of that questionnaire, which seeks views on a potential international instrument in the area of civil protection orders. This is not a meeting of the full Advisory Committee.

Time and Place: The meeting will take place on Monday, January 14, 2013, at 1:00 p.m. EST and is tentatively scheduled to last until 4:00 p.m. EST. The meeting will be held in Room 240, South Building, State Department Annex 4. Participants should plan to arrive at the Navy Hill gate at the corner of 23rd Street NW., and D Street NW.,

by 12:30 p.m. for visitor screening. If you are unable to attend the public meeting and would like to participate from a remote location, teleconferencing will be available.

Public Participation: This meeting is open to the public, subject to the capacity of the meeting room. Access to the building is strictly controlled. For pre-clearance purposes, those planning to attend should phone Tricia Smeltzer (202-776-8423) or Niesha Toms (202-776-8420) and provide your full name, affiliation, address, and email address. This will greatly facilitate entry into the building. A member of the public needing reasonable accommodation should advise Ms. Smeltzer or Ms. Toms not later than January 7, 2013. Requests made after that date will be considered, but might not be able to be fulfilled. If you would like to participate by telephone, please contact Ms. Smeltzer or Ms. Toms to obtain the call-in number and other information.

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Dated: December 12, 2012.

Michael S. Coffee,

Attorney-Adviser, Office of Private International Law, Office of Legal Adviser, Department of State.

[FR Doc. 2012-30862 Filed 12-20-12; 8:45 am]

BILLING CODE 4710-08-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2012-0072]

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice that by a document dated August 28, 2012, Capital Passenger Car, Inc. (CPC) of Orrville, OH, has 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—Safety Glazing Standards—Locomotives, Passenger Cars and

Cabooses. FRA assigned the petition Docket Number FRA-2012-0072.

CPC has petitioned for a permanent waiver of compliance for a 28-seat parlour car (RPCX 3850) named "C&B Marshall." This car was built by Pullman in 1947, and since 1989 has operated on lease for passenger excursions that are limited to regional railroads, namely Buffalo and Pittsburgh Railroad, Columbia and Ohio River Railroad, Ohio Central Railroad (Genesee and Wyoming), and Wheeling and Lake Erie Railway. The car typically operates between 1,000 and 2,000 miles per year on about six weekends at speeds of 45 mph or less, mostly on single-track rail lines through areas largely rural in nature. When not being used, this car is stored at the Orrville Railroad Heritage Society, Inc.'s Pine Street Yard in Orrville, OH, on the Wheeling and Lake Erie Railway.

There are two end windows in the B-end vestibule, one right and one left. Both the right side and left side of the car contain eight windows each. No Type I or Type II FRA-certified glazing is currently installed in the car. However, all side windows are ¼-inch panes of Duplate ASI PPG Safety Glass. Some of these side windows are equipped with double panes. Also, each end window is ¼-inch pane of Duplate ASI PPG Safety Glass. CPC states that barring one incident of vandalism in the spring of 2010 when the car was in storage—resulting in several cracked windows—there has been no accident or injury attributed to window glazing since this car came under its present ownership in 1988. CPC states that besides the prohibitive cost (approximately \$30,000) involved in retrofitting the car with FRA-certified glazing, side-lining the car for this purpose will be catastrophic because most of its revenue comes from the operation of this car on steam and diesel powered excursions. Therefore, CPC is requesting this relief.

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