

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.

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- *Fax:* 202-493-2251.

- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590.

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**Robert C. Lauby,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2013-28684 Filed 11-27-13; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2013-0115]

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

In accordance with part 235 of Title 49 Code of Federal Regulations and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated October 7, 2013, Norfolk Southern

Corporation (NS) petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2013-0115.

*Applicant:* Norfolk Southern Corporation, Mr. Brian L. Sykes, Chief Engineer C&S Engineering, 1200 Peachtree Street NE., Atlanta, GA 30309.

NS seeks approval of the proposed discontinuance of automatic signals and the installation of cab signals without wayside signaling between Control Point (CP) Kiski, Milepost (MP) LC 47.8, and CP Penn, MP LC 77.9, on the Conemaugh Line, Pittsburgh Division. CP Kiski, CP Harris, CP Beale, CP Sharp, and CP Etna will be upgraded from existing, legacy, relay-based signal systems to electronic-based signal systems. Cab signals will be installed and the automatic color light signals at MPs LC 53.9, LC 57.1, LC 63.1, LC 64.7, LC 67.6, and LC 75.1, will be removed. "Block Clear" signals will be provided at all CPs in the event of an onboard cab failure while in route.

The reason given for the proposed changes is to facilitate train moves and eliminate any potential nonconformity between the wayside signals and cab signal. Also, since Positive Train Control is installed on this line, there will not be different signal systems competing with each other.

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) 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.

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**Robert C. Lauby,**

*Associate Administrator for Railroad Safety, Chief Safety Officer.*

[FR Doc. 2013-28689 Filed 11-27-13; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2009-0074]

#### Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations, this document provides the public notice that by a document dated October 15, 2013, the Canadian National Railway (CN), Brotherhood of Locomotive Engineers and Trainmen (BLET), and United Transportation Union (UTU) have jointly petitioned the Federal Railroad Administration (FRA) for an extension of their waiver of compliance from certain provisions of the Federal hours of service laws contained at 49 U.S.C. 21103(a)(4). FRA assigned the petition Docket Number FRA-2009-0074.

In their petition, CN, BLET, and UTU seek relief from 49 U.S.C. 21103(a)(4), which, in part, requires a train employee to receive 48 hours off duty after initiating an on-duty period each day for 6 consecutive days. Specifically, CN, BLET, and UTU seek a 1-year extension of the waiver to allow a train employee to initiate an on-duty period each day for 6 consecutive days

followed by 24 hours off duty. In support of the request, CN provided an analysis of its safety data. The analysis found that since 2012 only one human factor-caused accident occurred on a job where employees were working a scheduled assignment allowed under the existing waiver.

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) 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.

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**Federal Register** published on April 11, 2000 (65 FR 19477).

**Robert C. Lauby,**

*Associate Administrator for Railroad Safety,  
Chief Safety Officer.*

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket Number FRA-2013-0020]

#### 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 February 4, 2013, GE Transportation (GE) 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 232—Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices. FRA assigned the petition Docket Number FRA-2013-0020.

Specifically, GE requests relief from 49 CFR 232.409(d), *Inspection and testing of end-of-train devices*, as applied to its STR-1821 dual receive data transceivers. The current rule requires telemetry equipment to be tested for accuracy and calibrated, if necessary, at least every 368 days. The date and location of the last calibration or test, as well as the name of the person performing the calibration or test, must be legibly displayed on a weather-resistant sticker or other marking device affixed to the outside of both the front and rear of the unit.

In its petition, GE states that the STR-1821 radio is the type accepted by the Federal Communications Commission under a Grant of Equipment Authorization with identifier OQW-STR1820. Prior to shipment, each STR-1821 is tested by its supplier, Summation Research, Inc. (SRI), to specifications including frequency and modulation. SRI then affixes a sticker that indicates the date the unit passed testing. These transceivers use a master reference oscillator to determine the frequency stability of the transmitted signal. The actual transmitted signal is phase-locked to this master oscillator by the phase-locked loop (PLL). Circuitry within the PLL determines when the system is in "lock" and will prevent or inhibit transmission if the transmitted signal is not in frequency. The master oscillator itself is specified to a much

higher stability than the resulting transmitted frequency required by Federal regulations. This oscillator is used in all of SRI's mobile data radio offerings and, to date, has never failed due to being out of tolerance. GE states that, due to the transceiver's development history, key features, and proven performance, approval of this waiver request to eliminate annual calibration will be in the public interest and consistent with public safety.

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) 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.

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