

exempts the following drivers from the diabetes requirement in 49 CFR 391.41(b)(10), subject to the requirements cited above 949 CFR 391.64(b):

Daniel S. Adams (ME)
 Michael L. Agnitsch (NE)
 Shaun M. Aguayo (TX)
 Earl W. Avery (TN)
 Douglas W. Baker, Sr. (VA)
 Michael A. Baker (CT)
 Douglas E. Barron (SC)
 Pablo H. Bilbao La Vieja Pozo (RI)
 Todd D. Bloomfield (WA)
 Sylvester G. Clements, Jr. (WI)
 Fred W. Click (IN)
 Kenneth M. Coco (TX)
 Christopher R. Cook (NY)
 Wygila M. Corliss (NM)
 Timothy J. Cornish (OH)
 Joshua D. Cresswell (NH)
 Evan R. Dieken (MN)
 Greg B. Duck (TX)
 Arthur J. Dunn (PA)
 Richard A. Durr (IL)
 Daniel R. Eloff (OH)
 Thomas O. Everett (WA)
 Victor J. Flowers (CA)
 Brian K. Forrest (PA)
 David S. Fortune (VA)
 Michael S. Frederick (NJ)
 Peter E. Ganss (KS)
 David E. Gates (MA)
 Timothy L. Grant (NC)
 James T. Heck (MN)
 Rodney J. Hendricks (ID)
 Marcus T. Herring (CA)
 Charles R. Hoit (MO)
 Jason L. Hubbard (MD)
 Andy L. Hughes (IL)
 Jammie L. Hughes (OH)
 Charles J. Hurley (MN)
 Rodney L. Johnson (OR)
 Frederick B. Jones (TX)
 Tito D. Jones (GA)
 Scott M. Klain (OR)
 Jeffrey P. Kloeckl (SD)
 John J. Kress (AZ)
 Russell A. Krogstad (MN)
 John B. Leberherz (TX)
 Alan S. Lewis (NM)
 William M. Linskey (MA)
 Jason D. Lowder (OH)
 Arnold V. Magaoay (HI)
 Norman C. Mallett (AR)
 Patrick Marcantuono (NJ)
 Daniel E. McDonald (MN)
 William F. McQueen, Jr. (MO)
 Kenneth M. Miller (ID)
 William F. Mitchell (CT)
 Donald L. Mitzel (PA)
 Gino P. Monterio (WI)
 Matthew K. Morrison (UT)
 Gary R. Nelson (MN)
 Edward L. Norfleet (AL)
 Kyle R. Perry (PA)
 Michael L. Plinski (WA)
 Scott A. Porter (WA)

James A. Rambo (VA)
 Rondo L. Rininger (IN)
 Richard D. Sandison (ND)
 Calvin R. Smith (IL)
 Wesley J. Summerville (PA)
 Jeffrey S. Thomas (PA)
 Stephen M. Thompson (GA)
 Randy L. Triplett (OH)
 John E. Trygstad (SD)
 Jared M. Wabeke (MI)
 Steven R. Weir (MA)
 Donald D. Willard (IA)
 Gary W. Wozniak (NE)
 Steven L. Yokom (ID)
 Daniel R. Zuriff (MN)

In accordance with 49 U.S.C. 31136(e) and 31315 each exemption is valid for two years unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) The person fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315. If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: December 5, 2014.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2014-29152 Filed 12-11-14; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-2014-0115]

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 (CFR) and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated October 22, 2014, Norfolk Southern Corporation (NS) has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2014-0115.

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 a traffic control system (TCS) on the Winding Gulf

Branch between Horsepen, Milepost (MP) WG 6.5 and Tams, MP WG 12.1, near Amigo, WV.

The reason given for the proposed changes is that the TCS is no longer desirable or needed to handle current train operations. The TCS will be discontinued and replaced with NS Rule 171 for track authority operation. CP Horsepen will be renewed, and fixed approach signals will be installed, in approach to the start of TCS territory.

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 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 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 by January 26, 2015 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

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 comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 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, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy. See also <http://www.regulations.gov/#!privacyNotice> for the privacy notice of regulations.gov.

Issued in Washington, DC, on December 8, 2014.

Ron Hynes,

Director, Office of Technical Oversight.

[FR Doc. 2014-29127 Filed 12-11-14; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35862]

Arkansas Louisiana & Mississippi Railroad Company—Lease and Operation Exemption Including Interchange Commitment—Union Pacific Railroad Company

Arkansas Louisiana & Mississippi Railroad Company (ALM), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease from Union Pacific Railroad Company (UP) and operate approximately 9.32 miles of rail line, known as the Bastrop Lead, between mileposts 551.25 and 560.57, in Collinston, La.

ALM and UP have entered into a lease agreement wherein the Bastrop Lead connects with another line leased by ALM between Bastrop and Monroe, La., to UP's McGehee Sub at Collinston. According to ALM, the lease will allow ALM and UP to shift their primary interchange location from Monroe to Collinston, which should allow for more efficient interchange and handling of traffic that is moved jointly by the carriers.

As required by 49 CFR 1150.43(h), ALM has disclosed in the verified notice that the subject lease agreement contains an interchange commitment that indirectly affects interchange with Kansas City Southern Railway Company at Monroe.

ALM has certified that its projected annual revenues as a result of this transaction will not result in ALM's becoming a Class II or Class I rail carrier, but that its annual revenues exceed \$5 million. Accordingly, as required by 49 CFR 1150.42(e), ALM has certified that: (1) On October 16 and 23, 2014, a copy of the verified notice was posted at the workplaces of the

employees on the line, and (2) on October 24, 2014, a copy of the verified notice was served on the national offices of all labor unions with employees on the line. Additionally, under 49 CFR 1150.42(b), a change in operators requires that notice be given to shippers. ALM states that there are no shippers on the line.

The earliest this transaction may be consummated is December 26, 2014, the effective date of the exemption (30 days after the exemption was filed). ALM states that it intends to consummate the transaction on or shortly after that date.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than December 19, 2014 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35862, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Eric M. Hocky, Clark Hill, PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: December 9, 2014.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Brendetta S. Jones,

Clearance Clerk.

[FR Doc. 2014-29186 Filed 12-11-14; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35884]

Union Pacific Railroad Company—Temporary Trackage Rights Exemption—BNSF Railway Company

BNSF Railway Company (BNSF), pursuant to a written trackage rights agreement dated November 24, 2014, has agreed to grant temporary overhead trackage rights to Union Pacific Railroad Company (UP) between milepost 579.3 near Mill Creek, Okla., on BNSF's Creek Subdivision and milepost 631.0 near Joe Junction, Tex., on BNSF's Madill Subdivision, a distance of approximately 51.7 miles.

The transaction may be consummated on or after December 28, 2014, the effective date of the exemption (30 days after the verified notice of exemption was filed). The temporary trackage rights will expire on November 30, 2015. The purpose of the temporary trackage rights is to allow UP to move loaded and empty unit ballast trains to be used for UP maintenance of way projects.

As a condition to this exemption, any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk & Western Railway—Trackage Rights—Burlington Northern, Inc.*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Railway—Lease & Operate—California Western Railroad*, 360 I.C.C. 653 (1980), and any employees affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line Railroad—Abandonment Portion Goshen Branch Between Firth & Ammon, in Bingham & Bonneville Counties, Idaho*, 360 I.C.C. 91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). If it contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than December 19, 2014 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35884, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Jeremy M. Berman, Union Pacific Railroad Company, 1400 Douglas Street, STOP 1580, Omaha, NE 68179.

Board decisions and notices are available on our Web site at "WWW.STB.DOT.GOV."

Decided: December 9, 2014.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Brendetta S. Jones,

Clearance Clerk.

[FR Doc. 2014-29187 Filed 12-11-14; 8:45 am]

BILLING CODE 4915-01-P