

railroad historians. Revenue from these activities is used to further restore/maintain these cars for public display. On occasion, these locomotives and cars are also used in the maintenance of the organization's track. As one of the key purposes of the organization is to maintain the historic appearances of its cars and locomotives, compliance with the reflectorization of railroad freight rolling stock would greatly affect the historic appearance of this equipment. Stenciling requirements would also impact the appearance of those cars used periodically in maintenance of way service.

WVRR further states that it believes that a number of factors limit the impact on the public on its museum line. Main road crossings are signaled, primarily in the City of Connersville, Town of Laurel and at US Route 52 in Metamora, Indiana. Other grade crossings are on low volume paved and gravel roads with reflectorized grade crossing signs and posts to draw attention to these crossings. Freight car trains seldom run at night or during periods of poor visibility and are of limited length, generally fewer than 10 cars with the locomotive still visible at most of its grade crossings.

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-2010-0148) 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 (65 FR 19477) or at <http://www.dot.gov/privacy.html>.

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**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 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.

#### CSX Transportation, Inc.

*Waiver Petition Docket Number FRA-2011-0002*

The CSX Transportation, Inc. (CSXT) seeks a waiver of compliance from certain provisions of Title 49 CFR parts 231 and 232, concerning the operation of RoadRailer® and RailRunner® equipment on their railroad. Specifically, CSXT seeks relief from certain provisions of the Railroad Safety Appliance Standards in 49 CFR part 231, that stipulates the number, location, and dimensions for handholds, ladders, sill steps, uncoupling levers, and handbrakes. CSXT also seeks relief from 49 CFR 231.1, which sets the standard height for drawbars. CSXT states that this relief is necessary to allow them to operate and commingle

the RoadRailer® and RailRunner® equipment on dedicated trains operating on their railroad.

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-2011-0002) 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.

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**Robert C. Lauby,**

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