

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 Ave. 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.

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- *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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Issued in Washington, DC, on December 10, 2012.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2010-0091]

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 October 26, 2012, the Port Manatee Railroad (PMRR) has petitioned the Federal Railroad Administration (FRA) for an extension of its 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-2010-0091.

In their petition, PMRR seeks relief from 49 U.S.C. 21103(a)(4), which in part requires a train employee to receive 48 hours off duty after initiating on-duty periods for 6 consecutive days. Specifically, PMRR seeks an extension of the waiver to allow a train employee to initiate on-duty periods for 6 consecutive days followed by 24 hours off-duty. In support of its request, PMRR explained that it is a small marine terminal switching railroad with only seven train employees, and that switching operations are always performed within the confines of Port Manatee, which consists of slow speed yard tracks. Additionally, PMRR argues that when its covered service employees are off duty they return to their residences, and are never required to deadhead or receive rest at lodging facilities as part of their railroad service.

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Issued in Washington, DC, on December 10, 2012.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2001-10214]

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 June 15, 2012, the Minnesota Northern Railroad (MNN) has petitioned the Federal Railroad Administration (FRA) for an extension of Waiver Docket Number FRA-2001-10214.

Specifically, MNN seeks to extend a waiver for Caboose MNN 019 from 49 CFR 223.13—Requirements for existing cabooses, which requires safety glazing for existing cabooses.

MNN states that the circumstances at the time of the original waiver have not changed. The caboose is still only used on special occasions as an office car for

officials and private persons for railroad business purposes.

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Issued in Washington, DC, on December 10, 2012.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2012-0059]

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 letter dated June 25, 2012, Napa Valley Railroad/Napa Valley Wine Train (NVRR) 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-2012-0059.

NVRR seeks relief with respect to the application of certain provisions of 49 CFR Part 232, specifically, Appendix B Section 232.17(b)(2) for passenger car maintenance requirements. NVRR requests to extend all air brake clean, oil, test, and stencil periods from 1 year or 15 months to a period of 5 years on nine passenger equipment cars identified in its petition. The operation of the equipment is limited to 25 mph and has mileage estimated to not exceed 18,000 miles per year.

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Issued in Washington, DC, on December 10, 2012.

Robert C. Lauby,

Deputy Associate Administrator for Regulatory and Legislative Operations.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2012-0065]

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 May 29, 2012, Peter J. Douglas, on behalf of Union Tank Car Company (UTLX), 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 231—Railroad Safety Appliance Standards; specifically, 49 CFR 231.21(f)(3) that addresses the location of side handholds. FRA assigned the petition Docket Number FRA-2012-0065.

UTLX requests relief for cars where the side horizontal handholds are currently in compliance, as they intend to remove and replace the four horizontal handholds with vertical handholds on each corner of each car. Twelve cars are in the process of being constructed that are affected by the requirements of 49 CFR 231.21(f)(3). UTLX contends that the addition of the ergonomically designed vertical