Subdivision. BRG states that it will
extend its waiver of compliance through the end of the Palo Alto
Subdivision, which terminates at MP 8.0. The waiver now is permitted to pick up trains at Olmito
Point and BNSF Railway Company. BJRY
interchanges with UP at milepost 323.8 on the
AT&SF New Mexico Division between the United States and Mexico (see

Issued in Washington, DC, on January 22, 2021.

Natala A. Durkins,
Director, Policy, AJV–P, Air Traffic Organization.

[FR Doc. 2021–01932 Filed 1–28–21; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2010–0100]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this
document provides the public notice that on December 10, 2020, Brownsville
& Rio Grande International Railroad (BRG) petitioned the Federal Railroad
Administration (FRA) for a modification to its waiver of compliance from
provisions of the Federal railroad safety regulations contained at 49 CFR parts
232, Brake System Safety Standards for Freight and Other Non-Passenger Trains
and Equipment; End-Of-Train Devices, and 215, Railroad Freight Car Safety
Standards. FRA assigned the petition Docket Number FRA–2010–0100.

Specifically, BRG seeks a
modification to its waiver of compliance with certain requirements of 49 CFR
Presently, BRG’s relief permits trains transferred by Union Pacific Railroad
Company (UP) from the US/Mexico border interchange with the Kansas City
Southern de Mexico Railway (KCSM) at Brownsville, Texas, to move from BRG’s
interchange point with UP at milepost (MP) 4.48 to the BRG inspection point
between MP 8.0 and 9.0, where required FRA inspections are performed (see
Docket Number FRA–2007–28340). Occasionally, trains destined for interchange to BRG are delayed at UP’s
Olmito Yard by additional Federal agency inspection activities. BRG is
permitted to pick up trains at Olmito Yard (in lieu of the interchange point at
MP 4.48) on those occasions and perform the required FRA inspections
between MP 8.0 and 9.0 in accordance with its present relief.

In its petition, BRG requests that the
track covered under this waiver be
extended an additional three miles through the end of the Palo Alto
Subdivision, which terminates at MP 0.0, and onto BRG’s South Lead, where
the required inspections will be completed between MP 2.0 and 3.0, as
were previously completed between MP 8.0 and 9.0 on the Palo Alto
Subdivision. BRG states that it will
adhere to the same conditions outlined in FRA’s decision letter dated December
18, 2017, at the proposed new inspection point.

In support of its petition, BRG states this waiver would help expedite any
delays caused by required port of entry inspections and other unforeseen
delays. The modification would provide capacity to process two inbound trains
back-to-back, allowing for more efficient use of bridge windows. Trains from the
KCSM Matamoros Yard to the Port of Brownsville (Port) travel less than 25
miles. BRG further states that its request will facilitate international trade
between the United States and Mexico by allowing inbound trains to go
directly to the Port. The Port is a more
secure location to inspect the incoming trains, and operational efficiencies are
gained by moving the cars directly into the serving yard. BRG states that the
change will support the ongoing extensive growth in the Rio Grande
Valley.

A copy of the petition, as well as any written communications concerning the
petition, is available for review online at www.regulations.gov.

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 parties desire an opportunity for oral comment and a
public hearing, 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:
  • Website: http://
    www.regulations.gov. Follow the online
    instructions for submitting comments.
  • Fax: 202–493–2251.
  • Mail: Docket Operations Facility, U.S.
    Department of Transportation (DOT),
    1200 New Jersey Ave. SE, W12–140,
    Washington, DC 20590.
  • Hand Delivery: 1200 New Jersey
    Ave. SE, Room W12–140, Washington,
    DC 20590, between 9 a.m. and 5 p.m.,
    Monday through Friday, except Federal
    Holidays.

Communications received by March 15, 2021 will be considered by FRA
before final action is taken. Comments
received after that date will be
considered if practicable.

Anyone can 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.). Under 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 (DOR/ALL–14 PDMS), which can be reviewed at
https://
www.transportation.gov/privacy. See also
https://www.regulations.gov/
privacyNotice for the privacy notice of
regulations.gov.

Issued in Washington, DC.

John Karl Alexy,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

[FR Doc. 2021–01947 Filed 1–28–21; 8:45 am]
BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2010–0017]

Petition for Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this
document provides the public notice that on January 15, 2021, the Burlington
Johnson Railway (BJRY) 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. FRA
assigned the petition Docket Number FRA–2010–0017.

Specifically, BJRY, a Class III railroad, seeks to renew its waiver of compliance from
49 CFR 223.11, Requirements for
existing locomotives, for one 60-ton, 500
horsepower diesel-electric locomotive numbered BJRY 3238. This locomotive
was built for the United States Army by
Baldwin Locomotive Works in
November 1953.

BJRY operates this locomotive in
terminal/switching service at Rochelle,
Illinois, where BJRY interchanges with both Union Pacific Railroad Company
and BNSF Railway Company. BJRY
3238 operates on other-than-main track at speeds not exceeding 10 miles per
hour. The locomotive is equipped with
safety laminate glass (AS–1, AS–2) and is serviced and maintained by BJRY at
Rochelle, Illinois.

A copy of the petition, as well as any
written communications concerning the
petition, is available for review online at
www.regulations.gov.