

**Instructions:** All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

**Docket:** For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:**  
Scott Johnson, Railroad Safety Specialist, FRA Signal, Train Control, and Crossings Division, telephone: 406-210-3608, email: [scott.j.johnson@dot.gov](mailto:scott.j.johnson@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under 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 letters dated September 2 and October 24, 2025, URR petitioned FRA seeking approval to discontinue or modify a signal system. FRA assigned the petition Docket Number FRA-2025-0753.

Specifically, URR requests to discontinue controlled point (CP) Mon Valley, including

- signals 62, 64, 66, 68, 72, and 74;
- power switches 63, 65, 69, and 73; and
- track circuits 63T, 63AT, 69T, and 69AT.

URR states that the subject area is used for switching leads and yard tracks and is located in Braddock, Pennsylvania. The changes are requested "due to planned changes in the layout and operations of U. S. Steel's Edgar Thomson Works . . . in conjunction with the U. S. Steel/Nippon Steel merger" to enable steel coils to be shipped from the mill. In its petition, URR explains that the area south of signal 62 will be converted to non-circuited yard territory.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at [www.regulations.gov](https://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 party desires 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.

Communications received by February 11, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

#### Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's 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](https://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](https://www.regulations.gov).

Issued in Washington, DC.

**John Karl Alexy,**

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

[FR Doc. 2026-00379 Filed 1-9-26; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

**[Docket Number FRA-2007-28340]**

#### Notice of Petition for Extension of Waiver of Compliance

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that Union Pacific Railroad Company (UPRR) petitioned FRA for relief from certain regulations concerning movement of freight cars in cross-border interchange.

**DATES:** FRA must receive comments on the petition by February 11, 2026. FRA will consider comments received after that date to the extent practicable.

#### ADDRESSES:

**Comments:** Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

**Instructions:** All submissions must include the agency name and docket

number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

**Docket:** For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

#### FOR FURTHER INFORMATION CONTACT:

Steven Zuiderveen, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-493-6337, email: [steven.zuiderveen@dot.gov](mailto:steven.zuiderveen@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received October 17, 2025, UPRR petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 215 (Railroad Freight Car Safety Standards) and 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-2007-28340.

UPRR requests continued relief from part 215 and § 232.205(a)(1), *Class I brake test—initial terminal inspection*, to move freight cars received in interchange from Kansas City Southern de Mexico at the West Rail International Bridge, located west of Brownsville, Texas, to Olmito, Texas. The required inspections are conducted at the Olmito yard, which is 5.65 miles from the bridge.

In support of its petition, UPRR stated that the Olmito yard operations are "aligned with current Customs/Border Patrol agents and other security[-]related agencies facilitating necessary inspection and testing of equipment" received in interchange. Further, UPRR stated that the relief avoids "unnecessary congestion at the point of interchange while allowing a safer environment for railroad personnel to conduct the required inspections of rail equipment." In addition, UPRR wrote that the relief will reduce opportunities for contraband or individuals to unlawfully enter the United States on rail equipment.

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).

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by February 11, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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Issued in Washington, DC.

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

[FR Doc. 2026-00374 Filed 1-9-26; 8:45 am]

**BILLING CODE 4910-06-P**

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Railroad Administration [Docket Number FRA-2005-21179]

##### Notice of Petition for Extension of Waiver of Compliance

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice.

**SUMMARY:** This document provides the public notice that the Union Pacific Railroad Company (UPRR) petitioned FRA for an extension of relief from certain regulations concerning air pressure in train brake systems.

**DATES:** FRA must receive comments on the petition by February 11, 2026. FRA will consider comments received after that date to the extent practicable.

##### ADDRESSES:

**Comments:** Comments related to this docket may be submitted by going to <https://www.regulations.gov> and following the online instructions for submitting comments.

**Instructions:** All submissions must include the agency name and docket number. All comments received will be posted without change to <https://www.regulations.gov>; this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

**Docket:** For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and follow the online instructions for accessing the docket.

**FOR FURTHER INFORMATION CONTACT:** Check Kam, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202-366-2139, email: [check.kam@dot.gov](mailto:check.kam@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated October 4, 2025 UPRR petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 229 (Railroad Locomotive Safety Standards) and 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-2005-21179.

UPRR requests extended relief from 49 CFR 229.49(a)(1), *Main reservoir system*, and § 232.103(o)(2), *General requirements for all train brake systems*, for locomotives having a safety valve on the main reservoir, which prevents accumulation of more than 25 psi above maximum working pressure. In the petition, UPRR seeks to continue allowing locomotives to have their main reservoir safety valve set at 150 pounds per square inch (psi) with a maximum working pressure of 125 psi. In support of the relief, UPRR states that the waiver “reduces the risk of [a locomotive] having the safety valve blowing when . . . in a consist with [MU] locomotives that have an air system pumping at 130-140 psi.”

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).

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by February 11, 2026 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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Issued in Washington, DC.

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

[FR Doc. 2026-00382 Filed 1-9-26; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Railroad Administration [Docket No. FRA-2026-0001]

##### Establishment of an Emergency Relief Docket for Calendar Year 2026

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Notice of establishment of public docket.

**SUMMARY:** This Notice announces the establishment of FRA's emergency relief docket (ERD) for calendar year 2026. The designated ERD for calendar year 2026 is docket number FRA-2026-0001.