

Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR Part 230—Steam Locomotive Inspection and Maintenance Standards. FRA assigned the petition Docket Number FRA–2013–0134. RBMN owns and operates No.425, a 4–6–2 Pacific class steam locomotive built in 1928 by the Baldwin Locomotive Works for the Gulf, Mobile, and Ohio Railroad. RBMN No. 425 is operated periodically for special trains on RBMN.

RBMN requests relief from 49 CFR 230.16(a)(2), *Fifth annual inspection*, with respect to 49 CFR 230.41, *Flexible staybolts with caps*. Specifically, RBMN is petitioning for a delay of the flexible staybolt and cap inspection for an undetermined amount of calendar days until RBMN No. 425 has accumulated 200 service days. Inclusive of the 2013 operating season, RBMN No. 425 will have accumulated 125 service days since the 1,472 service-day inspection was performed in December 2007. RBMN states that the flexible staybolt and cap inspection required by 49 CFR 230.41 would require 14 man-weeks to perform and be a burden on the RBMN steam program.

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 March 28, 2014 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.). See <http://www.regulations.gov/#/privacyNotice> for the privacy notice of regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Robert C. Lauby,

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

[FR Doc. 2014–02866 Filed 2–10–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2013–0143]

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 December 11, 2013, Mr. Ray Kolasa, a private owner of a Penn Central Transfer Caboose, Car Number 18216, 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 215, Railroad Freight Car Safety Standards. FRA assigned the petition Docket Number FRA–2013–0143.

Mr. Kolasa seeks relief for the caboose from 49 CFR 215.303, *Stenciling of restricted cars*, which requires that restricted railroad freight cars shall be stenciled or marked in clearly legible letters with the letter “R.” The caboose was built in 1948 and is more than 50 years old from its original date of construction, and therefore is restricted per 49 CFR 215.203(a), *Restricted cars*. Mr. Kolasa states that stenciling of this car would distract from the historical image. Mr. Kolasa also requests Special Approval for continued operation of the

same car in accordance with 49 CFR 215.203(c).

Mr. Kolasa further states that this car was converted to carry passengers and will be used for tourist attractions and historical purposes. This car will not be interchanged in regular freight operations. Additionally, Mr. Kolasa states that this car will be serviced, inspected, and maintained in compliance with all applicable regulations with the exception of the conditions that require special approvals.

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Robert C. Lauby,

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

[FR Doc. 2014-02867 Filed 2-10-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2013-0144]

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 and 49 U.S.C. 20502(a), this document provides the public notice that by a document dated November 25, 2013, Buffalo & Pittsburgh Railroad (BPRR) and Norfolk Southern Railway (NS) jointly petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of a signal system. FRA assigned the petition Docket Number FRA-2013-0144.

Applicants:

Buffalo & Pittsburgh Railroad, Mr. Raymond A. Goss, Senior Vice President, Northeast Region, Genesee & Wyoming, 400 Meridian Centre, Suite 330, Rochester, NY 14618. Norfolk Southern Corporation, Mr. Brian Sykes, Chief Engineer C&S Engineering, 1200 Peachtree Street NE., Atlanta, GA 30309.

BPRR and NS jointly seek approval of the proposed discontinuance of the traffic control system (TCS) on the main track and controlled siding between West Seneca, NY, Milepost (MP) BR 8.8, and Machias, NY, MP 44.7, on the Machias Subdivision. Controlled signals at Control Points (CP) Machias (MP 44.5), CP Perry (MP 25.0), and CP Wales (MP 22.0) will be discontinued. Intermediate signals #12, #15, #18, #27, #33, #37, and #40 will be discontinued. Power-operated switches at CPs will be converted to hand operation. Derails will be installed at the end of the siding at CP Wales and CP Perry. BPRR will maintain an approach signal to CP Gravity (MP 10.5).

The reasons given for the proposed changes are to improve the efficiency of operation, that the TCS is no longer needed due to reduced train traffic, and that there are no longer opposing moves or fledged traffic with following moves.

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.

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Robert C. Lauby,

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

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DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2014-0014]

Pipeline Safety: Public Workshop on Safety Management Systems

AGENCY: Pipeline and Hazardous Materials Safety Administration, DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice is announcing a one-day public workshop to discuss a rapidly evolving safety management system (SMS) national consensus standard. At this workshop, diversely comprised panels will discuss key concepts underlying this standard. This workshop will be webcast with an opportunity for attendees and viewers to pose questions to the panelists and moderators. Four panels will present their experience with SMS from industries outside the energy pipeline world including aviation, chemical, nuclear, and health care. Panels will address the role and value of SMS, the role of leadership at the top through the lower ranks in making SMS work, the value of "safety assurance", and the growing recognition of the role of safety culture in ensuring attainment of key safety objectives.

DATES: The public workshop will held on Thursday, February 27, 2014, from 8:00 a.m. to 4:30 p.m. e.s.t. Written comments must be received by April 14, 2014.

ADDRESSES: The workshop will be held at the Westin Arlington Gateway, 801 N. Glebe Road, Arlington, VA 22203, in the Fitzgerald rooms AB. Hotel reservations under the "United States Department of Transportation—Workshop and Advisory Committee Meetings" room block, can be made at 703-717-6200. Advisory committee members and speakers have priority for reservations in the block.

The meeting agenda and any additional information will be published on the PHMSA home page Web site at (<http://www.phmsa.dot.gov/public>), under "Latest News" and on the PHMSA meeting page Web site at <https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=96>.

Registration: Members of the public may attend this free workshop. To help assure that adequate space is provided, all attendees are encouraged to register for the workshop in advance at <https://primis.phmsa.dot.gov/meetings/MtgHome.mtg?mtg=96>.

Comments: Members of the public may also submit written comments