

### Executive Committee of the Aviation Rulemaking Advisory Committee; Meeting

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Executive Committee of the Federal Aviation Administration Aviation Rulemaking Advisory Committee.

**DATES:** The meeting will be held on December 17, 1996, at 10 a.m. Arrange for oral presentations by December 10, 1996.

**ADDRESSES:** The meeting will be held at the Regional Airline Association, 1200 19th Street, NW., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Miss Jean Casciano, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9683; fax (202) 267-5075; e-mail Jean.Casciano@faa.dot.gov.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Executive Committee to be held on December 17, 1996, at the Regional Airline Association, 1200 19th Street, NW., Washington, DC, at 10 a.m. The agenda will include a briefing by the Rulemaking Business Process Reengineering team on its recommendations for improving the FAA rulemaking process.

Attendance is open to the interested public but will be limited to the space available. The public must make arrangements by December 10, 1996, to present oral statements at the meeting. The public may present written statements to the executive committee at any time by providing 25 copies to the Executive Director, or by bringing the copies to him at the meeting.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on November 25, 1996.

Chris A. Christie,  
Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-30645 Filed 11-29-96; 8:45 am]

BILLING CODE 4910-3-M

### RTCA, Inc.; Government/Industry Free Flight Steering Committee; Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for an RTCA Government/Industry Free Flight Steering Committee meeting to be held December 12, 1996, starting at 1:30 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, DC 20591, in Conference Room 8ABC (8th floor).

The agenda will include: (1) Welcome/Opening Remarks; (2) Review Summary of the Previous Meeting; (3) Discuss Plans for Review and Status of Free Flight Action Plan; (4) Report from Free Flight Select Committee; (5) Other Business; (6) Date and Location of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on November 22, 1996.

Janice L. Peters,

Designated Official.

[FR Doc. 96-30639 Filed 11-29-96; 8:45 am]

BILLING CODE 4810-13-M

### Federal Railroad Administration

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 and its implementing regulations, the Federal Railroad Administration (FRA) hereby announces that it is seeking reinstatement of 11 previously approved information collection activities and renewal of 5 currently approved information collection activities. Before submitting these information collection requirements for clearance by the Office of Management and Budget (OMB), FRA is soliciting public comment on specific aspects of the activities identified below.

**DATES:** Comments must be received no later than January 31, 1997.

**ADDRESSES:** Submit written comments on any or all of the following proposed activities by mail to either: Ms. Gloria Swanson, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, or Ms. MaryAnn Johnson, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, "Comments on OMB control number \_\_\_\_\_." Alternatively, comments may be transmitted via facsimile to (202) 632-3843 or (202) 632-3876 or by E-mail to Ms. Swanson at gloria.swanson@fra.dot.gov or to Ms. Johnson at maryann.johnson@fra.dot.gov. Please refer to the assigned OMB control number in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice and include them in its information collection submission to OMB for approval.

**FOR FURTHER INFORMATION CONTACT:** Ms. Gloria Swanson, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone: (202) 632-3318) or MaryAnn Johnson, Office of Information Technology and Productivity Improvement, RAD-20, Federal Railroad Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone: (202) 632-3226). (These telephone numbers are not toll-free.)

**SUPPLEMENTARY INFORMATION:** The Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13, Section 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. 3501-3520), and its implementing regulations, 5 CFR Part 1320, require Federal agencies to provide 60 days notice to the public for comment on information collection activities before seeking approval for reinstatement or renewal by OMB. 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1), 1320.10(e)(1), 1320.12(a). Specifically, FRA invites interested respondents to comment on the following summary of proposed information collection activities regarding (i) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (ii)

the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (iii) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (iv) ways for FRA to minimize the burden of information collection activities on the public by automated, electronic, mechanical, or other technological collection techniques or other forms of information technology (e.g., permitting electronic submission of responses). See 44 U.S.C. 3506(c)(2)(A)(i)-(iv); 5 CFR 1320.8(d)(1)(i)-(iv). FRA believes that soliciting public comment will promote its efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, FRA reasons that comments received will advance three objectives: (i) reduce reporting burdens; (ii) ensure that the agency organizes information collection requirements in a "user friendly" format to improve the use of such information; and (iii) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

Below are brief summaries of 11 previously approved information collection activities and 5 currently approved information collection activities that FRA will submit for clearance by OMB as required by the PRA:

*Title:* Bridge Worker Safety Rules.  
*OMB Control Number:* 2130-0535.

*Abstract:* Section 20139 of title 49 of the United States Code required FRA to issue rules, regulations, orders, and standards for the safety of maintenance-of-way employees on railroad bridges, including standards for "bridge safety equipment, [such as] nets, walkways, handrails, and safety lines, and requirements for the use of vessels when work is performed on bridges located over bodies of water." FRA has added 49 CFR Part 214 to establish minimum workplace safety standards for railroad employees as they apply to railroad bridges.

Specifically, Section 214.105(c) establishes standards and practices for safety net systems. Safety nets and net installations are to be drop-tested at the job site after initial installation and before being used as a fall-protection system, after major repairs, and at six-month intervals if left at one site. If a drop-test is not feasible and is not performed, then a written certification must be made by the railroad or railroad contractor, or a designated certified person, that the net does comply with

the safety standards of this section. FRA and State inspectors use the information to enforce the Federal regulations. The information that is maintained at the job site also promotes safe bridge worker practices.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Respondent Universe:* 575 railroads.

*Frequency of Submission:* On occasion.

*Total Responses:* 6 annually.

*Average Time Per Response:* 2 minutes.

*Estimated Total Annual Burden Hours:* 12 minutes.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Filing of Dedicated Cars.

*OMB Control Number:* 2130-0502.

*Abstract:* Title 49, part 215 of the Code of Federal Regulations prescribes certain conditions to be followed for the movement of freight cars that are not in compliance with this part. These cars must be identified in a written report to FRA before they are assigned to dedicated service, and the words "Dedicated Service" must be stenciled on each side of the freight car body. FRA uses the information to determine whether the equipment is safe to operate and that the operation qualifies for dedicated service. See 49 CFR 215.5(c)(2), 215.5(d).

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Respondent Universe:* 400 railroads.

*Frequency of Submission:* On occasion.

*Total Responses:* 6.

*Average Time Per Response:* 1 hour.

*Estimated Total Annual Burden Hours:* 6 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Stenciling Reporting Mark on Freight Cars.

*OMB Control Number:* 2130-0520.

*Abstract:* Title 49, section 215.301 of the Code of Federal Regulations sets forth certain requirements that must be followed by railroad carriers and private car owners relative to identification marks on railroad equipment. FRA, railroads, and the public refer to the stenciling to identify freight cars.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Respondent Universe:* 620 railroads.

*Frequency of Submission:* On occasion.

*Total Responses:* 31,000 cars.

*Average Time Per Response:* 45 minutes per car.

*Estimated Total Annual Burden Hours:* 23,250 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Bad Order and Home Shop Card.

*OMB Control Number:* 2130-0519.

*Abstract:* Under 49 CFR Part 215, each railroad is required to inspect freight cars placed in service and take the necessary remedial action when defects are identified. Part 215 defects are specific in nature and relate to items that have or could have caused accidents or incidents. Section 215.9 sets forth specific procedures that railroads must follow when it is necessary to move defective cars for repair purposes. For example, railroads must affix a "bad order" tag describing each defect to each side of the freight car. It is imperative that a defective freight car be tagged "bad order" so that it may be readily identified and moved to another location for repair purposes only. At the repair point, the "bad order" tag serves as a repair record. Railroads must retain each tag for 90 days to verify that proper repairs were made at the designated location. FRA and State inspectors review all pertinent records to determine whether defective cars presenting an immediate hazard are being moved in transportation.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Respondent Universe:* 400 railroads.

*Frequency of Submission:* On occasion.

*Total Responses:* 40,000 tags.

*Average Time Per Response:* 10 minutes.

*Estimated Total Annual Burden Hours:* 6,667 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Disqualification Proceedings.

*OMB Control Number:* 2130-0529.

*Abstract:* Under 49 U.S.C. 20111(c), FRA is authorized to issue orders disqualifying railroad employees, including supervisors, managers, and other agents, from performing safety-sensitive service in the rail industry for violations of rail safety rules, regulations, standards, orders, or laws evidencing unfitness. FRA's regulations, 49 CFR Part 209, Subpart D, implement the statutory provision by requiring (i) a railroad employing or formerly employing a disqualified individual to disclose the terms and conditions of a disqualification order to the individual's new or prospective employing railroad; (ii) a railroad considering employing an individual in a safety-sensitive position to ask the individual's previous employing railroad whether the individual is currently serving under a

disqualification order; and (iii) a disqualified individual to inform his new or prospective employer of the disqualification order and provide a copy of the same. Additionally, the regulations prohibit a railroad from employing a person serving under a disqualification order to work in a safety-sensitive position. This

information serves to inform a railroad whether an employee or prospective employee is currently disqualified from performing safety sensitive service based on the issuance of a disqualification order by FRA. Furthermore, it prevents an individual currently serving under a disqualification order from retaining

and obtaining employment in a safety-sensitive position in the rail industry.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Frequency of Submission:* Recordkeeping requirement.

*Reporting Burden:*

CFR	Respondent universe	Total responses	Average time per response (minutes)	Total burden hours
Provide copy of disqualification order to new or prospective employer.	620 railroads .....	3 orders .....	30	1.5
Provide copy of disqualification order to prospective employer.	1 employee .....	1 notification .....	30	.5
Request copy of disqualification order from previous employer.	620 railroads .....	Usual & customary procedure.	N/A	N/A

*Total Estimated Burden Hours:* 2 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* New Locomotive Certification (Noise Compliance Regulations).

*OMB Control Number:* 2130-0527.

*Abstract:* On January 14, 1976, the Environmental Protection Agency (EPA) issued railroad noise emission standards pursuant to the Noise Control Act of

1972 (Act). The standards, 40 CFR Part 201, establish limits on the noise emissions generated by railroad locomotives under both stationary and moving conditions and railroad cars under moving conditions. Section 17 of the Act also requires the Secretary of Transportation to enforce these regulations and promulgate separate regulations to ensure compliance with the same. On December 23, 1983, FRA published 49 CFR Part 210 to ensure

compliance with the EPA standards. The certification and testing data ensures that locomotives built after December 31, 1979, have passed prescribed decibel standards for noise emissions under EPA regulations.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Frequency of Submission:* On occasion; one-time.

*Reporting Burden:*

CFR	Respondent universe	Total responses	Average time per response	Total burden hours
Request for certification information .....	2	40	30 minutes .....	20
Apply badge or tag to cab of locomotive .....	2	40	30 minutes .....	20
Noise emission measurement .....	2	40	3 hours .....	120

*Total Estimated Burden Hours:* 160 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Railroad Signal System Requirements.

*OMB Control Number:* 2130-0006.

*Abstract:* The regulations pertaining to railroad signal systems are contained in 49 CFR Parts 233 (Signal System Reporting Requirements), 235 (Instructions Governing Applications for Approval of a Discontinuance or Material Modification of a Signal System), and 236 (Rules, Standards, and Instructions Governing the Installation, Inspection, Maintenance, and Repair of Systems, Devices and Appliances). Section 233.5 provides that each railroad must report to FRA within 24 hours after learning of an accident or incident arising from the failure of a signal appliance, device, method, or system as required by Part 236 that results in a more favorable aspect than

intended or other condition hazardous to the movement of a train. Section 233.7 sets forth the specific requirements for reporting signal failures within 15 days in accordance with the instructions printed on Form FRA F 6180.14. Finally, Section 233.9 sets forth the specific requirements for the "Signal System Five-Year Report." It requires that on or before April 1, 1997, and every five calendar years thereafter, each railroad must file a signal systems status report. 61 FR 33872, July 1, 1996. The report is to be prepared on a form issued by FRA in accordance with the instructions and definitions provided. *Id.*

Title 49, part 235 of the Code of Federal Regulations sets forth the specific conditions under which FRA approval of modification or discontinuance of railroad signal systems is required and prescribes the methods available to seek such approval. The application process prescribed under Part 235 provides a

vehicle enabling FRA to obtain the necessary information to make logical and informed decisions concerning carrier requests to modify or discontinue signaling systems. Section 235.5 requires railroads to apply for FRA approval to discontinue or materially modify railroad signaling systems. Section 235.7 defines "material modifications" and identifies those changes that do not require agency approval. Section 235.8 provides that any railroad may petition FRA to seek relief from the requirements provided under 49 CFR Part 236. Sections 235.10, 235.12, and 235.13 describe where the petition must be submitted, what information must be included, the organizational format, and the official authorized to sign the application. Section 235.20 sets forth the process for protesting the granting of a carrier application for signal changes or relief from the rules, standards, and instructions. This section provides the information that must be included in

the protest, the address for filing the protest, the time limit for filing the protest, and the requirement that a person requesting a public hearing explain the need for such a forum.

Section 236.110 requires that the test results of certain signaling apparatus be recorded and specifically identify the tests required under Sections 236.102–236.109; Sections 236.376 to 236.387; Sections 236.576, 236.577, and Sections 236.586–236.589. Section 236.110 further provides that the test results must be recorded on preprinted or computerized forms provided by the carrier and that the forms show the name of the railroad, place and date of the test conducted, equipment tested, test results, repairs, replacements, and adjustments made, and the condition of the apparatus. This section also requires the employee making the test must sign the form, and that the record be retained

at the office of a supervisory official having proper authority. Results of tests made in compliance with Section 236.587 must be retained for 92 days, and results of all other tests must be retained until the next record is filed, but in no case less than one year.

Additionally, Section 236.587 requires each railroad to make a departure test of cab signal, train stop, or train control devices on locomotives before that locomotive enters the equipped territory. This section further requires that whoever performs the test must certify in writing that the test was properly performed. The certification and the test results must be posted in the locomotive cab with a copy of the certification and test results retained at the office of a supervisory official having proper authority. However, if it is impractical to leave a copy of the certification and test results at the

location of the test, the test results must be transmitted to either the dispatcher or another designated official at the test location, who must keep a written record of the test results and the name of the person performing the test. All records prepared under this section are required to be retained for at least 92 days. Finally, Section 236.590 requires the carrier to clean and inspect the pneumatic apparatus of automatic train stop, train control, or cab signal devices on locomotives every 736 days, and to stencil, tag, or otherwise mark the pneumatic apparatus indicating the last cleaning date.

*Form Number(s):* FRA F 6180.14; 6180.47.

*Affected Public:* Businesses.

*Frequency of Submission:* On occasion; every five years, recordkeeping.

*Reporting Burden:*

CFR section	Respondent universe	Total responses	Average time per response	Total burden hours
233.5—Reporting of accidents .....	620	10 .....	30 minutes .....	5
233.7—False proceed signal failures report .....	620	224 .....	15 minutes .....	56
233.9—5-year signal system report .....	260	52 .....	30 minutes .....	26
235.5—Block signal applications .....	82	111 .....	10 hours .....	1,110
235.8—Applications for relief .....	82	24 .....	2.5 hours .....	60
235.20—Protest letters .....	84	84 .....	30 minutes .....	42
236.110—Recordkeeping .....	82	1,965,464 records .....	.2177 hour .....	427,881
236.587—Departure tests .....	18	730,000 tests .....	4 minutes .....	48,667
236.590—Pneumatic valves .....	18	6,697 locomotives .....	22.5 minutes .....	2,511

*Total Estimated Burden Hours:* 480,358 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Remotely Controlled Railroad Switch Operations Log.

*OMB Control Number:* 2130–0516.

*Abstract:* Title 49, section 218.30 of the Code of Federal Regulations ensures that remotely controlled switches are lined to protect workers who are

vulnerable to being struck by moving cars as they inspect or service equipment on a particular track or, alternatively, occupy camp cars. FRA believes that production of notification requests promotes safety by minimizing mental lapses of workers who are simultaneously handling several tasks. Sections 218.30 and 218.67 require the operator of remotely controlled switches to maintain a record of each notification requesting blue signal protection for 15

days. Operators of remotely controlled switches use the information as a record documenting blue signal protection of workers or camp cars. This record also serves as a valuable resource for railroad supervisors and FRA inspectors monitoring regulatory compliance.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Frequency of Submission:* On occasion; recordkeeping.

*Reporting Burden:*

CFR	Respondent universe	Total responses	Average time per response (minutes)	Total burden hours
Blue signal protection .....	400 RRs .....	3,600,000 records	4	240,000
Camp cars .....	620 RRs .....	4,500 records	4	300

*Total Estimated Burden Hours:* 240,300 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Railroad Power Brakes and Drawbars.

*OMB Control Number:* 2130–0008.

*Abstract:* Title 49, part 232 of the Code of Federal Regulations requires that an initial terminal air brake test be made by a person designated as qualified by the inspecting railroad. It also requires that a qualified person participating in the test or a person having knowledge that the test was

conducted notify the road crew of the train that the test was satisfactorily performed. Under Section 232.12(a)(2), FRA requires that the notice be made in writing to the road crew if (i) the qualified person goes off duty before the road crew reports or (ii) the train that has been inspected is to be moved in

excess of 500 miles without being subjected to another test pursuant to either this section or Section 232.13.

The rule also requires that an intermediate train air brake test be made to determine that the basic integrity of the train air line has not been disturbed by an incident encountered en route, such as picking up or setting out cars at which time a train's air line could have been disconnected and reconnected several times. To ensure continuity of the train brake pipe, railroads must determine that the brakes on the rear car

apply and release. For tests required by Section 232.13(b)–(d), FRA now permits railroads to employ end-of-train telemetry devices to determine the status of the train brake pipe at the rear of the train and transmit that information to the lead locomotive. Specifically, Section 232.19(h)(3) requires that railroads using this device must calibrate it for accuracy at least every 92 days and record the date of the last calibration, identify the location where the calibration was made, and provide the name of the person doing

the calibration on a tag, sticker, or other method of information storage affixed to the rear unit. The label is necessary to determine whether the end-of-train device has been tested within the time prescribed. Crew members use the information to verify that the initial terminal air brake test was satisfactorily performed by a qualified person.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Frequency of Submission:* On occasion; recordkeeping.

#### Reporting Burden:

CFR	Respondent universe	Total responses	Average time per response (seconds)	Total burden hours
Written notification by departing qualified persons .....	30 RRs .....	60,000 notifications .....	15	250
Written notification in excess of 500 miles before receiving another test.	620 RRs .....	380,000 notifications .....	15	1,500
Testing and stenciling of telemetry devices .....	620 RRs .....	20,000 tests .....	10	56

*Total Estimated Burden Hours:* 1,806 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* U.S. DOT–AAR Crossing Inventory Form.

*OMB Control Number:* 2130–0017.

*Abstract:* The U.S. DOT–AAR Crossing Inventory Form (FRA F

6180.71) is used to provide data on new highway-rail grade crossings (grade crossings) or changes to the Highway-Rail Grade Crossing Inventory (Inventory) form. The form is used for reporting all types of changes, especially the establishment of a new grade crossing, closing of an existing grade crossing, or changes in the

characteristics of a grade crossing. Many public and private entities use the data provided on the Inventory form for program assessment and research.

*T3Form Number(s):* FRA Form 6180.71.

*Affected Public:* Businesses.

*Frequency of Submission:* On occasion.

#### Reporting Burden:

Voluntary compliance	Respondent universe	Total responses	Average time per response (minutes)	Total burden hours
U.S. DOT–AAR crossing inventory form (FRA F 6180.71).	620 RRs .....	10,213 forms .....	15	2,553
Mass update form and inventory computer printout .....	620 RRs .....	250 lists .....	30	125
Magnetic tape .....	620 RRs .....	16 .....	30	8
GX computer program .....	620 RRs .....	58,680 updates .....	2	1,956

*Total Estimated Burden Hours:* 4,642 hours.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Railroad Locomotive Safety Standards.

*OMB Control Number:* 2130–0004.

*Abstract:* Under regulations issued pursuant to Congressional mandate, 49 U.S.C. 20137, trains must be equipped with event recorders. Event recorders are devices that record train speed, hot box detection, throttle position, brake application, brake operations, time and signal indications, and any other function that FRA considers necessary

to monitor the safety of train operations. Event recorders provide FRA with information about how trains are operated and, if a train is involved in an accident, the devices afford data to FRA and other investigators necessary to determine the probable causes of the accident.

Under 49 CFR Part 229, railroads are required to conduct daily, periodic, annual, and biennial tests of locomotives to measure the level of compliance with the Federal regulations. The collection of information requires railroads to prepare written records indicating the repairs needed, the person making the

repairs, and the type of repairs made. This information provides a locomotive engineer with information that the locomotive has been inspected and is in proper condition for use in service, and enables FRA to monitor compliance with the regulatory standards. Other information collection requirements in Part 229 are indicated in the chart below.

*Form Number(s):* FRA Form 6180.49A.

*Affected Public:* Businesses.

*Frequency of Submission:* On occasion; annually, biennially, recordkeeping.

*Reporting Burden:*

CFR section	Respondent universe	Total responses	Average time per response	Total burden hours
229.9—Movement of noncomplying locomotive.	620 RRs .....	21,000 tags .....	1 minute .....	350
229.17—Accident reports .....	620 RRs .....	20 reports .....	15 minutes .....	5
229.21—Daily inspection .....	620 RRs .....	5,460,000 inspections	3 minutes .....	273,000
229.113—Steam generator warning notice .....	1 RR .....	1 notice .....	1 minute .....	1 minute
FRA form F 6180.49A .....	620 RRs .....	21,000 forms .....	2 minutes .....	700
210.31—Locomotive noise emission test .....	620 RRS .....	100 tests .....	15 minutes .....	25
229.23—Periodic inspection, .....	620 RRs .....	84,000 tests .....	10 hours .....	840,000
229.27, 229.29—Annual and biennial tests .....	.....	.....	.....	.....
229.31—Main reservoir tests .....	.....	.....	.....	.....
229.33—Out-of-use credit .....	620 RRs .....	2,400 out-of-use credits.	2 minutes .....	80
Written copy of instructions .....	620 RRs .....	200 amendments .....	15 minutes .....	50
Data verification readout record .....	620 RRs .....	72,000 tests .....	30 minutes .....	36,000
Written record when an event recorder is removed from service.	620 RRs .....	6,000 removals .....	1 minute .....	100
Record of event recorder data .....	620 RRs .....	100 accidents .....	15 minutes .....	25

*Total Estimated Burden Hours:*  
1,150,350.

*Status:* Reinstatement of a previously approved collection of information which has expired.

*Title:* Grade Crossing Signal System Safety Regulations.

*OMB Control Number:* 2130-0534.

*Abstract:* FRA believes that highway-rail grade crossing (grade crossing) accidents resulting from warning system failures can be reduced. Motorists lose faith in warning systems that constantly warn of an oncoming train when none is present. Therefore, the fail-safe feature of a warning system loses its

effectiveness if the system is not repaired within a reasonable period of time. A greater risk of an accident is present when a warning system fails to activate as a train approaches a grade crossing. FRA's regulations require railroads to take specific responses in the event of an activation failure. FRA uses the information to develop better solutions to the problems of grade crossing device malfunctions. With this information, FRA is able to correlate accident data and equipment malfunctions with the types of circuits and age of equipment. FRA can then identify the causes of grade crossing

system failures and investigate them to determine whether periodic maintenance, inspection, and testing standards are effective. FRA also uses the information collected to alert railroad employees and appropriate highway traffic authorities of warning system malfunctions and take necessary measures to protect motorists and railroad employees at the grade crossing until repairs have been made.

*Form Number(s):* FRA Form 6180.83.

*Affected Public:* Businesses.

*Frequency of Submission:* On occasion; recordkeeping.

*Reporting Burden:*

CFR section	Respondent universe	Total responses	Average time per response (minutes)	Total burden hours
234.7—Telephone notification .....	605 RRs .....	4	15	1
234.9—Grade crossing signal system failure reports .....	620 RRS .....	400	15	100
Notification to train crew and highway traffic control authority .....	620 RRs .....	400	15	100
Recordkeeping .....	620 RRs .....	400	15	100

*Total Estimated Burden Hours:* 301 hours.

*Status:* Regular Review.

*Title:* Railroad Police Officers.

*OMB Control Number:* 2130-0537.

*Abstract:* Under 49 CFR Part 207, railroads are required to notify states of all designated railroad police officers who are discharging their duties outside of their respective jurisdictions. This requirement is necessary to verify proper police authority.

*Form Number(s):* N/A.

*Affected Public:* Businesses.

*Respondent Universe:* 30 railroads.

*Frequency of Submission:*

Recordkeeping.

*Total Responses:* 300 annual responses.

*Average Time Per Response:* 5 hours.

*Total Annual Burden Hours:* 1,500 hours.

*Status:* Regular Review.

*Title:* Control of Alcohol and Drug Use in Railroad Operations.

*OMB Control Number:* 2130-0526.

*Abstract:* The information collection requirements contained in pre-employment and "for cause" testing regulations are intended to ensure a sense of fairness and accuracy for railroads and their employees. The principal information—evidence of unauthorized alcohol or drug use—is

used to prevent accidents by screening personnel who perform safety-sensitive service. FRA uses the information to measure the level of compliance with regulations governing the use of alcohol or controlled substances. Elimination of this problem is necessary to prevent accidents, injuries, and fatalities of the nature already experienced and further reduce the risk of a truly catastrophic accident. Lastly, FRA analyzes the data provided in the Management Information System annual report to monitor the effectiveness of a railroad's alcohol and drug testing program.

*Form Number(s):* FRA F 6180.73, 6180.74, 6180.94A, 6180.94B.

*Affected Public:* Businesses.*Frequency of Submission:* On occasion; annually, recordkeeping.*Reporting Burden:*

CFR section	Respondent universe	Total responses	Average time per response	Total burden hours
219.7	620 RRs	2 waivers	2 hours	4
219.9(b)(2)	620 RRs	25 times	4 hours	100
219.11(b)(2)	200 medical facilities	1	15 minutes	.25
219.11(g), 219.301(c)(2)(ii)	620 RRs	250 classes	3 hours	750
Notice of educational material available to employees.	15 new RRs	15 notices	1 hour	15
219.104, 219.107, 40.67	20 employees	20 letters	1 hour	20
219.201(c)	200 RRs	10 reports	30 minutes	5
219.203/207/209	200 RRs	104 calls	10 minutes	17
219.205	200 RRs	400 tests	15 minutes	100
219.205—Form 6180.73	200 RRS	100 forms	10 minutes	17
219.209(c)	200 RRs	40 records	30 minutes	20
219.211(b)	200 MROs	8 reports	15 minutes	2
219.211(e)	400 employees	1 response	1 hour	1
219.211(h)	200 RRs	400 records	30 minutes	200
219.211(i)	400 employees	1 letter	1 hour	1
219.213(b)	200 RRs	4 notices	30 minutes	2
219.302(f)	200 RRs	200 records	30 minutes	100
219.401/403/405	5 RRs	5 policies	40 hours	200
219.405(c)(1)	200 RRs	200 reports	5 minutes	17
219.407	200 RRs	1 policy	2 hours	2
		1 amend.	1 hour	1
219.403/405	200 SAPs	2,000 reports	10 minutes	333
219.601(a)	5 RRs	5 programs	80 hours	400
219.601(a)	200 RRs	5 amend.	5 hours	25
219.601(b)(4)/601.(d)	200 RRs	4,000 notices	5 min.	33
	5 RRs	5 notices	10 hours	50
	200 RRs	40,000 notices	5 minutes	3,333
219.601(b)(1)	200 RRs	200 docs.	8 hours per month	19,200
219.603(a)	40,000 employees	400 docs.	15 minutes	100
219.607	5 RRs	5 programs	80 hours	400
	200 RRs	5 amend.	5 hours	25
219.607(b)(1)	200 RRs	200 documents	8 hours per month	19,200
219.607(c)(1)	200 RRs	4,000 notices	5 minutes	33
	5 RRs	5 Notices	10 hours	50
219.609	20,000 employees	200 requests	15 minutes	50
219.703(a), 40.23	200 RRs	52,920 forms	15 minutes	13,230
219.705(c)	200 RRs	2 requests	10 hours	20
219.707(c)(d), 40.33—Positive test	200 MROs	980 tests	2 hours	1,960
	200 RRs	980 notifications	15 minutes	245
219.707(c)(d), 40.33—Negative test	200 MROs	48,020 letters	20 minutes	16,007
219.709	200 RRs	10 letters	30 minutes	5
	980 employees			
219.711(c), 40.25(f)(22)(ii)	60 employees	60 letters	5 minutes	5
	51,450 employees	12,893 forms	5 minutes	1,072
219.715, 40.57/59/61	80,000 employees	20,000 tests	15 minutes	5,000
40.59(c)	200 RRs	500 entries	2 minutes	17
40.65	200 BATs	20 tests	30 minutes	10
	200 RRs	200 notices	1 hour	200
	200 RRs	20 confirm. tests	15 minutes	5
40.69	200 RRs	10 cases	12 minutes	2
	200 RRs	1 case	1 hour	1
	1 physician	1 response	1 hour	1
40.81	200 RRs	60 letters	5 minutes	5
	20 employees	4 letters	30 minutes	2
40.83	200 RRs	138,100 records	5 minutes	11,508
219.801	60 RRs	40 forms	8 hours	320
	60 RRs	20 forms	4 hours	80
219.803	60 RRs	40 forms	65 hours	2,600
	60 RRs	20 forms	25 hours	500
219.901	200 RRs	100,500 records	5 minutes	8,375
	200 RRs	200 summaries	2 hours	400
40.23(d)(2)(ii)	5 RRs	5 written instruct.	40 hours	200
40.29(a)(2) & (b)	25 lab.	58,212 forms	15 minutes	14,553
40.31(c)(1)	25 lab.	1,176 certifications	1 minute	20
40.29(g)(1) & (5)	25 lab.	52,920 reports	30 minutes	26,460
40.29(g)(6)	25 lab.	200 reports	2 hours per month	4,800
40.29(g)(8) & (m)	25 lab.	25 records	240 hours	6,000

CFR section	Respondent universe	Total responses	Average time per response	Total burden hours
40.31(d)(6) .....	25 lab. ....	2 reports .....	10 hours .....	20
40.31(d)(7) & (8) .....	25 lab. ....	1 notification .....	50 hours .....	50
	25 lab. ....	1 statement .....	50 hours .....	50
40.33 .....	200 MROs .....	18 letters .....	30 minutes .....	9
	200 MROs .....	2 letters .....	30 minutes .....	1
40.37 .....	30 employees .....	30 requests .....	30 minutes .....	15

**Total Estimated Burden Hours:** 158,554.25 hours.  
**Status:** Regular Review.  
**Title:** Steam Locomotive Inspection.  
**OMB Control Number:** 2130-0505.  
**Abstract:** The specific sections describing the reporting, testing, and recordkeeping requirements are found at

49 CFR Part 230. Railroads use the information to ensure that steam locomotives are safe for use in service. Further, FRA's Office of Safety Assurance and Compliance uses the information to monitor regulatory compliance, investigate accidents to

determine possible causes, and consider waiver petitions.

**Form Number(s):** Form 1, Form 3, Form 4, and Form 19.

**Affected Public:** Businesses.

**Frequency of Submission:** On occasion; recordkeeping.

#### Reporting Burden:

CFR section	Respondent universe	Total responses	Average time per response	Total burden hours
230.10 .....	48	26 waivers .....	1 hour .....	26
230.51—Form 1 .....	48	968 reports .....	5 minutes .....	81
230.53—Form 3 .....	48	880 reports .....	7 minutes .....	10
230.54—Form 4 .....	48	1 report .....	1 hour .....	1
230.54—Form 19 .....	48	1 report .....	30 minutes .....	.5
230.32—Badge plate .....	48	1 plate .....	30 minutes .....	.5
230.45—Boiler number .....	48	1 number .....	15 minutes .....	.25
230.48—Office record—boiler washing .....	48	243 records .....	1 minute .....	4
230.52—Posting of copy .....	48	1,056 forms .....	1 minute .....	18
230.104—Locomotive inspection report .....	48	7,290 reports .....	3 minutes .....	365
230.111—Stenciling dates of tests and cleaning .....	48	108 tests .....	1 minute .....	2
230.127(b)—Pistons and piston rods .....	48	1 stamp .....	15 minutes .....	.25
230.133—Driving, trailing and engine truck axles .....	48	1 stamp .....	15 minutes .....	.25
230.136—Crank pins .....	48	1 stamp .....	15 minutes .....	.25
230.158—Modification of rules .....	48	2 requests .....	1 hour .....	2

**Total Estimated Burden Hours:** 511 hours.

**Status:** Regular Review.

**Title:** Identification of Cars Moved in Accordance with Order 13528.

**OMB Control Number:** 2130-0506.

**Abstract:** This collection of information identifies a freight car being moved within the scope of Order 13528 (order). See 49 CFR Part 232, Appendix B. Otherwise, an exception will be taken, and the car will be set out of the train and not delivered. The information that must be recorded is specified at 49 CFR Part 232, Appendix B, requiring that a car be properly identified by a card attached to each side of the car and signed stating that such movement is being made under the authority of the order. The order does not require retaining cards or tags. When a car bearing a tag for movement under the order arrives at its destination, the tags are simply removed.

**Form Number(s):** None.

**Affected Public:** Businesses.

**Frequency of Submission:** On occasion.

**Total Responses:** 1,320 tags.

**Average Time Per Response:** 5 minutes per tag.

**Estimated Total Annual Burden Hours:** 110 hours.

**Status:** Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501-3520.

Issued in Washington, D.C. on November 26, 1996.

MaryAnn Johnson,

Acting Director, Office of Information Technology and Productivity Improvement, Federal Railroad Administration.

[FR Doc. 96-30628 Filed 11-29-96; 8:45 am]

BILLING CODE 4910-06-P

#### Maritime Administration

[Docket No. M-027]

#### Information Collection Available for Public Comments and Recommendations

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

**DATES:** Comments should be submitted on or before January 31, 1997.

**FOR FURTHER INFORMATION CONTACT:** Daniel Seidman, Division of Production, Office of Ship Construction, Maritime Administration, MAR-720, Room 2103, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone 202-366-1888 or fax 202-366-3954. Copies of this collection can also be obtained from that office.