

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 so that they can take the necessary measures to protect motorists and railroad workers at the

grade crossing until repairs have been made.

Form Number(s): FRA F 6180.83.

Affected Public: Businesses.

Frequency of Submission: On occasion; recordkeeping.

Reporting Burden:

CFR section	Respondent universe (railroads)	Total annual responses	Average time per response (minutes)	Total annual burden hours	Total annual burden cost
234.7—Telephone Notification	685	4	15	1	\$35
234.9—Grade crossing signal system failure reports	685	600	15	150	5,250
234.9—Notification to train crew and highway traffic control authority	685	24,000	5	2,000.	70,000
234.9—Recordkeeping	685	12,000	10	2,000	70,000

Total Estimated Responses: 36,604.

Total Estimated Annual Burden:

4,151 hours.

Status: Regular Review.

OMB Control Number: 2130–0535.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form Number(s): N/A.

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 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 214.15(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 Federal regulations. The information that is maintained at the job site promotes safe bridge worker practices.

Frequency of Submission: On occasion.

Total Estimated Responses: 6.

Total Estimated Annual Burden: 1 hour.

Status: Regular Review.

Title: Railroad Police Officers.

OMB Control Number: 2130–0537.

Type of Request: Extension of a currently approved collection.

Affected Public: Railroads and States.
Form(s): None.

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

Total Estimated Responses: 80,060.

Total Annual Estimated Burden Hours: 155 hours.

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, DC on March 7, 2006.

D.J. Stadlter,

Director, Office of Budget, Federal Railroad Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Agency Request for Emergency Processing of Collection of Information by the Office of Management and Budget

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

ACTION: Notice.

SUMMARY: FRA hereby gives notice that it is seeking emergency approval processing from the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1995 (Pub. L. 104–13, 44 U.S.C. Chapter 35) for the information collection request

(ICR) listed below. FRA requests that OMB authorize the collection of information identified below on or before March 31, 2006, for a period of 180 days after the date of issuance of this notice in the **Federal Register**. While pursuing the normal rulemaking process to permanently address operational practice deficiencies related to hand-operated main track switches in non-signaled territory, FRA is seeking emergency approval for this information collection because the safety of affected railroad employees and the general public will be seriously jeopardized if the requirements of Emergency Order No. 24 can not be enforced.

DATES: Comments must be received no later than March 29, 2006.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Mr. Robert Brogan, Office of Safety, Planning and Evaluation Division, RRS–21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington, DC 20590, or Mr. Victor Angelo, Office of Support Systems, RAD–20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590. Commenters requesting FRA to acknowledge receipt of their respective comments must include a self-addressed stamped postcard stating, “Comments on OMB control number 2130–0568.” Alternatively, comments may be transmitted via facsimile to (202) 493–6230 or (202) 493–6170, or E-mail to Mr. Brogan at robert.brogan@fra.dot.gov, or to Mr. Angelo at victor.angelo@fra.dot.gov. Please refer to the assigned OMB control number in any correspondence submitted.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Brogan, Office of Planning and Evaluation Division, RRS–21, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 17, Washington,

DC 20590 (telephone: (202) 493-6292) or Victor Angelo, Office of Support Systems, RAD-20, Federal Railroad Administration, 1120 Vermont Ave., NW., Mail Stop 35, Washington, DC 20590 (telephone: (202) 493-6470). (These telephone numbers are not toll-free.)

SUPPLEMENTARY INFORMATION: Below is a brief summary of the currently approved information collection activities that FRA is submitting for clearance by OMB:

OMB Control Number: 2130-0568.

Title: FRA Emergency Order No. 24, Notice No. 1.

Type of Request: Emergency approval.

Affected Public: Businesses.

Form Number(s): N/A.

Abstract: Emergency Order No. 24—and its associated collection of information—is FRA's direct and proactive response to a series of train accidents that occurred throughout the country in 2005 caused by railroad workers improperly setting hand-operated main track switches in non-signalized territory. The collection of

information under Emergency Order No. 24 is aimed at ensuring that railroads and their employees take prescribed extra safety measures to raise awareness and increase compliance regarding following proper operating rules and practices in setting and reversing hand-operated main track switches in non-signalized territory in order to prevent the type of human factor caused accidents and corresponding casualties that occurred in 2005.

Reporting Burden:

Emergency order item No.	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
(1) Instruction On Railroad Operating Rule—Operation of manual main track switches in non-signal territory.	685 Railroads; 100,000 employees.	Already fulfilled	N/A	N/A	N/A.
—New Employees	8,000 employees	8,000 sessions	60 minutes	8,000 hours	\$400,000.
—Instruction Records.	685 Railroads	8,000 records	2 minutes	267 hours	\$10,680.
(2) Hand-Operated Main Track Switches—Confirmation of Switch Position.	6,000 Dispatchers	60,000 verbal confirmations.	30 seconds	500 hours	\$21,000.
—Review of SPAF by Train Dispatcher.	6,000 Dispatchers	15,000 reviews	10 seconds	42 hours	\$2,100.
(3) Switch Position Awareness Form (SPAF).	100,000 employees ..	20,000 forms	3 minutes	1,000 hours	\$50,000.
(4) Job Briefings	100,000 employees ..	60,000 briefings	1 minute	1,000 hours	\$50,000.
(5) Radio Communication—Crewmember communication with engineer.	100,000 employees ..	60,000 verbal communications.	15 seconds	250 hours	\$12,500.
—Notation of Inoperable Radio on SPAF.	90,000 Crew members.	500 form entries	5 seconds	1 hour	\$50.
(6) Operational Tests and Inspections.	685 Railroads	Burden Covered Under OMB No. 2130-0035.	Burden Covered Under OMB No. 2130-0035.	Burden Covered Under OMB No. 2130-0035.	Burden Covered Under OMB No. 2130-0035.
(7) Distribution of Emergency Order—Copies to New Employees.	685 Railroads; 8,000 Employees.	8,000 copies	2 seconds	4 hours	\$160.
—Written Receipt and Acknowledgment of Copy.	685 Railroads; 8,000 Employees.	8,000 receipts + 8,000 records.	1 second + 1 second	4 hours	\$140.
(8) Relief—Petitions For Special Approval.	685 Railroads	10 petitions	60 minutes	10 hours	\$400.

Form Number(s): N/A.

Respondent Universe: 685 Railroads; 100,000 Railroad Employees.

Frequency of Submission: One-time; On occasion.

Total Responses: 255,510.

Total Annual Estimated Burden: 11,078 hours.

Status: Emergency 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, DC, on March 8, 2006.

D.J. Stadlter,

Director, Office of Budget, Federal Railroad Administration.

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