

and Whitman Counties in Washington, and Multnomah and Hood River Counties in Oregon. Any counties contiguous to the above-named counties and not listed herein have been previously declared.

All other information remains the same, i.e., the termination date for filing applications for physical damage is March 18, 1997, and for loans for economic injury the deadline is October 17, 1997. The economic injury number for the State of Oregon is 935600.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: January 30, 1997.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 97-3276 Filed 2-10-97; 8:45 am]

BILLING CODE 8025-01-P

First Interstate Equity Corporation (License No. 09/09-0397); Notice of Surrender of License

Notice is hereby given that First Interstate Equity Corporation (First Interstate), 100 West Washington Street, Phoenix, Arizona 85003, has surrendered their license to operate as a small business investment company under the Small Business Investment Act of 1958, as amended (the Act). First Interstate was licensed by the Small Business Administration on February 1, 1989.

Under the authority vested by the Act and pursuant to the Regulations promulgated thereunder, the surrender was accepted on this date, and accordingly, all rights, privileges, and franchises derived therefrom have been terminated.

(Catalog of Federal Domestic Assistance Program No. 59.11, Small Business Investment Companies.)

Dated: January 28, 1997.

Donald A. Christensen,

Associate Administrator for Investment.

[FR Doc. 97-3281 Filed 2-10-97; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Department of Transportation.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 and

its implementing regulations, the Department of Transportation (DOT) announces in this notice that the 11 previously approved information collection activities and 5 currently approved information collection activities have been forwarded to the Office of Management and Budget (OMB) for review and approval. Each summary of the 16 information collection requests (ICRs) identified below describes the nature of the information collection and its expected burden. The Federal Railroad Administration (FRA) issued a 60-day notice that was published in the Federal Register on December 2, 1996, inviting the regulated community to comment on these ICRs. 61 FR 63917, Dec. 2, 1996. This notice further informs all interested parties that they have 30 days to submit comments to these paperwork packages before OMB renders a decision.

DATES: Comments must be submitted no later than March 13, 1997.

ADDRESSES: Submit written comments on any or all of the following proposed activities by mail to either: Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: Desk Officer for FRA. Please refer to the assigned OMB control number in any correspondence submitted. DOT suggests that all interested respondents submit their respective comments to OMB within 30 days of publication to best ensure of having their full effect.

FOR FURTHER INFORMATION CONTACT: Ms. Gloria Eutsler, Office of Planning and Evaluation Division, RRS-21, Federal Railroad Administration, 400 Seventh Street, SW., Washington, DC 20590 (telephone: (202) 632-3318). (This telephone number is 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 issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On December 2, 1996, FRA published a 60-day notice in the Federal Register soliciting comment on 16 ICRs that the agency was seeking OMB approval for reinstatement or renewal. 61 FR 63917, Dec. 2, 1996. FRA received no comments after issuing this notice. Accordingly, DOT announces that these information collection activities have been

reevaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c).

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30-day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure of having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

Specifically, DOT and OMB invite interested parties 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). DOT believes that soliciting public comment will promote FRA's efforts to reduce the administrative and paperwork burdens associated with the collection of information mandated by Federal regulations. In summary, DOT 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 submitted for clearance by OMB as required by the PRA. Each summary sets out the ICR title, information collection abstract, agency's need and use of the collected information, and annual reporting and recordkeeping burden of the information collection activity. See 44 U.S.C. 3507(a)(1)(D)(ii); 5 CFR 1320.5(a)(1)(iv), 1320.12(c).

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:

<i>CFR</i>	Request for certification information	carrier requests to modify or
Respondent Universe	2	discontinue signaling systems. Section
Total	40	235.5 requires railroads to apply for
Responses	30 minutes	FRA approval to discontinue or
Average Time Per Response	20	materially modify railroad signaling
Total	Apply badge or tag to cab of locomotive	systems. Section 235.7 defines "material
Burden	2	modifications" and identifies those
Hours	40	changes that do not require agency
Provide copy of disqualification order to new	30 minutes	approval. Section 235.8 provides that
or prospective employer	20	any railroad may petition FRA to seek
620 railroads	Noise emission measurement	relief from the requirements provided
3 orders	2	under 49 CFR Part 236. Sections 235.10,
30 minutes	40	235.12, and 235.13 describe where the
1.5	3 hours	petition must be submitted, what
Provide copy of disqualification order to	120	information must be included, the
prospective employer	<i>Total Estimated Burden Hours: 160</i>	organizational format, and the official
1 employee	hours.	authorized to sign the application.
1 notification	<i>Status:</i> Reinstatement of a previously	Section 235.20 sets forth the process for
30 minutes	approved collection of information	protesting the granting of a carrier
.5	which has expired.	application for signal changes or relief
Request copy of disqualification order from	<i>Title:</i> Railroad Signal System	from the rules, standards, and
previous employer	Requirements.	instructions. This section provides the
620	<i>OMB Control Number:</i> 2130-0006.	information that must be included in
railroads	<i>Abstract:</i> The regulations pertaining	the protest, the address for filing the
Usual & customary procedure	to railroad signal systems are contained	protest, the time limit for filing the
N/A	in 49 CFR Parts 233 (Signal System	protest, and the requirement that a
N/A	Reporting Requirements), 235	person requesting a public hearing
<i>Total Estimated Burden Hours: 2</i>	(Instructions Governing Applications for	explain the need for such a forum.
hours.	Approval of a Discontinuance or	Section 236.110 requires that the test
<i>Status:</i> Reinstatement of a previously	Material Modification of a Signal	results of certain signaling apparatus be
approved collection of information	System), and 236 (Rules, Standards, and	recorded and specifically identify the
which has expired.	Instructions Governing the Installation,	tests required under Sections 236.102-
<i>Title:</i> New Locomotive Certification	Inspection, Maintenance, and Repair of	236.109; Sections 236.376 to 236.387;
(Noise Compliance Regulations)	Systems, Devices and Appliances).	Sections 236.576, 236.577, and Sections
<i>OMB Control Number:</i> 2130-0527.	Section 233.5 provides that each	236.586-236.589. Section 236.110
<i>Abstract:</i> On January 14, 1976, the	railroad must report to FRA within 24	further provides that the test results
Environmental Protection Agency (EPA)	hours after learning of an accident or	must be recorded on preprinted or
issued railroad noise emission standards	incident arising from the failure of a	computerized forms provided by the
pursuant to the Noise Control Act of	signal appliance, device, method, or	carrier and that the forms show the
1972 (Act). The standards, 40 CFR Part	system as required by Part 236 that	name of the railroad, place and date of
201, establish limits on the noise	results in a more favorable aspect than	the test conducted, equipment tested,
emissions generated by railroad	intended or other condition hazardous	test results, repairs, replacements, and
locomotives under both stationary and	to the movement of a train. Section	adjustments made, and the condition of
moving conditions and railroad cars	233.7 sets forth the specific	the apparatus. This section also requires
under moving conditions. Section 17 of	requirements for reporting signal	the employee making the test must sign
the Act also requires the Secretary of	failures within 15 days in accordance	the form, and that the record be retained
Transportation to enforce these	with the instructions printed on Form	at the office of a supervisory official
regulations and promulgate separate	FRA F 6180.14. Finally, Section 233.9	having proper authority. Results of tests
regulations to ensure compliance with	sets forth the specific requirements for	made in compliance with Section
the same. On December 23, 1983, FRA	the "Signal System Five-year Report." It	236.587 must be retained for 92 days,
published 49 CFR Part 210 to ensure	requires that on or before April 1, 1997,	and results of all other tests must be
compliance with the EPA standards.	and every five calendar years thereafter,	retained until the next record is filed,
The certification and testing data	each railroad must file a signal systems	but in no case less than one year.
ensures that locomotives built after	status report. 61 FR 33872, July 1, 1996.	Additionally, Section 236.587
December 31, 1979, have passed	The report is to be prepared on a form	requires each railroad to make a
prescribed decibel standards for noise	issued by FRA in accordance with the	departure test of cab signal, train stop,
emissions under EPA regulations.	instructions and definitions provided.	or train control devices on locomotives
<i>Form Number(s):</i> N/A	<i>Id.</i>	before that locomotive enters the
<i>Affected Public:</i> Businesses	Title 49, part 235 of the Code of	equipped territory. This section further
<i>Frequency of Submission:</i> On	Federal Regulations sets forth the	requires that whoever performs the test
occasion; one-time	specific conditions under which FRA	must certify in writing that the test was
<i>Reporting Burden:</i>	approval of modification or	properly performed. The certification
<i>CFR</i>	discontinuance of railroad signal	and the tests results must be posted in
Respondent Universe	systems is required and prescribes the	the locomotive cab with a copy of the
Total	methods available to seek such	certification and test results retained at
Responses	approval. The application process	the office of a supervisory official
Average Time Per Response	prescribed under Part 235 provides a	having proper authority. However, if it
Total	vehicle enabling FRA to obtain the	is impractical to leave a copy of the
Burden	necessary information to make logical	certification and test results at the
Hours	and informed decisions concerning	

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

Total

Burden

Hours

Blue signal protection

400 RRs

3,600,000 records

4 minutes

240,000

Camp cars

620 RRs

4,500 records

4 minutes

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

Total

Burden

Hours

Written notification by departing qualified persons

30 RRs

60,000 notifications

15 seconds

250

Written notification in excess of 500 miles before receiving another test
 620 RRs
 380,000 notifications
 15 seconds
 1,500
 Testing and stenciling of telemetry devices
 620 RRs
 20,000 tests
 10 seconds
 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.

Form Number(s): FRA Form 6180.71.

Affected Public: Businesses.

Frequency of Submission: On occasion.

Reporting Burden:

Voluntary Compliance

Respond. Universe

Total

Responses

Average Time Per Response

Total

Burden

Hours

U.S. DOT-AAR crossing inventory form (FRA F 6180.71)

620 RRs

10,213 forms

15 minutes

2,553

Mass update form and inventory computer printout

620 RRs

250 lists

30 minutes

125

Magnetic tape

620 RRs

16

30 minutes

8

GX computer program

620 RRs

58,680 updates

2 minutes

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

229.27, 229.29—Annual and biennial tests

229.31—Main reservoir tests

620 RRs

84,000 tests

10 hours

840,000

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

Total

Burden

Hours

234.7—Telephone notification

605 RRs

4

15 minutes

1

234.9—Grade crossing signal system failure reports

620 RRS

400

15 minutes

100

Notification to train crew and highway traffic control authority

620 RRs

400

15 minutes

100

Recordkeeping

620 RRs

400

15 minutes

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(l)

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	50	1
5 minutes	219.703(a)	1 physician
17	40.23	1 response
219.407	200 RRs	1 hour
200 RRs	52,920 forms	1
1 policy	15 minutes	40.81
2 hours	13,230	200 RRs
2	219.705(c)	60 letters
1 amend.	200 RRs	5 minutes
1 hour	2 requests	5
1	10 hours	20 employees
219.403/405	20	4 letters
200 SAPs	219.707(c)(d)	30 minutes
2,000 reports	40.33—Positive test	2
10 minutes	200 MROs	40.83
333	980 tests	200 RRs
219.601(a)	2 hours	138,100 records
5 RRs	1,960	5 minutes
5 programs	200 RRs	11,508
80 hours	980 notifications	219.801
400	15 minutes	60 RRs
219.601(a)	245	40 forms
200 RRs	219.707(c)(d)	8 hours
5 amend.	40.33—Negative test	320
5 hours	200 MROs	60 RRs
25	48,020 letters	20 forms
219.601(b)(4)/601.(d)	20 minutes	4 hours
200 RRs	16,007	80
4,000 notices	219.709	219.803
.5 min.	200 RRs	60 RRs
33	980 employees	40 forms
5 RRs	10 letters	65 hours
5 notices	30 minutes	2,600
10 hours	5	60 RRs
50	219.711(c)	20 forms
200 RRs	40.25(f)(22)(ii)	25 hours
40,000 notices	60 employees	500
5 minutes	51,450 employees	219.901
3,333	60 letters	200 RRs
219.601(b)(1)	12,893 forms	100,500 records
200 RRs	5 minutes	5 minutes
200 docs.	5 minutes	8,375
8 hours per month	5	200 RRs
19,200	1,072	200 summaries
219.603(a)	219.715	2 hours
40,000 employees	40.57/59/61	400
400 docs.	80,000 employees	40.23(d)(2)(ii)
15 minutes	20,000 tests	5 RRs
100	15 minutes	5 written instruct.
219.607	5,000	40 hours
5 RRs	40.59(c)	200
5 programs	200 RRs	40.29(a)(2) & (b)
80 hours	500 entries	25 lab.
400	2 minutes	58,212 forms
200 RRs	17	15 minutes
5 amend.	40.65	14,553
5 hours	200 BATs	40.31(c)(1)
25	20 tests	25 lab.
219.607(b)(1)	30 minutes	1,176 certifications
200 RRs	10	1 minute
200 documents	200 RRs	20
8 hours per month	200 notices	40.29(g)(1) & (5)
19,200	1 hour	25 lab.
219.607(c)(1)	200	52,920 reports
200 RRs	200 RRs	30 minutes
5 RRs	20 confirm. tests	26,460
4,000 notices	15 minutes	40.29(g)(6)
5 notices	5	25 lab.
5 minutes	40.69	200 reports
10 hours	200 RRs	2 hours per month
33	10 cases	4,800
50	12 minutes	40.29(g)(8) & (m)
219.609	2	25 lab.
20,000 employees	200 RRs	25 records
200 requests	1 case	240 hours
15 minutes	1 hour	6,000

40.31(d)(6)	7 minutes
25 lab.	10
2 reports	230.54—Form 4
10 hours	48
20	1 report
40.31(d)(7) & (8)	1 hour
25 lab.	1
1 notification	230.54—Form 19
50 hours	48
50	1 report
25 lab.	30 minutes
1 statement	.5
50 hours	230.32—Badge plate
50	48
40.33	1 plate
200 MROs	30 minutes
18 letters	.5
30 minutes	230.45—Boiler number
9	48
200 MROs	1 number
2 letters	15 minutes
30 minutes	.25
1	230.48—Office record—boiler washing
40.37	48
30 employees	243 records
30 requests	1 minute
30 minutes	4
15	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
	<i>Total Estimated Burden Hours:</i> 511 hours.
	<i>Status:</i> Regular Review.
	<i>Title:</i> Identification of Cars Moved in Accordance with Order 13528.
	<i>OMB Control Number:</i> 2130-0506.
	<i>Abstract:</i> 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), 1320.12(e)(3), DOT 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.

Issued in Washington, DC on January 30, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-3302 Filed 2-10-97; 8:45 am]

BILLING CODE 4910-62-P

Federal Transit Administration

[FTA Docket No. 97-2117]

Notice of Request for the Extension of Currently Approved Information Collection

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved information collection:

Prevention of Prohibited Drug Use in Transit Operations.

DATES: Comments must be submitted before April 14, 1997.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States