4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[**Docket No. FRA-2018-0008-N-5**]

Proposed Agency Information Collection Activities; Comment Request

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

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Requests (ICRs) abstracted below. Before submitting these ICRs to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified below.

DATES: Interested persons are invited to submit comments on or before **[INSERT DATE 60 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER]**.

ADDRESSES: Submit written comments on the ICRs activities by mail to either: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Railroad Safety, Regulatory Analysis Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Avenue, SE, Room W33-497, Washington, DC 20590; or Ms. Kim Toone, Information Collection Clearance Officer, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Avenue, SE, Room W34-212,

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-XXXX" (the relevant OMB control number for each ICR is listed below), and should also include the title of the ICR. Alternatively, comments may be faxed to (202) 493-6216 or (202) 493-6497, or emailed to Mr. Brogan at Robert.Brogan@dot.gov, or Ms. Toone at Kim.Toone@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: Mr. Robert Brogan, Information Collection Clearance Officer, Office of Railroad Safety, Regulatory Analysis Division, RRS-21, Federal Railroad Administration, 1200 New Jersey Avenue, SE, Room W33-497, Washington, DC 20590 (telephone: (202) 493-6292) or Ms. Kim Toone, Information Collection Clearance Officer, Office of Information Technology, RAD-20, Federal Railroad Administration, 1200 New Jersey Avenue, SE, Room W34-212, Washington, DC 20590 (telephone: (202) 493-6132).

SUPPLEMENTARY INFORMATION: The PRA, 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 to allow comment on information collection activities before seeking OMB approval of the activities. See 44 U.S.C. 3506, 3507; 5 CFR 1320.8–12. Specifically, FRA invites interested parties to comment on the following ICRs regarding: (1) Whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) 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; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. See 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA believes that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, FRA reasons that comments received will advance three objectives: (1) Reduce reporting burdens; (2) organize information collection requirements in a "user-friendly" format to improve the use of such information; and (3) accurately assess the resources expended to retrieve and produce information requested. See 44 U.S.C. 3501.

The summaries below describe the ICRs that FRA will submit for OMB clearance as the PRA requires:

Title: Railroad Locomotive Safety Standards and Event Recorders.

OMB Control Number: 2130-0004.

Abstract: The Locomotive Safety Standards at 49 CFR part 229 require railroads to inspect, repair, and maintain locomotives, including their event recorders to ensure they are safe and free of defects. Crashworthy locomotive event recorders provide FRA with verifiable factual information about how trains are operated. These devices are used by FRA and State inspectors for part 229 enforcement. The information garnered from crashworthy event recorders is used by railroads to monitor railroad operations and by

railroad employees (locomotive engineers, train crews, dispatchers) to improve train handling, and promote the safe and efficient operation of trains throughout the country, based on a surer knowledge of different control inputs.

Type of Request: Extension with Change of a Currently Approved Information Collection.

Affected Public: Businesses.

Form(s): FRA F 6180.49A.

Respondent Universe: 741 railroads.

Frequency of Submission: On occasion.

Reporting Burden:

CFR Section	Respondent Universe	Total Annual Responses	Average Time per Response	Total Annual Burden Hours
229.9 – Movement of Non-Complying Locomotives	44 Railroads	21,000 tags	1 minute	350 hours
229.15 – Remote control locomotive – tagging to indicate in remote control -Repair record of defective OCU linked to remote control locomotive	44 Railroads 44 Railroads	3,000 tags 300 records	2 minutes 5 minutes	100 hours 25 hours
229.17 – Accident Reports	44 Railroads	1 report	15 minutes	.25 hour
229.20 – Electronic Recordkeeping – Automatic notice to RR each time locomotive is due for inspection or maintenance	44 Railroads	21,000 notifications	1 second	6 hours
229.21 – Daily Locomotive Inspection -Written Reports of MU Locomotive Inspections	741 Railroads 741 Railroads	1,674,400 insp. reports + 5,215,600 insp. reports/records 230,000 written reports	31 minutes + 33 minutes 13 minutes	3,733,687 hours 49,833 hours

CFR Section	Respondent Universe	Total Annual Responses	Average Time per Response	Total Annual Burden Hours
229.9 – Movement of Non-Complying Locomotives	44 Railroads	21,000 tags	1 minute	350 hours
Locomotive Inspection & Repair Record - Form FRA F 6180.49A	741 Railroads	4,000 forms	16 minutes	1,067 hours

229.23 – Periodic Inspection: Secondary record of information on Form FRA F 6180.49A	741 Railroads	9,500 secondary records	2 minutes	317 hours
- List of defects/ repairs during inspection provided to RR employees + copies of lists	741 Railroads	4,000 lists + 4,000 copies	2 minutes + 2 minutes	266 hours
- Document from railroad to employees of all tests conducted since last periodic inspection	741 Railroads	9,500 documents/ records	2 minutes	317 hours
229.31 – Main reservoir tests: Periodic inspections – repairs & adjustments, & data on Form 49A	741 Railroads	9,500 tests/forms	8 hours	76,000 hours
229.33 – Out-of-Use Credit for Locomotives	741 Railroads	500 out-of-use notations	5 minutes	42 hours
<u>Recordkeeping Requirements</u>				
229.25 – Periodic Inspection of Event Recorders: Written Copy of Instructions – Amendments	741 Railroads	200 amendment copies	15 minutes	50 hours
-Data Verification Readout of Event Recorder	741 Railroads	4,025 readout records/reports	90 minutes	6,038 hours
- Pre-Maintenance Test Failures of Event Recorder	741 Railroads	700 test failure notations	30 minutes	350 hours
229.135 – Removal of event recorder from service – Tags	741 Railroads	1,000 removal tags	1 minute	17 hours
-Preserving Locomotive Event Recorder Accident Data - reports	741 Railroads	3,100 data reports	15 minutes	775 hours

Other Requirements 229.27 – Annual tests of event recorders w/self-monitoring feature displaying a failure indication –tests	741 Railroads	700 tests/records	90 minutes	1,050 hours
229.29 – Calibration of Locomotive Air Flow Meter - Tests	741 Railroads	88,000 tests/records	60 seconds	1,467 hours
229.46 – Tagging locomotive with inoperative or ineffective automatic /independent brake that can only be used in trailing position	741 Railroads	2,100 tags	2 minutes	70 hours
229.85 – Marking of all doors, cover plates, or barriers having direct access to high voltage equipment with words “Danger High Voltage” or with word “Danger”	741 Railroads	1,000 re-paintings/ decals	3 minutes	50 hours
229.123 – Locomotives equipped with a pilot, snowplow, & plate with clearance above 6 inches – Marking/stenciling with words “9 inch Maximum End Plate Height, Yard or Trail Service Only” - Notation in Remarks section of Form FRA F6180.49A of pilot, snowplow, or end plate clearance above 6 inches	741 Railroads 741 Railroads	20 markings/ stencils 20 notations	4 minutes 2 minutes	1 hour 1 hour
SUBPART E -229.303 – Requests to FRA for on-track testing of products outside a facility	741 Railroads	20 requests	8 hours	160 hours
229.307 – Safety Analysis for each product subject to this Subpart – Document establishing minimum requirements	741 Railroads	50 safety analysis documents	240 hours	12,000 hours

229.309 – Safety critical changes to product subject to this Subpart – Notice to FRA	741 Railroads	10 notifications	16 hours	160 hours
- Report by product suppliers and private owners to railroads of any safety-critical changes to product	3 Manufacturers	30 reports	8 hours	240 hours
229.311 – Notice to FRA by railroad before placing product in service	741 Railroads	50 notifications	2 hours	100 hours
- Railroad document provided to FRA upon request demonstrating product meets Safety Analysis requirements for life cycle of product	741 Railroads	50 documents	2 hours	100 hours
- Railroad maintenance of data base of all safety relevant hazards encountered after product is placed in service	741 Railroads	50 databases	4 hours	200 hours
- Written report to FRA disclosing frequency of safety relevant hazards for product exceeding threshold set forth in Safety Analysis	741 Railroads	10 written reports	2 hours	20 hours
- Final Report to FRA on results of analyses and counter measures to reduce frequency of safety related hazards	741 Railroads	10 written final reports	4 hours	40 hours
229.313 – Product testing results and records	741 Railroads	120,000 product testing records	5 minutes	10,000 hours
229.315 – Railroad maintenance of Operations and Maintenance Manual containing all documents related to installation, maintenance, repair, modification, & testing of a product subject to this Part	741 Railroads	45 manuals + 255 manuals	40 hours + 5 hours	3,075 hours
- RR Configuration Management Control Plan	741 Railroads	45 plans + 255 plans	8 hours + 2 hours	870 hours
- Positive ID of safety-critical components	741 Railroads	60,000 identified components	5 minutes	5,000 hours

229.317 – RR Establishment and Implementation of Training Qualification program for products subject to this Subpart	741 Railroads	300 programs	40 hours	12,000 hours
- Employees trained under RR program	741 Railroads	10,000 trained employees	60 minutes	10,000 hours
- Periodic refresher training of employees	741 Railroads	1,000 re-trained employees	60 minutes	1,000 hours
- RR regular and periodic evaluation of effectiveness of its training program	741 Railroads	300 evaluations	4 hours	1,200 hours
– RR record of individuals designated as qualified under this Section	741 Railroads	10,000 records	10 minutes	1,667 hours
Appendix F to Part 229 – Guidance for Verification and Validation of Products – 3rd Party Assessments	741 Railroads/ 3 Manufacturers	1 3rd party assessment	4,000 hours	4,000 hours
- Final Report of Assessment	741 Railroads/ 3 Manufacturers	1 final report	80 hours	80 hours

Total Estimated Annual Responses: 7,509,648.

Total Estimated Annual Burden: 3,933,791 hours.

Title: Railroad Signal System.

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 Signal and Train Control 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 signal failure (e.g., failure of a signal appliance, device, method or system to function or indicate as required by 49 CFR

part 236 that results in a more favorable aspect than intended) or other condition hazardous to the movement of a train. Section 233.7 provides that each railroad must report signal failures within 15 days in accordance with the instructions printed on Form FRA F 6180.14.

Part 235 of title 49 of the Code of Federal Regulations sets forth the specific conditions under which FRA will approve the modification or discontinuance of railroad signal systems. These regulations also describe the process that should be followed by a railroad to seek such an approval. The application process prescribed under 49 CFR part 235 enables FRA to obtain the necessary information to make logical and informed decisions concerning railroad requests to modify or discontinue signal systems. Section 235.5 requires railroads to apply for FRA approval to discontinue or materially modify railroad signal systems. However, section 235.7 cites signal system changes that do not require FRA approval such as removal of an interlocking where a drawbridge has been permanently closed by the formal approval of another governmental agency. Section 235.8 allows railroads to seek relief from the requirements in 49 CFR part 236. Sections 235.10, 235.12, and 235.13 explain where the application must be submitted, what information must be included, what the format should be, and who is authorized to sign the application. FRA provides public notice concerning applications for relief and allows individuals and organizations to protest the granting of an application for relief. Section 235.20 describes the protest process, including essential information that must accompany 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 why written statements cannot be used to explain his or her position.

49 CFR part 236 contains FRA's signal system requirements. Section 236.110 requires that the results of signal system tests required under §§ 236.102-109; §§ 236.376-236.387; §§ 236.576-577; and §§ 236.586-589 be recorded on pre-printed forms provided by the railroad or by electronic means, subject to FRA approval. These forms must show the name of the railroad, place and date of the test conducted, type of equipment tested, results of the test, describe any repairs, replacements, and adjustments performed on the equipment that has been tested, and the condition in which the equipment was left. This section also requires that the employee conducting the test must sign the form and that the record be retained at the office of the supervisory official. Test results made in compliance with § 236.587, must be retained for 92 days. The results of all other tests required under §§ 236.102-109; §§ 236.376-236.387; §§ 236.576-577; § 236.586; and §§ 236.588-589, including results of periodic tests, must be retained until the next record is filed, but no less than one year. Additionally, § 236.587 requires each railroad to make a departure test of the cab signal, automatic train stop, or train control devices on locomotives before the locomotives enter equipped territory. This section further requires that whoever performs the departure test must certify in writing that the test was properly performed. The certification and test results must be posted in the locomotive cab with a copy of the certification and test results retained at the office of the supervisory official. However, if it is impractical to leave a copy of the certification and test results at the location where the test is conducted, then the test results must be transmitted to the dispatcher or another designated official 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 92 days. Finally, § 236.590

requires railroads to clean and inspect the pneumatic apparatus of automatic train stop, train control, or cab signal devices on locomotives as required by § 229.29(a).

Type of Request: Extension with Change of a Currently Approved Information Collection.

Affected Public: Businesses.

Form(s): FRA F 6180.14.

Respondent Universe: 1 Class I railroad.

Frequency of Submission: On occasion.

Reporting Burden:

CFR Section	Respondent Universe	Total Annual Responses	Average Time per Response	Total Annual Burden Hours
233.5 – Accidents resulting from signal failure – telephone report to FRA	741 Railroads	10 telephone calls	30 minutes	5 hours
233.7 – Signal Failure Reports	741 Railroads	20 reports	15 minutes	5 hours
235.5 – Filing of Applications for changes to Signal Systems	80 Railroads	20 applications	10 hours	200 hours
235.8 – Relief from requirements of Part 236 of this Title	80 Railroads	10 relief requests/ applications	2.5 hours	25 hours
235.20 – Protests against application for relief from Part 236 requirements	80 Railroads	20 protest letters	30 minutes	10 hours
236.110 – Results of Tests made in compliance with sections 236.102-109; sections 236.376-387; section 236.576; section 236.577; sections 236.586-589; and sec. 236.917(a) -- Records	80 Railroads	796,161 forms + 140,499 forms	27 minutes.15minutes	393,397 hours
236.587 – Departure Test – Record	18 Railroads	730,000 tests/records	4 minutes	48,667 hours

236.590 – Pneumatic Apparatus – Inspection, cleaning, and results of Inspection – Record	18 Railroads	6,697 stencilings/tags	22.5 minutes	2,511 hours

Total Estimated Annual Responses: 1,673,437.

Total Estimated Annual Burden: 444,820 hours.

Title: Inspection Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment (Power Brakes).

OMB Control Number: 2130-0008.

Abstract: Recognizing the importance of upgrading rail technologies, Congress in 1980 passed the Rock Island Railroad Transition and Employee Assistance Act (the "Rock Island Act"), which, inter alia, provides statutory relief for the implementation of new technologies. More specifically, when certain statutory requirements preclude the development or implementation of more efficient railroad transportation equipment or other transportation innovations, the applicable section of the Rock Island Act, currently codified at 49 U.S.C. 20306, provides the Secretary of Transportation with the authority to grant an exemption to those requirements based on evidence received and findings developed at a hearing. In accordance with that statute, FRA held a public hearing and invoked its discretionary authority under 49 U.S.C. 20306 to provide a limited exemption from § 20303 for freight trains and freight cars operating with electronically controlled pneumatic (ECP) brake systems. In doing so, FRA revised the regulations governing freight power brakes and equipment in October 2008 by adding a new subpart G. The revisions are designed to provide for and encourage the safe implementation and use of ECP brake system technologies. These revisions contain specific requirements relating to design, interoperability, training, inspection, testing, handling defective equipment, and

periodic maintenance related to ECP brake systems. The final rule also provides flexibility to facilitate the voluntary adoption of this advanced brake system technology. The collection of information is used by FRA to monitor and enforce regulatory requirements related to power brakes on freight cars, including the requirements related to ECP brake systems. The collection of information is also used by locomotive engineers and road crews to verify that the terminal air brake test has been performed in a satisfactory manner.

Type of Request: Extension with Change of a Currently Approved Information Collection.

Affected Public: Businesses.

Form(s): N/A.

Respondent Universe: 1 Class I railroad.

Frequency of Submission: On occasion.

Reporting Burden:

CFR Section	Respondent Universe	Total Annual Responses	Average Time per Response	Total Annual Burden Hours
229.27 - Annual Tests	30,000 Locomotives	120,000 tests	15 minutes	30,000 hours
232.3- Applicability - Cars Not Used in Service	741 Railroads	8 cards	10 minutes	1 hour
232.7 - Waivers	741 Railroads	10 petitions	160 hours	1,600 hours
232.15 -Movement of Defective Equipment - Notice of Defective Car/Locomotive and Restrictions	1,620,000 Cars/locos 1,620,000 Cars/locos	128,400 tags 25,000 notices	2.5 minutes 3 minutes	5,350 hours 1,250 hours

232.17 - Special Approval Procedure -Petitions -- Pre-Revenue Svc Plans - Copies of Petitions – Special Approval - Statements of Interest - Comments on Special Approval Procedure Petition	741 Railroads 741 Railroads 741 Railroads Public/Railroads Public/Railroads	1 petition 1 petition 1 petition 4 statements 13 comments	100 hours 100 hours 20 hours 8 hours 4 hours	100 hours 100 hours 20 hours 32 hours 52 hours
232.103 - General Requirements for All Train Brakes - RR Plan identifying locations or circumstances when equipment left on a main track or siding unattended - Notification to FRA that railroad has developed plan -Securement job briefings - Inspection of proper securement by qualified employee of unattended equipment that a non-railroad emergency responder has been on, under, or between	114,000 cars 741 Railroads 741 Railroads 741 Railroads 741 Railroads	70,000 stickers 1 revised plan 1 notification 23,400,000 briefings 12 inspections	10 minutes 10 hours 30 minutes 30 seconds 4 hours	11,667 hours 10 hours 1 hour 195,000 hours 48 hours
232.105 - General Requirements for Locomotives - Inspection of operative exterior locking mechanism on locomotive left unattended outside of a yard but not on a track directly adjacent to the yard -Broken exterior locking mechanism on locomotive requiring repair	30,000 Locomotives 30,000 Locomotives 30,000 Locomotives	30,000 forms 30,000 inspections/ records 73 repaired mechanisms/ records	5 minutes 30 seconds 60 minutes + 15 seconds	2,500 hours 250 hours 73 hours
232.107 - Air Source Requirements - Plans - Amendments to Plan - Record Keeping	10 New Railroads 50 Existing Plans 50 Existing Plans	1 plan 10 amendments 1,150 records	40 hours 20 hours 20 hours	40 hours 200 hours 23,000 hours
232.109-Dynamic Br. Requirements – Rcd. - Repair of Inoperative Dynamic Brakes - Locomotives w/ Inoperative Dynamic Br. - Deactivated Dynamic Brakes: Markings - Rule Safe Train Handling Procedures - Amendments - Over Speed Top Rules – 5 MPH Increase - Locomotive Engineer Certification Programs – Dynamic Brakes Training	741 Railroads 30,000 Locomotives 30,000 Locomotives 8,000 locomotives 5 New Railroads 741 railroads 741 railroads 5 new railroads	1,656,000 rcd. 6,358 records 6,358 tags 10 markings 5 oper. rules 15 amendments 5 requests 5 amendments	4 minutes 4 minutes 30 seconds 5 minutes 4 hours 1 hour 20.5 hours 16 hours	110,400 hours 424 hours 53 hours 1 hour 20 hours 15 hours 103 hours 80 hours
232.111 - Train Information Handling - Amendments - Reports to Train Crews	5 New Railroads 100 Railroads 741 Railroads	5 procedures 100 am. proc. 2,112,000 rpts	40 hours 20 hours 10 minutes	200 hours 2,000 hours 352,000 hours
232.203- Training Requirements: Training Programs - Subsequent Years - Amendments to Written Program - Training Records - Training Notifications - Validation/Assessment Plans - Amendments to Validation/Assessment Plans	15 Railroads 741 Railroads 741 Railroads 741 Railroads 741 Railroads 741 Railroads	5 programs 741 programs 67,000 records 67,000 notices 1 plan + 741 copies 50 revised plans	100 hours 8 hours 8 minutes 3 minutes 40 hrs./1 min. 20 hours	500 hours 5,928 hours 8,933 hours 3,350 hours 51 hours 1,000 hours
232.205 - Class I Brake Test - Initial Terminal Insp.	741 Railroads	1,646,000 notices	45 seconds	20,575 hours

232.207 - Class I A Brake Tests: 1000 Mile Insp, -- Designation of locations where performed: - Subsequent Years - Notification to FRA headquarters and pertinent region within 24 hours that designation list has changed due to emergency situation	741 Railroads 741 Railroads	1 des. list 250 notices	1 hour 10 minutes	1 hour 42 hours
232.209 - Class II Brake Tests – Communication of results of roll-by inspections to train operator	741 Railroads	159,740 comments	3 seconds	133 hours
232.213 - Extended Haul Trains – Designations of such trains in writing to FRA	83,000 Long Distance Train Movements	250 letters of designation	15 minutes	63 hours
232.303 - General Requirements – Repair Track Brake Test: Tagging cars needing to be moved for such tests - Stenciling/marking of location of last repair track brake test/single car test required by section 232.305	1,600,000 Freight Cars 1,600,000 Freight Cars	5,600 tags 240,000 marks /stencillings	5 minutes 5 minutes	467 hours 20,000 hours
232.305 - Single Car Tests/Records	1,600,000 Freight Cars	240,000 tests/ records	60 minutes	240,000 hours
232.307 – Request to Modify Single Car Air Brake Test Procedures - Statement Affirming That Request Copies Have been Served on Designated Employee Representatives - Comment on Modification Request	AAR AAR RR Industry/Public/ Interested Parties	1 request + 3 copies 1 statement + 4 copies 2 comments	20 hours + 5 minutes 30 minutes + 5 minutes 8 hours	20 hours 1 hour 16 hours
232.309 - Equipment and devices performing single car air brake tests: Testing and Calibrations	640 Shops	5,000 tests	30 minutes	2,500 hours
232.403 - Design Standards For One-way EOT Devices – Request to FRA for unique code for each rear unit	245 Railroads	12 requests	5 minutes	1 hour
232.407 - Operations Requiring 2-Way EOTs: Communications between helper locomotive engineer with engineer on the head end of the train	245 Railroads	50,000 radio chats	30 seconds	417 hours
232.409 - Inspection and Testing of 2-Way EOTs: Notice to engineer of successful test - Testing telemetry equipment for accuracy: Date and location of last test or calibration affixed to outside of both front & rear unit	245 Railroads 245 Railroads	447,500 notices 1,350 markings	30 seconds 60 seconds	3,729 hours 23 hours
232.503 - Process to Introduce New Brake System Technology – Request to FRA for special approval - Pre-Revenue Service Demonstration of New Brake Technology: Request to FRA for approval prior to using in revenue service	741Railroads 741 Railroads	1 request/ letter 1 request	60 minutes 3 hours	1 hour 3 hours

232.505 - Pre-Revenue Service Acceptance Testing Plan: Maintenance Procedure - Subsequent Years	741 Railroads	1 procedure	160 hours	160 hours
- Amendments	741 Railroads	1 amendment	40 hours	40 hours
- Design Descriptions - Petitions	741 Railroads	1 petition	67 hours	67 hours
- Results Pre-Revenue Service Acceptance Testing	741 Railroads	1 report	13 hours	13 hours
- Description of Brake Systems Technologies Previously Used in Revenue Service	741 Railroads	1 description	40 hours	40 hours
232.603 – ECP Requirements: Brakes – - Modification of Standards: AAR or Industry Representative request to FRA	4 Railroads/AAR	1 request + 2 copies	8 hours + 5 minutes	8 hours
- RR Statement Affirming Copy of Modification Request to Employee Reps.	4 Railroads	4 statements + 24 copies	60 minutes + 5 minutes	6 hours
- Comments on Modification Request	Public/Interested Parties	4 comments	2 hours	8 hours
232.607 – ECP Trains Class I Brake Test & Inspection/: Notification to locomotive engineer it was successfully performed	4 Railroads	750 tests + 750 notices	90 minutes + 45 seconds	1,134 hours
- Cars Added en Route – Tests/Notifications	4 Railroads	50 tests + 50 notices	60 minutes + 45 seconds	51 hours
-Non-ECP Cars Added – Inspections and Tagging of Defective Equipment	2000 Cars	25 insp. + 50 tags	5 minutes + 2.5 minutes	4 hours
232.609 – Handling of Defective Equipment w/ECP Brake Systems – Tagging	25 Cars	25 tags	2.5 minutes	1 hour
- Train in ECP Mode w/Less Than 85% of Cars w/Operative Brakes – Insp. + Tagging	20 Cars	10 insp. + 20 tags	5 minutes + 2.5 minutes	2 hours
-Freight Cars w/ECP Systems Found with Defective Non-Safety Appliance –Tagging	25 Cars	25 tags	2.5 minutes	1 hour
- Conventional Train Operating with ECP Stand Alone Brake Systems – Tagging	25 Cars	50 tags	2.5 minutes	2 hours
- Procedures for Handling ECP Brake System Repairs	1 Railroad	1 procedure	24 hours	24 hours
- Submission to FRA of ECP Brake System Repair Locations – Lists	1 Railroad	1 list	8 hours	8 hours
- Notice to FRA of Change in List	1 Railroad	1 notification	60 minutes	1 hour
232.611 – Periodic Maintenance: Inspection & Repair of ECP Cars Before Release from Repair Shop or Track	500 Freight Cars	300 inspections and records	10 minutes	50 hours
- Petitions for Special Approval of Pre-Revenue Service Acceptance Testing Plan	AAR	1 petition + 2 copies	24 hours+ 5 minutes	24 hours
-Single Car Brake Test on ECP Retrofitted Cars	2,500 Freight Cars	50 tests/ records	45 minutes	38 hours
-Modification of Single Car Test Standard	AAR	1 procedure	40 hours	40 hours

Total Estimated Annual Responses: 30,519,495.

Total Estimated Annual Burden: 1,045,550 hours.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b) and 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.

Juan D. Reyes III,

Chief Counsel.

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