

Estimated Total Annual Burden: 12,750 hours.
Status: Regular Review.
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.
Frequency of Submission: On occasion.
Respondent Universe: 685 railroads.
Total Responses: 20,000 cars stencilled.
Average Time Per Response: 45 minutes.
Estimated Total Annual Burden: 15,000 hours.

Status: Regular Review.
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 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: On occasion/recordkeeping.
Reporting Burden:

| CFR section | Respondent universe | Total annual responses | Average time per response | Total annual burden hours | Total annual burden cost |
|---|------------------------------|--------------------------------|---------------------------|---------------------------|--------------------------|
| Respondent reply to disqualification order. | 40,000 locomotive engineers. | 1 doc. reply | 3 hours | 3 hours | \$135 |
| Informal reply to proposed disqualification order. | 40,000 locomotive engineers. | 1 informal response. | 1 hour | 1 hour | 45 |
| Provide copy of disqualification order to prospective employer. | 685 railroads | 1 notification | 30 minutes | .5 hour | 23 |
| Request copy of disqualification order from previous employer. | 685 railroads | Usual and customary procedure. | N/A | N/A | N/A |

Total Estimated Burden: 5 hours.
Status: Regular Review.
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 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 (hours) | Total annual burden cost |
|---|---------------------------------|----------------------------|-------------------------------------|-----------------------------------|--------------------------|
| 234.7—Telephone Notification | 685 | 4 phone calls | 15 | 1 | \$34 |
| 234.9—Grade crossing signal system failure rpts. | 685 | 600 reports | 15 | 150 | 5,100 |
| 234.9—Notification to train crew and highway traffic control authority. | 685 | 24,000 notifications | 5 | 2,000 | 68,000 |
| 234.9—Recordkeeping | 685 | 12,000 records | 10 | 2,000 | 68,000 |