6. Epidemiology of Post-Accident Stress in Locomotive Engineers

It is well established that individuals who are involved in serious accidents or other situations involving loss of life undergo post-traumatic stress disorder (PTSD). PTSD has been documented in police officers, firemen, and rescue workers, and, because of the debilitating effects of PTSD, mandatory counseling is often provided for individuals who are involved in traumas. Informal discussions with locomotive engineers indicates that during the course of a career most locomotive engineers experience a traumatic grade crossing accident. At present there is no industry approach to PTSD in locomotive engineers, although anecdotal information suggests that safety may be compromised if counseling is not provided. However, the number of locomotive engineers who experience PTSD is not known, and consequently the need for resources to address this problem is also not known. This project will determine the descriptive epidemiology (incidence and prevalence) of PTSD in locomotive engineers so that the magnitude of the problem can be scientifically established.

Application Submission and Deadline

In preparing application submissions, applicants are reminded to carefully read this entire Notice and to comply with all content, format and time requirements. An original and four (4) copies of each application should be submitted to the following address: Ms. Jill Shohet, Office of Research and Development, Mail Stop 20, 400 7th St. SW, Washington, DC 20590. Neither electronic nor facsimile submissions will be accepted. Applications will be reviewed as they are received. For applicants to receive full consideration, applications must be received by the FRA at the above address on or before July 17, 1998.

Dated: May 26, 1998.

James T. McQueen,

Associate Administrator for Railroad Development.

[FR Doc. 98–14251 Filed 5–28–98; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 98–3875]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Request for public comment on proposed collections of information.

SUMMARY: This document describes three collections of information for which NHTSA intends to seek OMB approval. Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval to collect information from the public, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections. Each of the collections for which this document requests comment has been previously approved.

DATES: Comments must be received on or before July 28, 1998.

ADDRESSES: Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to NHTSA's new Docket Management Facility, located on the Plaza Level of the Nassif Building at the U.S. Department of Transportation, Room PL–01, 400 Seventh Street, SW, Washington, DC 20590–0001. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB Clearance Number. The DOT Docket is open to the public from 10 am to 5 pm, Mondays through Fridays.

FOR FURTHER INFORMATION CONTACT: Complete copies of each request for collection of information may be obtained at no charge from Mr. Michael Robinson, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, SW, Room 6123, Washington, DC 20590. Mr. Robinson's telephone number is (202) 366–9456. Please identify the relevant collection of information by referring to its OMB Clearance Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following proposed collections of information:

49 CFR Part 552

Petitions for Rulemaking, Defect and Noncompliance Orders

Type of request—Extension of existing clearance.

OMB Clearance Number—2127–0046.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—Three years after date of expiration of existing clearance.

Summary of the Collection of Information—49 U.S.C. section 30162 specifies that any ''interested person may file a petition with the Secretary of Transportation requesting the Secretary to begin a proceeding'' to prescribe a motor vehicle safety standard under 49 U.S.C. chapter 301, or to decide whether to issue an order under 49 U.S.C. section 30118(b). 49 U.S.C. 30111 gives the Secretary authority to prescribe motor vehicle safety standards. 49 U.S.C. section 30118(b) gives the Secretary authority to issue an order to a manufacturer to notify vehicle or equipment owners, purchasers, and dealers of the defect or noncompliance and to remedy the defect or noncompliance.

Section 30162 further specifies that all petitions filed under its authority shall set forth the facts which it is claimed establish that an order is necessary and briefly describe the order the Secretary should issue.

To implement these statutory provisions, NHTSA promulgated part

552 according to the informal rulemaking provisions of the Administrative Procedure Act (5 U.S.C. 553 *et seq.*) This regulation allows the agency to ensure that the petitions filed under section 30162 are both properly substantiated and efficiently processed.

Description of the Need for the Information and Proposed Use of the Information—Under Part 552, any person has a statutory right to petition the agency to issue an order under section 30162. When NHTSA receives such a petition, the agency's technical staff reviews the petition to determine whether there is a reasonable possibility that the requested order will be issued at the end of the appropriate proceeding. If the agency reaches such a conclusion, the petition is granted and NHTSA promptly commences the appropriate proceeding to issue the order. The petition is denied if NHTSA cannot conclude that there is a reasonable possibility that the order will be issued at the end of the appropriate proceeding. NHTSA is required to grant or deny any petitions within 120 days after agency receipt of the petition (49 U.S.C. 30162(d)). NHTSA uses the information in the petition, together with other information it may have or obtain, to decide whether to grant or deny the petition.

Absent part 552, any person would still have a statutory right to file a petition requesting the agency to issue an order. The difference would be that the person preparing the petition would not know how to properly file such a petition and what information should be included in the petition. Further, without part 552, it would take the agency much longer to evaluate these petitions. Some of the petitions for rulemaking filed under part 552 ask for complex technical changes to our safety standards that require the agency to conduct testing or other research to learn if the petitions' allegations are accurate. If these petitions were not filed in accordance with some specified uniform procedures, the agency would not be able to meet the 120 day statutory deadline for granting or denying the petitions.

Description of the Likely Respondents (Including Estimated Number and Proposed Frequency of Response to the Collection of Information)—Under part 552, any person has a statutory right to petition the agency to issue an order under section 30162. Petitions may be filed by any person, including private individuals and small or large businesses. The requirements are the same no matter who files the petition.

NHTSA does not require any person to file a petition under part 552. Therefore, whether to file a petition, and the frequency of petitions filed, is entirely at the discretion of each petitioner.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—

NHTSA estimates that there are no more than 100 of these petitions filed annually. In most years fewer than this number of petitions are filed. However, we will use this higher total to ensure that this estimate does not understate the burden for the public.

Frequently, the petitions filed under Part 552 consist of no more than one typewritten page. NHTSA believes very little total time is needed to prepare these petitions. However, some of the petitions set forth lengthy technical arguments and may require several hours to prepare. Overall, NHTSA estimates that the average length of time needed to prepare and file these petitions is one hour. Multiplying this one hour by the 100 petitions filed each year, we estimate that the burden associated with these petitions is 100 hours each year.

49 CFR Part 557

Petitions for Hearings on Notifications and Remedy on Defects

Type of Request—Extension of existing clearance.

OMB Control Number—2127–0039.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—Three years after date of expiration of existing clearance.

Summary of the Collection of Information—NHTSA's statutory authority at 49 U.S.C. sections 30118(e) and 30120(e) specifies that, ''on petition of any interested person,'' NHTSA may hold hearings to determine whether a manufacturer of motor vehicles or motor vehicle equipment has met its obligation to notify owners, purchasers, and dealers of vehicles or equipment of a defect or noncompliance and to remedy a defect or noncompliance for Federal Motor Vehicle Safety Standards for some of the products the manufacturer produces.

To address these areas, NHTSA has promulgated 49 CFR part 557, *Petitions for Hearings on Notification and Remedy of Defects,* which adopts a uniform regulation that establishes procedures to provide for submission and disposition of petitions, and to hold hearings on the issue of whether the manufacturer has met its obligation to notify owners, distributors, and dealers of safety related defects or noncompliance and to remedy the problems by repair, repurchase, or replacement.

Description of the Need for the Information and Proposed Use of the Information—NHTSA never requires any person to file a petition under Part 557. Filing a petition, and providing the information is done entirely at the discretion of the petitioner.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)—NHTSA estimates that approximately 21 petitions are filed per year. Since petitions are filed entirely at the discretion of the petitioner, each person may file as few or as many petitions as it chooses.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—Annual costs to the petitioners can be estimated as follows: About 21 petitions for hearings on notification and remedy of defects are filed each year. Based on the length of the petitions (usually 3–4 typewritten pages) and the amount of documentation included, NHTSA estimates that it would take a petitioner about one hour to prepare one of these petitions. Multiplying this one hour burden by the 21 petitions filed annually yields an estimated annual burden of 21 hours for the petitioners under part 557. If we assume a value of $20 per hour, the annual cost of preparing these petitions is about $42. Adding in the postage cost of $6.72 (21 petitions, at a cost of 32 cents to mail each one), we estimate that it costs petitioners about $427 annually to prepare and submit these petitions for hearings on notification and remedy of defects.

There are no recordkeeping costs to the petitioners.

49 CFR Part 512

Confidential Business Information

Type of Request—Extension of existing clearance.

OMB Control Number—2127–0025.

Form Number—This collection of information uses no standard forms.

Requested Expiration Date of Approval—Three years from date of approval.

Summary of the Collection of Information—NHTSA's statutory authority at 49 CFR chapter 301 prohibits, with certain exceptions, the agency from making public confidential information which it obtains. On the other hand, the Administrative Procedure Act requires all agencies to

make public all non-confidential information upon request. (5 U.S.C. section 552) and all agency rules to be supported by substantial evidence in the public record (5 U.S.C. section 706). It is therefore very important for the agency to promptly determine whether or not information it obtains should be accorded confidential treatment.

NHTSA therefore promulgated 49 CFR part 512 *Confidential Business Information* to establish the procedure by which NHTSA will consider claims that information submitted to the agency, or which it otherwise obtains, is confidential business information. Because of part 512, both NHTSA and the submitters of information for which confidential treatment is requested are now able to ensure that confidentiality requests are properly substantiated and expeditiously processed.

Description of the Need for the Information and Proposed Use of the Information—Confidential information is obtained by the agency for use in all of its activities. These include investigations, rulemaking actions, program planning and management, and program evaluation. The confidential information is needed to ensure the agency has all the relevant information for decision making in connection with these activities.

If part 512 were not in existence, the agency would still get this confidential information, either provided voluntarily by the manufacturers or through its information gathering powers. The only difference would be that the determinations of whether the information should be accorded confidential treatment would be more expensive and time consuming for both the manufacturers and the agency.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information—The number of potential submitters of claims for confidential treatment of information is 3,000. This includes 1,000 vehicle manufacturers and 2,000 equipment manufacturers. The decision whether to request confidential treatment of information provided to NHTSA is entirely at the discretion of the manufacturer. In a typical year, NHTSA receives about 150 requests for confidential treatment of information, almost all of which are from large businesses.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information—As earlier stated, in a typical year, NHTSA receives about 150 requests for confidential treatment of information. Almost all of these requests come from large businesses. The justification for a request for confidential treatment consists of several statements and a certification by a responsible corporate official. In the case of submissions by large manufacturers, (which may consist of thousands of pages of information), NHTSA estimates it would take 4 hours to do the necessary background check to be able to submit the required justification. On the other hand, the typical small business that submits a single blueprint should need only about 5 minutes to fully comply with the regulation. To ensure that this estimate does not understate the burden the agency has assumed that all confidentiality requests are submitted by large manufacturers. Since they are not required to keep copies of the information provided to NHTSA, there are no recordkeeping costs to the manufacturers. The total burden hours associated with this collection of information is estimated at 600 hours.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued: May 22, 1998.

John Womack,

Acting Chief Counsel.

[FR Doc. 98–14250 Filed 5–28–98; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Sunshine Act Meeting

Board Voting Conference

TIME & DATE: 1:00 p.m., Monday, June 8, 1998.

PLACE: Hearing Room, Surface Transportation Board, 1925 K Street, NW, Washington, D.C. 20423.

STATUS: The Board will meet to discuss among themselves the agenda item listed below. Although the conference is open for public observation, no public participation is permitted.

MATTERS TO BE DISCUSSED: Finance Docket No. 33388, *CSX Corporation And CSX Transportation, Inc., Norfolk Southern Corporation And Norfolk Southern Railway Company—Control And Operating Leases/Agreements—Conrail Inc. And Consolidated Rail Corporation.*

CONTACT PERSONS FOR MORE INFORMATION: Dennis Watson, Office of Congressional and Public Services, Telephone: (202) 565–1594, TDD: (202) 565–1695.

Vernon A. Williams,

Secretary.

[FR Doc. 98–14469 Filed 5–27–98; 3:24 pm]

BILLING CODE 4915–00–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33571]

Wisconsin & Southern Railroad Co.—Lease and Operation Exemption—Soo Line Railroad; Company d/b/a Canadian Pacific Railway

The Wisconsin & Southern Railroad Co. (WSOR), an existing Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease from the Soo Line Railroad Company d/b/a Canadian Pacific Railway (CPR), and to operate a line of railroad known as the Waterloo Spur, extending from milepost 132.11 at Watertown, WI, to milepost 164.61 at Madison, WI, a total of 32.5 miles.

Pursuant to 49 CFR 1150.42(e), WSOR certified on May 7, 1998, that its annual revenues exceed $5 million and that it has, as of March 20, 1998, served the national offices of the labor unions with a copy of a notice of its intent to undertake this transaction and posted such notice at the workplace of the employees on the affected lines on March 23, 1998.

The transaction is expected to be consummated on or after June 1, 1998.[1]

If the notice contains false or misleading information, the exemption is void *ab initio.* Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33571 must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423–0001. In addition, a copy of each pleading must be served upon Robert A. Wimbish, Rea, Cross & Auchincloss, Suite 570, 1707 L Street, NW, Washington, DC 20036.

Board decisions and notices are available on our website at ''WWW.STB.DOT.GOV.''

[1] The date of consummation under normal circumstances would be July 6, 1998 (60 days after WSOR's certification to the Board that it had complied with the Board's rule at 49 CFR 1150.42(e)). The Board, in a concurrently issued decision in this proceeding, has at the request of WSOR waived, in part, the 60-day period to allow consummation on June 1, 1998.