

clarity; and on ways to minimize burden on respondents, including the use of automated collection techniques or other forms of information technology.

The information collections listed below will be submitted to OMB within 60 days from the date of this notice. Therefore, comments and recommendations regarding the information collections would be most useful if received by the Agency within 60 days from the date of this publication. Comments should be directed to the SSA Reports Clearance Officer at the address listed at the end of the notices. You can obtain a copy of the collection instruments by calling the SSA Reports Clearance Officer on (410) 965-4145, or by writing to him.

1. **Representative Payee System—0960-NEW.** The information collected is used to determine the proper payee for a Social Security beneficiary, and aids in the investigation of a payee applicant. The information establishes the applicant's relationship to the beneficiary, the justification, the concern for the beneficiary and the manner in which the benefits will be used. The respondents are applicants for selection as representative payee for Old-Age, Survivors and Disability Insurance (OASDI); Supplemental Security Income (SSI); and Black Lung benefits. The time it takes to collect the information ranges from 5 minutes for a simple representative payee interview to 45 minutes for a complicated interview. We have used an average to compute the public reporting burden, shown below.

Number of Respondents: 1,574,786  
Frequency of Response: 1  
Average Burden Per Response: 25 minutes  
Estimated Annual Burden: 656,161 hours

2. **Modernized Enumeration System—0960-NEW.** The information collected is used to assign a Social Security Number (SSN) and issue a card. The SSN is used to keep an accurate record of each individual's earnings for the payment of benefits. It is also used for administrative purposes as an identifier for health-maintenance and income-maintenance programs, such as the OASDI program; the SSI program; and other programs administered by the Federal government including Black Lung, Medicare and veterans compensation and pension programs. The Internal Revenue Service uses the SSN as a taxpayer identification number for those individuals who are eligible to be assigned an SSN. The respondents are applicants for a Social Security Card.

Number of Respondents: 12,385,502

Frequency of Response: 1  
Average Burden Per Response: 5 minutes  
Estimated Annual Burden: 1,032,125 hours

3. **Lump-Sum Death Payment Application (Modernized Claims System)—0960-NEW.** The information collected is required to authorize payment of the lump-sum death benefit to a widow, widower, or children as defined in section 202(i) of the Social Security Act. The respondents are widows, widowers or children who apply for a lump-sum death payment.

Number of Respondents: 736,250  
Frequency of Response: 1  
Average Burden Per Response: 20 minutes  
Estimated Annual Burden: 245,417 hours

SAA Address: Social Security Administration, DCFAM, Attn: Frederick W. Brickenkamp, 6401 Security Blvd., 1-A-21 Operations Bldg., Baltimore, MD 21235.

Dated: September 22, 1999.

**Frederick W. Brickenkamp,**  
*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 99-25152 Filed 9-27-99; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF STATE

[Public Notice No. 3101]

### Shipping Coordinating Committee, Subcommittee on Safety of Life at Sea, Working Group on Fire Protection; Notice of Meeting

The U.S. Safety of Life at Sea (SOLAS) Working Group on Fire Protection will conduct an open meeting on Tuesday, October 19, 1999, at 9:30 AM, in room 2415 at U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593. The purpose of the meeting will be to prepare for discussions anticipated to take place at the Forty-fourth Session of the International Maritime Organization's Subcommittee on Fire Protection, to be held February 21-25, 2000.

The meeting will focus on proposed amendments to the 1974 SOLAS Convention for the safety of commercial vessels. Specific discussion areas include: comprehensive review of SOLAS chapter II-2, unified interpretations to SOLAS II-2 and related fire test procedures, recommendations on evaluation analysis for passenger ships and high-speed passenger craft, fire test procedures for fire retardant materials

used in the construction of lifeboats, and use of perfluorocarbons in shipboard fire-extinguishing systems.

Members of the public wishing to make a statement on new issues or proposals at the meeting are requested to submit a brief summary to the U.S. Coast Guard five days prior to the meeting.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may obtain more information regarding the meeting of the SOLAS Working Group on Fire Protection by writing: Office of Design and Engineering Standards, Commandant (G-MSE-4), U.S. Coast Guard, 2100 Second St., S.W., Washington, DC 20593, by calling: LT Kevin Kiefer at (202) 267-1444, or by visiting the following World Wide Website: <http://www.uscg.mil/hq/g-m/mse4/stdimofp.htm>.

Dated: September 21, 1999.

**Stephen M. Miller,**  
*Executive Secretary, Shipping Coordinating Committee.*

[FR Doc. 99-25207 Filed 9-27-99; 8:45 am]

BILLING CODE 4710-07-M

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Docket No. FRA-1998-4821]

#### Duluth, Missabe and Iron Range Railway Company; Public Hearing

The Duluth, Missabe and Iron Range Railway Company (DMIR) has petitioned the Federal Railroad Administration (FRA) seeking relief from the requirements of Section 236.51 of the Rules, Standards, and Instructions (RS&I) Title 49, Code of Federal Regulations, (CFR) Part 236.51, to the extent that DMIR be permitted to utilize wheel count-based trap circuits, on steel deck bridges in signaled territory, in lieu of maintaining the existing track circuits.

This RS&I application proceeding is identified as Docket No. FRA-1998-4821.

The FRA has issued a public notice seeking comments of interested parties and has conducted a field investigation in this matter. After examining the carrier's proposal, letters of protest, and field report, the FRA has determined that a public hearing is necessary before a final decision is made on this proposal.

Accordingly, a public hearing is hereby set for 10 a.m. on Wednesday, November 10, 1999, in Room 407 of the Federal Building and U.S. Court House