

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
232.213—Extended Haul Trains—Designations.	84,000 train movements.	100 designations	15 minutes	25	875
—Records	84,000 train movements.	25,200 records	20 minutes	8,400	294,000
232.303—General Requirements—Track Brake Test.	1,600,000 freight cars.	5,600 tags	5 minutes	467	17,279
—Location of Last Track Brake Test/Single Car Test.	1,600,000 freight cars.	320,000 stenciling ...	5 minutes	26,667	986,679
232.305—Single Car Tests	1,600,000 freight cars.	320,000 tests/rcds.	45 minutes	240,000	8,880,000
232.309—Equipment and Devices—Tests/Calibrations.	640 shops	5,000 tests	30 minutes	2,500	92,500
232.403—Design Standards For One-way EOT Devices—Unique Code.	245 railroads	12 requests	5 minutes	1 hour	35
232.407—Operations Requiring 2-Way EOTs.	245 railroads	50,000 commun	30 seconds	417	18,765
232.409—Inspection and Testing of 2-Way EOTs.	245 railroads	450,000 commun ...	30 seconds	3,750	138,750
—Testing Telemetry Equipment	245 railroads	32,708 markings	60 seconds	545	20,165
232.503—Process to Introduce New Brake System Technology—Special Approval.	545 railroads	1 request/letter	60 minutes	1	56
—Pre-Revenue Service Demonstration ...	545 railroads	1 request	3 hours	3	168
232.505—Pre-Revenue Service Acceptance Testing Plan: Maintenance Procedure—1st Year.	545 railroads	1 procedure	160 hours	160	8,960
—Subsequent Years	545 railroads	1 procedure	160 hours	160	8,960
—Amendments	545 railroads	1 amendment	40 hours	40	1,400
—Design Description-Petitions	545 railroads	1 petition	67 hours	67	3,752
—Results Pre-Revenue Service Acceptance Testing.	545 railroads	1 report	13 hours	13	455
—Description of Brake Systems Technologies Previously Used in Revenue Service.	545 railroads	5 descriptions	40 hours	200	7,000

Total Responses: 8,644,448.

Total Estimated Total Annual Burden: 895,011 hours.

Status: Regular Review.

Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 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.

Issued in Washington, DC on July 24, 2006.

D.J. Stadler,

Director, Office of Budget, Federal Railroad Administration.

[FR Doc. E6–12406 Filed 8–1–06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety

standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

New Jersey Transit (Waiver Petition Docket Number FRA–2006–24918)

New Jersey Transit (NJTR) seeks a waiver of compliance from certain provisions of 49 CFR 238, *Passenger Equipment Safety Standards*. Specifically, NJTR seeks a waiver of compliance from the requirements of 49 CFR 238.231(b) (prohibiting the brake system design of passenger equipment ordered on or after September 8, 2000, or placed in service for the first time on or after September 9, 2002, from requiring that an inspector place himself on, under, or between components of the equipment in order to observe brake actuation or release). NJTR is in the process of receiving two hundred thirty-four new bi-level passenger coaches equipped with tread brakes and inboard disk brakes. Placement of the inboard disk brake equipment does not allow for an inspector to observe the brake actuation or release without placing

himself on, under, or between components of the equipment.

NJTR proposes that it be allowed to perform all brake inspections to the extent possible on a daily basis, that the two hundred thirty-four cars would also be equipped with brake indicators, two per truck, that are fed downstream of the truck air brake cutout valves. NJTR also proposes these brake indicators functionality would be tested at the required one-hundred-eighty day periodic inspection. In addition, the two hundred thirty-four new cars would receive an under car inspection to be performed by “Qualified Maintenance Person” over a pit not less often than every five days. NJTR indicates that the pit inspection will allow for a full and complete inspection of all brake system components.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before

the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (FRA-2006-24918) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on July 26, 2006.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E6-12405 Filed 8-1-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34907]

Durbin & Greenbrier Valley Railroad Inc.—Operation Exemption—Greater Shenandoah Valley Development Company

Durbin & Greenbrier Valley Railroad Inc. (DGVR), a Class III rail carrier, has filed a verified notice of exemption¹ under 49 CFR 1150.41 to operate, pursuant to a 3-year agreement entered into with the Greater Shenandoah Valley Development Company (SVDC), an approximately 20.2-mile SVDC line of railroad, extending between milepost 5.0 at Pleasant Valley, VA, and milepost 25.2 near Staunton, VA, in Rockingham and Augusta Counties, VA.² DGVR states that it will interchange traffic with Norfolk Southern Railway Company at Pleasant Valley and with CSX Transportation, Inc., at Staunton.³

¹ DGVR filed an amendment to its notice on July 18, 2006, clarifying the end points of the line and stating that it would not consummate the transaction until 7 days after the filing of the amendment.

² Cassatt Management, LLC d/b/a Bay Coast Railroad (BCR), previously filed a notice of exemption to operate the above-described rail line. See *Cassatt Management, LLC d/b/a Bay Coast Railroad—Operation Exemption—Shenandoah Valley Railroad Line*, STB Finance Docket No. 34815 (STB served Feb. 6, 2006). In its notice of exemption, BCR stated that its agreement with the line's owner was to expire on February 28, 2006, but that it was currently negotiating for a new agreement to operate the subject line.

³ The current operator of the line continues to be Eastern Shore Railroad, Inc. (ESHR). See *Eastern Shore Railroad, Inc.—Operation Exemption—Greater Shenandoah Valley Development Company*

DGVR certifies that its projected annual revenues as a result of this transaction will not result in the creation of a Class II or Class I rail carrier and will not exceed \$5 million.

The transaction was scheduled to be consummated no earlier than July 25, 2006 (7 days after the amendment to the notice of exemption was filed).

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. 34907, must be filed with the Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Kelvin J. Dowd, Slover & Loftus, 1224 Seventeenth Street, NW., Washington, DC 20036.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: July 26, 2006.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. E6-12331 Filed 8-1-06; 8:45 am]

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d/b/a Shenandoah Valley Railroad Company, STB Finance Docket No. 34313 (STB served Mar. 11, 2003). Upon consummation of the transaction, DGVR will assume operations over the line and ESHR will cease its operations over the line.