arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

Electronic Comments

- Use the Commission’s Internet comment form (http://www.sec.gov/rules/sro.shtml); or
- Send an email to rule-comments@sec.gov. Please include File Number SR–BX–2015–071 on the subject line.

Paper Comments

- Send paper comments in triplicate to Brent J. Fields, Secretary, Securities and Exchange Commission, 100 F Street NE., Washington, DC 20549–1090.

All submissions should refer to File Number SR–BX–2015–071. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission’s Internet Web site (http://www.sec.gov/rules/sro.shtml).

Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for Web site viewing and printing in the Commission’s Public Reference Room, 100 F Street NE., Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly.

All submissions should refer to File Number SR–BX–2015–071 and should be submitted on or before December 22, 2015.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.25

Robert W. Errett,
Deputy Secretary.

DEPARTMENT OF STATE

[Public Notice: 9366]

60-Day Notice of Proposed Information Collection: Smart Traveler Enrollment Program

ACTION: Notice of request for public comment.

SUMMARY: The Department of State is seeking Office of Management and Budget (OMB) approval for the information collection described below. In accordance with the Paperwork Reduction Act of 1995, we are requesting comments on this collection from all interested individuals and organizations. The purpose of this notice is to allow 60 days for public comment preceding submission of the collection to OMB.

DATES: The Department will accept comments from the public up to February 1, 2016.

ADDRESSES: You may submit comments by any of the following methods:

- Web: Persons with access to the Internet may comment on this notice by going to www.Regulations.gov. You can search for the document by entering “Docket Number: DOS–2015–0050” in the Search field. Then click the “Comment Now” button and complete the comment form.
- Email: RiversDA@state.gov.
- Regular Mail: Send written comments to: U.S. Department of State, CA/OCS/PMO, SA–17, 10th Floor, Washington, DC 20036.
- Fax: 202–736–9111.
- Hand Delivery or Courier: U.S. Department of State, CA/OCS/PMO, 600 19th St. NW., 10th Floor, Washington, DC 20036.

You must include the DS form number (if applicable), information collection title, and the OMB control number in any correspondence.

FOR FURTHER INFORMATION CONTACT: Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to Derek Rivers, Bureau of Consular Affairs, Overseas Citizens Services (CA/OCS/PMO), U.S. Department of State, SA–17, 10th Floor, Washington, DC 20036 or at RiversDA@state.gov.

SUPPLEMENTARY INFORMATION:

- Title of Information Collection: Smart Traveler Enrollment Program.
- OMB Control Number: 1405–0152.
- Type of Request: Revision of a Currently Approved Collection.
- Originating Office: CA/OCS/PMO.
- Form Number: DS–4024, DS–4024a.

- Respondents: United States Citizens and Nationals.
- Estimated Number of Respondents: 1,010,389.
- Estimated Number of Responses: 1,010,389.
- Average Time per Response: 20 minutes.
- Total Estimated Burden Time: 336,796 hours.
- Frequency: On Occasion.
- Obligation to Respond: Voluntary.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

The STEP makes it possible for U.S. nationals to register on-line from anywhere in the world. In the event of a family emergency, natural disaster or international crisis, U.S. embassies and consulates rely on this registration information to provide critical information and assistance to them. 22 U.S.C. 2715 is one of the main legal authorities that deem the usage of this form necessary.

Methodology

99% of responses are received via electronic submission on the Internet. The service is available on the Department of State, Bureau of Consular Affairs Web site http://travel.state.gov at https://step.state.gov/step/. The paper version of the collection permits respondents who do not have Internet access to provide the information to the U.S. embassy or consulate by fax, mail or in person.
DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration

[Safety Advisory 2015–06]

Locomotive Alerter Functioning

Summary and Regulatory Context

For Further Information Contact:

Mr. Gary Fairbanks, Staff Director, Motive Power and Equipment Division, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 493–6322; or Mr. Michael Masci, Trial Attorney, Office of Chief Counsel, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 493–6037.

locomotive was destroyed, but the event recorder and a camera on a trailing locomotive enabled the National Transportation Safety Board (NTSB) to recreate certain key events leading up to the moment of impact. Four minutes and 53 seconds before impact, the engineer activated the horn sequencer, which continued to cycle for 4 minutes and 6 seconds, at which time he deactivated it after passing a grade crossing at Hickory (Milepost (MP) 227.84)). During the time the horn sequencer was operating, the engineer made one throttle change, but took no action after passing an approach signal at MP 227.4. Given the recorded speed of the train, there were two intervals during horn sequencer operation when the alerter could have sounded, alerted the crew, and initiated a penalty brake application if no response was given. The evidence available does not rule out the possibility that the engineer was manually resetting the alerter on the lead locomotive. However, if the locomotive was set up the same as the trailing locomotive, which is likely, the alerter would not have reached its intended timing cycle before the actual impact, regardless whether the automatic activation of the horn sequencer reset the timing cycle. The interval from deactivation of the horn sequencer to impact was 44 seconds, or 9 seconds shorter than the alerter warning timing cycle interval of 53 seconds at the impact speed of 45 mph, so no alarm or penalty brake application could have occurred in this interval.

FRA cannot determine whether an alerter activation would have prevented the Hoxie collision. Yet, if the alerter had alarmed during the minutes leading up to the collision, it could have provided an opportunity to prevent or mitigate this accident. FRA tests of another locomotive in the same series verified that the horn sequencer installed in these locomotives reset the alerter warning timing cycle after each sounding of the horn, even though all but the first horn blast were initiated automatically. This series of 40 locomotives, which were built over 20 years ago, were factory-equipped with a stand-alone horn sequencer, wired to reset the alerter with every sounding of the horn, including the sounding of the horn by the horn sequencer.

UP has appropriately modified this series of locomotives to address this issue. FRA did not specifically regulate the manner of the alerter’s interaction with the horn sequencer when the locomotives were manufactured. As discussed below, freight locomotives of

This section provides a brief summary of the circumstances surrounding the collision, based on the NTSB and FRA preliminary findings to date. The probable cause and contributing factors, if any, have not yet been established. Therefore, nothing in this safety advisory is intended to attribute a cause to this incident, or place responsibility for this accident on the acts or omissions of any person or entity.