

11 FEDERAL RAILROAD ADMINISTRATION
Inspection Standards for Steam Locomotives
(Title 49 Code of Federal Regulations (CFR) Part 230)
SUPPORTING JUSTIFICATION
OMB Control No. 2130-0505

Summary of Submission

- This submission is a request for an extension without change (with changes in estimates) of the last three-year approval granted by the Office of Management and Budget (OMB) on October 4, 2018, which expires September 30, 2021.
- The Federal Railroad Administration (FRA) published the required 60-day Federal Register Notice on May 17, 2021. See 86 FR 26770. FRA received no comments in response to this Notice.
- Overall, the adjustments decreased the burden by 17,508 hours and increased responses by 4,494 after a thorough review of the data.
- The answer to question number 12 itemizes all information collection requirements.
- The answer to question number 15 itemizes all adjustments.
- There are no program changes at this time.

1. Circumstances that make collection of the information necessary.

Background

FRA issued new Steam Locomotive Inspection and Maintenance Standards in 1999 in order to update and enhance its steam locomotive regulatory program. In recognition of the reduced frequency of use of steam locomotives in today's transportation system, the revised standards, which reflected the consensus recommendations of the Railroad Safety Advisory Committee's (RSAC) Tourist and Historic Working Group (THWG), relaxed certain inspection requirements and tightened others.

Significant changes included the following: (1) The creation of a "service-day" inspection system that directly relates inspection time periods to the actual use of the steam locomotive; (2) The elimination, with certain exceptions, of waivers for steam boilers, steam locomotives and their appurtenances; (3) The inclusion of allowances which encourage the use of new technologies, such as non-destructive testing, for boiler testing and inspections; and (4) The imposition of qualification requirements for individuals making certain repairs to steam locomotives, steam locomotive boilers, and steam locomotive appurtenances.

Presently, there are approximately 150 steam locomotives in operation nationwide. Most of them are used in tourist or historic service on an intermittent, seasonal basis. After FRA established RSAC in 1996, the subject of steam locomotive inspection and maintenance was identified as one fit for collaborative rulemaking. RSAC formed THWG to revise steam locomotive inspection standards.

The Agency charged the committee with recommending revisions to the regulations governing steam-powered locomotives (49 CFR Part 230) in order to promote the safe operation of tourist and historic rail operations. In 1998, the RSAC made consensus recommendations to the FRA Administrator. The final rule issued on November 17, 1999, reflected those recommendations, consistent with applicable laws and Presidential guidance.

The requirements in this section focus on reducing/eliminating hazards that are unique to steam operated locomotives. Moreover, the new requirements further FRA's main mission, which is to promote, and enforce railroad safety throughout the U.S. railroad system.

2. How, by whom, and for what purpose the information is to be used.

The information collected is used by FRA to ensure that tourist/historic railroads and other locomotive owners and/or operators covered by this Part comply with the requirements of this rule. Specifically, FRA reviews waiver requests to determine whether it is safe and in the public interest to grant exceptions for railroads and other steam locomotive owners and/or operators to any of the provisions of this rule. FRA inspectors review required inspection forms –that these locomotives are indeed “safe and suitable “ to operate/be placed in service.

FRA inspectors review alteration and repair reports (FRA Form No. 19) for steam locomotive boilers when an alteration is made to a steam locomotive boiler to ensure that boiler repairs and alterations are detailed and done properly.

The information is used by tourist or historic railroads and by locomotive owners and/or operators to safely move non-complying steam locomotives and to protect their employees. In particular, prior to movement, the steam locomotive owner and/or operator is required to determine that it is safe to move the locomotive, determine the maximum speed and other restrictions necessary for safely conducting the movement, and notify in writing the engineer in charge of towing the locomotive consist, as well as other crew members in the cabs, of the presence of the non-complying steam locomotive and the maximum speed and other movement restrictions.

Further, the information is used by tourist or historic railroads and by locomotive owners and/or operators to provide a record for each day a steam locomotive is placed in service

as well as a record that required steam locomotive inspections are completed. Presently, there are roughly 150 steam locomotives covered by this rule. They operate mostly on a seasonal basis, averaging approximately 90 service days per year.

Finally, the collected information is used by FRA during accident/incident investigations and provides an invaluable resource in determining the condition of the steam locomotive and possible cause(s) of the accident/incident.

3. How, by whom, and for what purpose the information is to be used.

FRA strongly endorses and highly encourages the use advanced information technology and other automated collection techniques, wherever possible, to reduce burden on respondents. Currently, there are few automated reporting systems, if any, in use among tourist/historic railroads and other steam locomotive owner/operators. To date, steam locomotive railroads and other owner/operators have furnished FRA with most of the required information by periodically filing reports using paper forms. FRA has made these forms available on its Website so that they are readily available and can be readily downloaded by users. FRA would like to see these reports filed and stored electronically in the future, provided railroads and other owner/operators have the capability to do so.

It should be noted that the burden for this collection is fairly minimal.

4. Efforts to identify duplication.

This information, to FRA's knowledge, is not duplicated anywhere.

Similar data are not available from any other source.

5. Efforts to minimize the burden on small businesses.

The burden for this information collection is fairly minimal.

Background:

Under the old (1978) standards, steam locomotive boilers were required to be inspected at various time periods that were linked to an annual calendar, regardless of the amount of actual usage the locomotive incurred. Under the new inspection regime of the current rule, however, required locomotive inspections are based on the number of "service days" a steam locomotive has accrued, with various intermediate calendar inspection requirements retained to ensure an adequate level of safety. The effect of this reduction in the need for frequent inspections and, correspondingly, in the paperwork associated with them, has been to decrease the cost and paperwork burdens experienced by owners and/or operators of steam locomotives. The largest impact and greatest savings have occurred on steam locomotives that transition from the old rule (1978 standards) to the current rule.

Additionally, the current standards resulted from a collaborative process where the affected parties were thoroughly involved.

6. Impact of less frequent collection of information.

If this information were not collected or collected less frequently, rail safety relating to the operation and use of steam locomotives may be jeopardized. Specifically, without this collection of information, FRA could not perform its Congressionally mandated oversight function to ensure that railroads in this country are operated in a safe manner.

The operation of steam locomotives presents potential hazards both to the crews who run them and to the public who ride them. Steam locomotives which are not properly operated and maintained may present even greater potential dangers, such as derailments and boiler explosions, that could result in injuries and fatalities.

Without this collection of information, FRA would not have the means to oversee entities, including tourist and historic railroads, which own and operate steam locomotives to verify that they run and maintain these units properly so as to be “safe and suitable for service.”

FRA reviews waiver requests to see where it might be appropriate and permissible to grant steam locomotive owners and/or operators a delayed implementation of, or perhaps even dispense with, any requirement of this section and still maintain satisfactory levels of rail safety. FRA requires that non-complying or defective steam locomotives, including those developing a non-complying condition en route, be tagged before movement with specific information so as to ensure that the locomotive engineer and train crew members are properly notified and are not needlessly endangered, and to allow the safe movement of these types of locomotives.

Without the required forms, FRA would have no way to track the status or condition of steam locomotives in this country. FRA reviews the required inspection forms to confirm that steam locomotives are “safe and suitable for service.” Without this collection of information, FRA would be unable to track changes when an alteration is made to a steam locomotive boiler (through FRA Form No. 19).

In sum, all the information collected allows FRA to make certain that tourist and historic railroads and other steam locomotive owners and/or operators properly run and maintain their steam locomotives so that they are “safe and suitable for service” and so that accident/incidents are kept to the lowest minimum possible.

7. Special circumstances.

The current rule requires that the steam locomotive and its tender and appurtenances be

inspected each day that they are offered for use to determine that they are safe and suitable for service. The changes also require that the results of the daily inspection be entered on FRA Form No. 2.

Additionally, the current rule requires that a qualified individual perform a 31 service day inspection after the steam locomotive has accrued 31 “service days.” The requirements of the 31 service day inspection are the same as the old rule’s monthly inspection. It should be noted that the average steam locomotive under the old rule did not have 12 monthly inspections per year because monthly inspections are only required for each month that a steam locomotive is in service (fired up). Within 10 days of conducting the 31 service day inspection, the steam locomotive owner/operator must file a report, for each locomotive inspected, on FRA Form No. 1, in the place where the steam locomotive is maintained and with the appropriate FRA Office.

All other information collection requirements are in compliance with this section.

8. Compliance with 5 CFR 1320.8.

In accordance with the Paperwork Reduction Act of 1995, Pub. L. No.104-13, § 2, 109 Stat. 163 (1995) (codified as revised at 44 U.S.C. §§ 3501-3520), and its implementing regulations, 5 CFR Part 1320, FRA published a notice in the Federal Register on May 17, 2021, soliciting public comments on these information collection requirements. FRA solicited comments regarding whether the collection is necessary for FRA to properly execute its functions; the accuracy of FRA’s estimates; ways to enhance the quality, utility, and clarity of the information collected; and, way for FRA to minimize the burden on the public.¹ FRA received no comments in response to this Notice.

Consultations outside of agency to obtain other views:

On July 14, 2021, FRA reached out to two Heritage Rail members’ representatives and informed them that FRA was in process of reviewing the forms that Steam Locomotive Owners/Operators use to report on the inspections and use of their locomotives. FRA also shared with them that it published a notice in the Federal Register that lists the anticipated burden (time to complete the forms) as an estimate. Furthermore, FRA encouraged them to review the estimates, and provide any comments to the docket.

Consultations with representatives of the affected population:

FRA regularly engages with the railroad industry, as part of FRA's oversight of railroads' safety standards for all steam-propelled locomotives. Individuals from the industry are generally in direct contact with FRA inspectors at the time of the site inspection and can provide any comments or concerns to the inspector.

¹ 86 FR 26770.

9. Payments or gifts to respondents.

There are no monetary payments provided or gifts made to respondents associated with the information collection requirements contained in this regulation.

10. Assurance of confidentiality.

No assurances of confidentiality were made by FRA. Information collected is not of a private nature.

11. Justification for any questions of a sensitive nature.

There are no questions or information of a sensitive nature, or data that normally would be considered private matters contained in this collection of information.

12. Estimate of burden hours for information collected.

The estimates for the respondent universe, annual responses, and average time per responses are based on the experience and expertise of FRA's Office of Railroad Infrastructure and Mechanical Equipment.

The total annual burden hours, under the fifth column, is calculated by multiplying total annual responses by average time per responses. For example, 1waiver letter * 1 hour = 1 hour.

The total cost equivalent, under the seventh column, is calculated by multiplying total annual burden hours by the appropriate employee group hourly wage rate that includes a 75-percent overhead charge. For example, 30 hours * \$77.47 = \$2,324.10.

FRA is including the dollar equivalent cost for each of the itemized hours below using the 2020 Surface Transportation Board's (STB) Full-Year Wage A&B data series as the basis for each cost-equivalent calculation.

- For professional and administrative staff, the hourly wage rate is \$77.47 per hour (\$44.27 * 75-percent overhead charge).
- For Maintenance of Equipment and Stores employees, the hourly wage rate is \$58.40 per hour (\$33.37 * 175-percent overhead charge).

CFR Section	Respondent Universe	Total annual responses (A)	Average time per responses (B)	Total annual burden hours (C) = A * B ²	Wage rate (D)	Total cost equivalent (E) = C * D	Section Analyses and Estimates
230.4—Penalties	<i>FRA believes that no records or reports required by this Part will be falsified. Consequently, there is no burden associated with this requirement.</i>						
230.6—Waivers	82 steam owners and operators	1 waiver letter	1 hour	1.00 hour	\$77.47	\$77.47	Each petition for waiver under this section must be filed in the manner and contain the information required by part 211 of this chapter. FRA estimates that it will take approximately one (1) hour for each respondent to prepare a waiver letter and forward it to FRA.
230.12—Conditions for movement—Non-complying locomotives	82 steam owners and operators	10 tags	6 minutes	1.00 hour	\$58.40	\$58.40	A tag bearing the words “non-complying locomotive” must be securely attached to each defective steam locomotive. FRA estimates that it will take approximately six (6) minutes for railroad workers to complete and attach each tag.
230.14(b)—31 Service Day Inspection—FRA notification	82 steam owners and operators	360 notifications	5 minutes	30.00 hours	\$77.47	\$2,324.10	FRA may require a steam locomotive owner or operator to provide FRA with timely notification before performing a 31-day service inspection. FRA estimates that it will take approximately five (5) to compose the notification to FRA.
—(c) 31 Service Day Inspection—Filing inspection reports—Form 1	82 steam owners and operators	360 reports	20 minutes	120.00 hours	\$77.47	\$9,296.40	Within 10 days of conducting the 31-service day inspection, the steam locomotive owner and/or operator must file, for each steam locomotive inspected, a report of inspection (FRA Form No. 1), in the place where the steam locomotive is maintained and with FRA.

² Totals may not add due to rounding

							<p>When the report of annual inspection (FRA Form No. 3) is filed, the FRA Form No. 1 does not have to be filed until the next 31 service day inspection.</p> <p>FRA estimates that it will take approximately 20 minutes to record the data on the form, make a copy, and mail the form to FRA.</p>
230.15—92 Service Day Inspection—Filing inspection report—Form 1	82 steam owners and operators	120 reports	20 minutes	40.00 hours	\$77.47	\$3,098.80	<p>Within 10 days of conducting the 92 service day inspection, the steam locomotive owner and/or operator must file, for each steam locomotive inspected, a report of inspection (FRA Form No. 1), in the place the locomotive is maintained and with FRA. When the report of annual inspection (FRA Form No. 3) is filed, the FRA Form No. 1 does not have to be filed until the next 92 service day inspection.</p> <p>FRA estimates that it will take approximately 20 minutes to record the data on the form, make a copy, and mail the form to FRA.</p>
230.16(b)—Annual inspection—FRA notification	82 steam owners and operators	120 notifications	5 minutes	10.00 hours	\$77.47	\$774.70	<p>At least one month prior to an annual inspection, locomotive owner or operator to provide a written notification to FRA.</p> <p>FRA estimates that it will take approximately five (5) to compose the notification to FRA.</p>
—(c) Filing inspection report—Form 3	82 steam owners and operators	120 reports	30 minutes	60.00 hours	\$77.47	\$4,648.20	<p>Within 10 days of completing the annual inspection, the steam locomotive owner and/or operator must file, for each steam locomotive inspected, a report of inspection (FRA Form No. 3), in the place where the steam locomotive is maintained and with FRA.</p> <p>FRA estimates that it will take approximately 30 minutes to record the data on the form, make a copy, and mail the form to FRA.</p>

230.17—1,472 Service Day Inspection—Form 4	82 steam owners and operators	12 forms	30 minutes	6.00 hours	\$77.47	\$464.82	<p>Within 30 days of completing the 1472 service day inspection, the steam locomotive owner and/or operator must, for each steam locomotive inspected, file in the place where steam locomotive is maintained a completed FRA Form No. 4.</p> <p>FRA estimates that it will take approximately 30 minutes to record the data on the form, make a copy, and mail the form to FRA.</p>
230.20—Alteration Reports—Boilers—Form 19	82 steam owners and operators	5 reports	1 hour	5.00 hours	\$77.47	\$387.35	<p>When an alteration is made to a steam locomotive boiler, or whenever welded/riveted repairs are made on unstayed or on stayed portions of a steam locomotive boiler, the steam locomotive owner and/or operator must file an alteration report (FRA Form No. 19), detailing the changes to the locomotive with FRA (within 30 days from the date the work was completed in the first two situations).</p> <p>FRA estimates that it will take approximately one (1) hour to record the data on the form, make a copy, and mail the form to FRA.</p>
230.21—Steam Locomotive Number Change	82 steam owners and operators	1 document	2 minutes	0.03 hour	\$77.47	\$2.32	<p>When a steam locomotive number is changed, the steam locomotive owner and/or operator must reflect the change in the upper right-hand corner of all documentation related to the steam locomotive by showing the old and new numbers.</p> <p>FRA estimates that it will take approximately two (2) minutes for the steam locomotive owner/operator to change the necessary documents.</p>
230.22—Accident report	<i>The burden hours associated with this requirement are included OMB Control No. 2130-0500. Consequently, there is no additional burden associated with this requirement.</i>						
230.33—Welded	82 steam	5 letters	2 hours	10.00	\$77.4	\$774.70	Prior to welding on unstayed portions of the

Repairs/Alterations	owners and operators			hours	7		boiler, the steam locomotive owner and/or operator must submit a written request for approval to FRA. FRA estimates that it will take approximately two (2) hours for the steam locomotive owner/operator to compose this letter.
—Written Request to FRA for Approval— Unstayed surfaces	82 steam owners and operators	3 letters	2 hours	6.00 hours	\$77.47	\$464.82	The steam locomotive owner and/or operator must submit a written request for approval to FRA before performing weld build up on wasted areas of unstayed surfaces of the boiler that exceed a total of 100 square inches or the smaller of 25 percent of minimum required wall thickness or ½ inch (or for the installation of flush patches of any size on unstayed portions of the boiler). FRA estimates that it will take approximately two (2) hours for the steam locomotive owner/operator to compose this letter.
230.34—Riveted Repairs/Alterations	82 steam owners and operators	2 requests	2 hours	4.00 hours	\$77.47	\$309.88	Prior to making riveted alterations on unstayed portions of the boiler, the steam locomotive owner and/or operator must submit a written request for approval to FRA. FRA estimates that it will take approximately two (2) hours for the steam locomotive owner/operator to complete this request.
230.49—Setting of Safety Relief Valves	82 steam owners and operators	5 metal tags	1 hour	5.00 hours	\$58.40	\$292.00	The set pressure of the lowest safety relief valve must be indicated on a tag or label attached to the steam gauge so that it may be clearly read while observing the steam gauge. FRA estimates that it will take approximately one (1) hour to mark each tag.
230.60—Washing Boilers—Time of	<i>The burden for this requirement is included above in the burden listed under § 230.15 and § 230.16. Consequently, there is no additional burden associated with this requirement.</i>						

Washing							
230.96—Main, Side, and Valve Motion Rods	82 steam owners and operators	1 letter	2 hours	2.00 hours	\$77.47	\$154.94	<p>The steam locomotive owner and/or operator must submit a written request for approval to FRA prior to welding defective main rods, side rods, and valve gear components.</p> <p>FRA estimates that it will take approximately two (2) hours to compose this letter.</p>
230.13—Daily Inspection Reports—Form 2	82 steam owners and operators	3,650 reports	10 minutes	608.33 hours	\$77.47	\$47,127.33	<p>The results of the daily inspection must be entered on FRA Form No. 2 which must contain, at a minimum, the name of the railroad, the initials and number of the steam locomotive, the place, date and time of the inspection, the signature of the employee making the inspection, a description of the non-complying conditions disclosed by the inspection, conditions found in non-compliance during the day and repaired and the signature of the person who repaired the non-conforming conditions.</p> <p>FRA estimates that it will take approximately 10 minutes to complete this task.</p>
230.17—1,472 Service Day Inspection—Form 3	82 steam owners and operators	12 reports	15 minutes	3.00 hours	\$77.47	\$232.41	<p>Within 30 days of completing the 1472 day service day inspection, the steam locomotive owner and/or operator, must, for each locomotive inspected, file in the place where the steam locomotive is maintained and with FRA a report of inspection (FRA Form No. 3) and a completed FRA Form No. 4.</p> <p>FRA estimates that it will take the steam locomotive owner/operator approximately 15 minutes to file in the place where the steam locomotive is maintained the required forms and to send the two forms to FRA.</p>
230.18—Service Day	82 steam	150 reports	15	37.50	\$77.4	\$2,905.13	By the 31st of every January, every steam

Report: Form 5	owners and operators		minutes	hours	7		locomotive owner and/or operator must file a service day report, FRA Form No. 5, with the FRA accounting for the days the steam locomotive was in service from January 1 through December 31st of the preceding year. FRA estimates that it will take the steam locomotive owner/operator approximately 15 minutes for the steam locomotive owner/operator to fulfill this requirement. Note: FRA made editorial changes to Form 5 —“Regional Administrator” to “Staff Director —Motive Power & Equipment.”
230.19—Posting of Copy—Form 1 & 3	82 steam owners and operators	4,320 copies of forms	5 minutes	360.00 hours	\$77.47	\$27,889.20	The steam locomotive owner and/or operator must also maintain in the cab a current copy of FRA Form 3 in the manner described in paragraph (a) of this section. FRA estimates that it will take approximately five (5) minutes for the steam locomotive owner/operator to fulfill this requirement.
230.41—Flexible Stay Bolts with Caps	82 steam owners and operators	20 entries	2 minutes	0.67 hour	\$58.40	\$39.13	The removal of flexible staybolt caps and other tests must be reported on FRA Form No. 3. FRA estimates that that it will take approximately 2 minutes to fulfill this requirement.
230.46—Badge Plates	82 steam owners and operators	3 metal stampings	2 hours	6.00 hours	\$58.40	\$350.40	If the boiler backhead is lagged, the lagging and jacket must be cut away so that the plate can be seen. FRA estimates it will take approximately two (2) hours to perform this task.
230.47—Boiler Number	82 steam owners and operators	1 metal stamping	1 hour	1.00 hour	\$58.40	\$58.40	If the builder’s number cannot be obtained, an assigned number, which shall be used in making out specification cards, must be

							stamped on the steam dome or manhole flange. FRA estimates it will take approximately one (1) hour to perform this task.
230.75—Stenciling Dates of Tests and Cleaning	82 steam owners and operators	50 stencils	30 minutes	25.00 hours	\$58.40	\$1,460.00	The date of testing and cleaning and the initials of the shop or station at which the work is done must be legibly stenciled in a conspicuous place on the tested parts or placed on a card displayed under a transparent cover in the cab of the steam locomotive. FRA estimates that it will take approximately 30 minutes to complete the stenciling.
230.98—Driving, Trailing, and Engine Truck Axles—Journal Diameter Stamped	82 steam owners and operators	1 metal stamping	15 minutes	0.25 hour	\$58.40	\$14.60	Currently, all locomotives are marked. However, if a steam locomotive was to have a journal replaced once a year, FRA estimates that it will take approximately 15 minutes to perform this task.
230.116—Oil Tanks	82 steam owners and operators	30 stencils	30 minutes	15.00 hours	\$58.40	\$876.00	The oil supply pipe (on tanks on oil burning steam locomotives) must be equipped with a safety cut-off device that can be hand operated from clearly marked locations. FRA estimates that it will take approximately 30 minutes to complete the stenciling (marking).
Total ³	82 steam owners and operators	9,362 responses	N/A	1,357 hours		\$104,082	

13. Estimate of total annual costs to respondents.

³ Totals may not add due to rounding.

The additional costs to respondents are listed below.

\$ 300.00	Printing of Forms
350.00	Postage
<u>650.00</u>	Filing Fee for flue inspections
\$1,300.00	

14. Estimate of Cost to Federal Government.

There is very little cost to the Federal Government associated with the recordkeeping requirements. These records are reviewed on a somewhat routine basis in connection with regular agency enforcement activity that monitors steam locomotive owners and/or operators for compliance with inspection and testing requirements.

Approximately 200 burden hours would be expended yearly to review the special petitions and other reports forwarded to FRA under the requirements of this rule. Based on a \$100 per hour cost (includes 75 percent for overhead), the total annual cost to the Federal Government is \$20,000 (200 hours x \$100 = \$20,000).

15. Explanation of program changes and adjustments.

This is an extension without change (with changes in estimates) to a current collection of information.

The current OMB inventory for this information collection shows a total burden of 18,865 hours and 4,868 responses, while the requesting inventory estimates a total burden of 1,357 hours and 9,362 responses. Overall, the burden for this submission has decreased by 17,508 hours and increased by 4,494 responses. There is no change in the method of the collection. The decrease in burden is solely the result of adjustments.

FRA determined some of the estimates were not derived from PRA requirements, thus leading to the increased figures in the current inventory, which were decreased accordingly. For instance, the inspection of train equipment is considered a usual and customary practice (5 CFR 1320.3(b)(2)) that is excluded from the PRA burden and thus, falls outside the scope of the PRA. FRA does recognize, however, the distinction between inspection itself and inspection recordkeeping and reporting, as the definition of information collection does include recordkeeping and reporting. The table below provides specific information on any burden estimates that have changed from the previous submission.

CFR Section	Total Annual Responses			Total Annual Burden Hours			PRA Estimates and Analyses
	Previous Submission (Average Time per Response)	Current Submission (Average Time per Response)	Difference	Previous Submission	Current Submission	Difference	
230.6— Waivers	2 waiver letters (1 hour)	1 waiver letter (1 hour)	-1 waiver letter	2 hours	1 hour	-1 hour	The reduction is due to review of estimated number of submissions expected to be received.
230.14(b)—31 Service Day Inspection— FRA notification	120 notifications (5 minutes)	360 notifications (5 minutes)	240 notifications	10 hours	30 hours	20 hours	The increase is due to review of estimated number of submissions expected to be received.
—(c) 31 Service Day Inspection— Filing inspection reports—Form 1	120 reports (860 minutes)	360 reports (20 minutes)	240 reports	1,720 hours	120 hours	-1,600 hours	Based on FRA’s interpretation of the PRA’s implementing regulations, the inspection of train equipment is considered a usual and customary practice (5 CFR 1320.3(b)(2)) that is excluded from the PRA burden and thus, falls outside the scope of the PRA. FRA does recognize, however, the distinction between inspection itself and inspection recordkeeping and reporting, as the definition of information collection does include recordkeeping and reporting. Thus, FRA has adjusted the average time per response—from 860 minutes to 20 minutes—by removing burden associated with inspection.
230.15—92 Service Day Inspection— Filing inspection report—Form 1	120 reports (980 minutes)	120 reports (20 minutes)	0	1,960 hours	40 hours	-1,920 hours	The inspection of train equipment is considered a usual and customary practice (5 CFR 1320.3(b)(2)) that is excluded from the PRA burden and thus, falls outside the scope of the PRA. Thus, FRA has adjusted the average time per response by removing burden associated with inspection.
230.16(c) — Filing	120 reports (25 hours)	120 reports (30 minutes)	0	2,940 hours	60 hours	-2,880 hours	The inspection of train equipment is considered a usual and customary practice (5 CFR 1320.3(b)

inspection report—Form 3							(2)) that is excluded from the PRA burden and thus, falls outside the scope of the PRA. Thus, FRA has adjusted the average time per response by removing burden associated with inspection.
230.17—1,472 Service Day Inspection—Form 4	12 forms (501 hours)	12 forms (30 minutes)	0	6,006 hours	6 hours	-6,000 hours	The inspection of train equipment is considered a usual and customary practice (5 CFR 1320.3(b) (2)) that is excluded from the PRA burden and thus, falls outside the scope of the PRA. Thus, FRA has adjusted the average time per response by removing burden associated with inspection.
230.20—Alteration Reports—Boilers—Form 19	5 reports (3 hours)	5 reports (1 hour)	0	15 hours	5 hours	-10 hours	The amount of time it takes to compose a report has been decreased because FRA had previously overestimated that burden.
230.49—Setting of Safety Relief Valves	10 tags (1 hour)	5 tags (1 hour)	-5 tags	10 hours	5 hours	-5 hours	The reduction is due to review of estimated number of submissions expected to be received.
230.96—Main, Side, and Valve Motion Rods	1 letter (8 hours)	1 letter (2 hours)	0	8 hours	2 hours	-6 hours	The amount of time it takes to compose a letter has been decreased because FRA had previously overestimated that burden.
230.13—Daily Inspection Reports—Form 2	3,650 reports (60 minutes)	3,650 reports (10 minutes)	0	3,650 hours	608 hours	-3,042 hours	The inspection of train equipment is considered a usual and customary practice (5 CFR 1320.3(b) (2)) that is excluded from the PRA burden and thus, falls outside the scope of the PRA. Thus, FRA has adjusted the average time per response by removing burden associated with inspection. Note: FRA made a few textual edits

							on Forms 2.
230.19— Posting of Copy—Form 1 & 3	300 forms (5 minutes)	4,320 copies of forms (5 minutes)	4,020 copies of forms	25 hours	360 hours	335 hours	The increase is due to review of estimated number of submissions expected to be received.
230.41— Flexible Stay Bolts with Caps	20 entries (120 hours)	20 entries (2 minutes)	0	2,400 hours	1 hour	-2,399 hours	The inspection of train equipment is considered a usual and customary practice (5 CFR 1320.3(b) (2)) that is excluded from the PRA burden and thus, falls outside the scope of the PRA. Thus, FRA has adjusted the average time per response by removing burden associated with inspection.

16. Publication of results of data collection.

FRA has no plans for publication of this submission. Primarily, specialists in FRA’s Office of Safety and agency field personnel use this information to enforce the regulation.

17. Approval for not displaying the expiration date for OMB approval.

Upon OMB clearance, FRA will publish the approval number for these information collection requirements in the **Federal Register**.

18. Exception to certification statement.

FRA takes no exceptions at this time.