

FEDERAL RAILROAD ADMINISTRATION
Bad Order and Home Shop Card and Stenciling Reporting Mark
(Title 49 Code of Federal Regulations (CFR) Part 215)
SUPPORTING JUSTIFICATION
RIN 2130-AD46; OMB Control No. 2130-0519

This non-substantive change updates the recently approved information collection request (ICR), corresponding to Part 215, Bad Order and Home Shop Card and Stenciling Reporting Mark, OMB control no. 2130-0519. OMB last approved this ICR on June 17, 2026, with a new expiration date of June 30, 2029.

On August 31, 2026, FRA issued a final rule titled Repealing Special Approval Requirement for Freight Cars More Than 50 Years Old.¹ This rule amends FRA's freight car safety regulations to repeal the requirement for special approval to place or continue a freight car in service if it is more than 50 years old or equipped with any design or type component listed in appendix A to part 215. This final rule allows railroads to continue or place such cars in service with notice to FRA, providing certain information that has previously been required in petitions for special approval.

Justification:

This final rule amends FRA's freight car safety regulations to repeal the requirement for special approval to place or continue a freight car in service if it is more than 50 years old or equipped with any design or type component listed in appendix A to part 215. After consideration of comments received from the NPRM,² FRA finds that repealing the special approval process and replacing it with a uniform notice requirement provides equivalent safety outcomes while reducing burdens on railroads and eliminating the added delay involved in petitioning FRA for a special approval.

This final rule allows railroads to continue or place such cars in service with notice to FRA, providing certain information that has previously been required in petitions for special approval. The currently approved total burden hours for ICR 2130-0519 are 38,000 hours. Revised § 215.203 will increase the currently approved burden by 45 hours. This resulted in a revised total annual burden of 38,045 hours for the entire collection.

1. No other changes have been made to this collection.

Non-substantive Change Request

CFR Section	Respondent Universe	Total Annual Responses (A)	Average Time per Response (B)	Total Annual Burden Hours (C) = A * B	Total Annual Dollar Cost Equivalent (D)=C * Wage Rates ³
215.203 Restricted cars					

¹ 91 FR 55756 (Aug 31, 2026).

² 90 FR 28633 (Jul 1, 2025).

³ The dollar equivalent cost throughout this table is derived from the 2025 Surface Transportation Board Full Year Wage A&B data series using employee group 200 (Professional & Administrative) hourly wage rate of \$54. The total burden wage rate (straight time plus 75 percent) used in the table is \$94.50 (\$54 x 1.75 = \$94.50).

—(a) Notice by railroad to FRA of intent to operate a freight car that is over 50 years old or equipped with a restricted component (<i>Revised requirement</i>)	754 railroads	30 notifications to FRA	1.5 hours	45 hours	\$4,252.50
Total	754 railroads	30 responses		45 hours	\$4,252.50