Part 209, Subpart D, implements the statutory provision by requiring (i) a railroad employing or formerly employing a disqualified individual to disclose the terms and conditions of a disqualification order to the individual's new or prospective employing railroad; (ii) a railroad considering employing an individual in a safety-sensitive position to ask the individual's previous employing railroad whether the individual is currently serving under a disqualification order; and (iii) a disqualified individual to inform his new or prospective employer of the disqualification order and provide a copy of the same. Additionally, the regulations prohibit a railroad from employing a person serving under a disqualification order to work in a safety-sensitive position. This information serves to inform a railroad whether an employee or prospective employee is currently disqualified from performing safety-sensitive service based on the issuance of a disqualification order by FRA. Furthermore, it prevents an individual currently serving under a disqualification order from retaining and obtaining employment in a safety-sensitive position in the rail industry.

Annual Estimated Burden Hours: 5 hours.

Title: Grade Crossing Signal System Safety Regulations.

OMB Control Number: 2130–0534.

Type of Request: Extension of a currently approved collection.

Affected Public: Businesses.

Form(s): FRA F 6180.83.

Abstract: FRA believes that highway-rail grade crossing (grade crossing) accidents resulting from warning system failures and malfunctions can be reduced. Motorists lose faith in warning systems that constantly warn of an oncoming train when none is present. Therefore, the fail-safe feature of a warning loses its effectiveness if the system is not repaired within a reasonable period of time. A greater risk of an accident is present when a warning system fails to activate as a train approaches a grade crossing. FRA regulations require railroads to take specific responses in the event of an activation failure. FRA uses the information to develop better solutions to the problems of grade crossing device malfunctions.

With this information, FRA is able to correlate accident data and equipment malfunctions with the types of circuits and age of equipment. FRA can then identify the causes of grade crossing system failures and investigate them to determine whether periodic maintenance, inspection, and testing standards are effective. FRA also uses the information collected to alert railroad employees and appropriate law enforcement authorities of warning system failures and malfunctions so that they can take the necessary measures to protect motorists and railroad workers at the grade crossing until repairs have been made.

Annual Estimated Burden Hours: 601 hours.

Addressee: Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW, Washington, DC, 20503; Attention: FRA Desk Officer.

Comments are invited on the following: Whether the proposed collections of information are necessary for the proper performance of the functions of FRA, including whether the information will have practical utility; the accuracy of FRA's estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, D.C. on May 26, 2000.

Margaret B. Reid,

Acting Director, Office of Information Technology and Support Systems, Federal Railroad Administration.

[FR Doc. 00–13837 Filed 6–1–00; 8:45 am]

BILLING CODE 4910–06–U

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Safety Advisory 2000–2

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of Safety Advisory 2000–2.

SUMMARY: The FRA is issuing a safety advisory addressing recommended replacement of certain components in Harmon Industries' ''Electro Code 4'' and ''Electro Code 4 Plus'' intermediate signal units.

FOR FURTHER INFORMATION CONTACT: William Goodman, Signal and Train Control Division, Office of Safety Assurance and Compliance, FRA, 1120 Vermont Avenue, NW, Washington, DC 20590 (telephone 202–493–3625) or Mark Tessler, Office of Chief Counsel, FRA, 1120 Vermont Avenue, NW, Washington, DC 20590 (telephone 202–493–6061), e-mail ''mark.tessler@fra.dot.gov''.

SUPPLEMENTARY INFORMATION:

Background

On March 25, 1998, a Norfolk Southern Corporation (NS) freight train collided with a Consolidated Rail Corporation freight train in Butler, Indiana. The post-accident investigation of the accident revealed that an intermediate signal in the vicinity of the accident would randomly go dark. While it has been determined that the signal malfunction did not contribute to the accident, the malfunction was further investigated by the FRA, the National Transportation Safety Board (NTSB), NS and Harmon Industries (Harmon), manufacturer of the signal control equipment.

The investigation revealed that certain modules in Electro Code 4 and Electro Code 4 Plus intermediate signal units can contribute to intermittent dark signal occurrences.

On May 15, 1998, Harmon, through its Electro Pneumatic Corporation subsidiary, issued PIA [Product Improvement Announcement] 98–101 in which it recommended an upgrade to the ''211S, 211SRP, and 212A'' modules that are used in Electro Code 4 and Electro Code 4 Plus Intermediate signal units. Harmon offered to supply upgrades to the listed modules at no charge through December 31, 1999.

In its Product Improvement Announcement, Harmon discussed the 211S, 211SRP and 212A modules:

211S and 211SRP

The 211S and 211SRP modules are DC to DC converters that are used in Electro Code 4 and Electro Code 4 Plus Intermediate signal units. These modules provide isolated battery for signal lighting circuits and are located in the top of the chassis housing behind the front panel. A resistor in the module's mid stage driver circuit may be subject to excessive heating due to heavy lamp load and/or continuous duty cycle of the lamp-lighting circuits. Eventually this resistor can fail open. In the event this circumstance occurs, excessive noise can be passed through the converters to the balance of the lamp lighting circuits. Random noise on a lamp output can be interpreted by the dual microprocessors as false energy. In response, the processors will reset, resulting in a dark signal for a period lasting approximately 40 seconds. Ultimately, the processors will attempt to reinitialize the converters and restore the signal lighting. The frequency of the dark signal occurrence depends on many

variables and may be recognized many times during a single day, or sporadically during the course of one or several months.

212A

The 212A module is also part of the signal lighting circuits within Electro Code 4 and Electro Code 4 *Plus* equipment. AC signals from the processor modules are combined on the 212A to provide the excitation voltages to the 211 converter modules. It has been recognized that several of the electrolytic capacitors on the 212A modules have failed, resulting in symmetry distortion of the AC signal passed to the 211 modules. This distortion may exaggerate the noise condition as described with the 211S and 211SRP above.

Harmon further stated that ''[on the 211S and 211SRP modules, several components in addition to the resistor described above, will be replaced and added to the base design. This upgrade offer applies only to 211S and 211SRP converter modules * * * manufactured between March 1994 and March 1998 * * *''

Recommendation

In recognition of the need to assure safe reliable railroad signal operations, FRA strongly recommends that:

1. Each railroad having a signal system which uses any ''Electro Code 4'' or ''Electro Code 4 Plus'' Intermediate signal unit immediately identify each 211S, 211SRP, and 212A module within their signal system.

2. Each railroad replace or upgrade every 211S, 211SRP, or 212A module within their signal system as soon as possible.

3. Each railroad having 211S, 211SRP, or 212A modules contact Harmon Industries Riverside Operations, Attention Repair and Return, 7337 Central Avenue, Riverside, California 92504, phone no.: 800–854–4752 for further information pertaining to upgrades.

Issued in Washington, DC on May 25, 2000.

George Gavalla,

Associate Administrator for Safety.

[FR Doc. 00–13838 Filed 6–1–00; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2000–7268]

Denial of Petition for Import Eligibility Decision

This notice sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. 30141(a)(1)(A). The petition, which was submitted by Champagne Imports, Inc. of Lansdale, Pennsylvania (''Champagne''), a registered importer of motor vehicles, requested NHTSA to decide that 1995–1996 Audi Cabriolet passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States. In the petition, Champagne contended that these vehicles are eligible for importation on the basis that (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 1995–1996 Audi Cabriolet), and (2) they are capable of being readily altered to conform to the standards.

NHTSA published a notice in the **Federal Register** on December 13, 1999 (64 FR 69583) that contained a thorough description of the petition, and solicited public comments upon it. One comment was received in response to the notice, from Volkswagen of America, Inc. (''Volkswagen''), the United States representative of Audi AG, the vehicle's manufacturer. In this comment, Volkswagen contended that non-U.S. certified 1995–1996 Audi Cabriolet passenger cars are ineligible for importation because they are not substantially similar to vehicles that were originally manufactured and certified for sale in the United States and are not capable of being readily altered to conform to the standards. Specifically, Volkswagen observed that the non-U.S. certified 1995–1996 Audi Cabriolet passenger cars that are the subject of the petition are equipped with a 2.6 liter V6 engine rated at 150 hp with front wheel drive and a manual 5-speed transmission. Volkswagen stated that the only engine installed on 1995–1996 Audi Cabriolet passenger cars certified for the U.S. market was a 2.8 liter V6 rated at 172 hp. As a consequence, Volkswagen asserted that the engine components of the non-U.S. certified 1995–1996 Audi Cabriolet were not certified to any of the Federal motor vehicle safety standards containing requirements that relate to engines. Volkswagen identified those standards as including Standard Nos. 103 *Windshield Defrosting and Defogging Systems,* 105 *Hydraulic Brake Systems,* 124 *Accelerator Control Systems,* and insofar as they require the dynamic crash testing of a vehicle, Standard Nos. 208 *Occupant Crash Protection,* 212 *Windshield Mounting,* 219 *Windshield Zone Intrusion, and* 301 *Fuel System Integrity.* Volkswagen additionally noted that the petitioner erroneously claimed that non-U.S. certified 1995–1996 Audi Cabriolet passenger cars comply with the Bumper Standard found at 49 CFR Part 581. Volkswagen observed that the bumper components on these vehicles differ from those installed on U.S. certified models.

NHTSA accorded Champagne an opportunity to respond to Volkswagen's comments. In its response, Champagne did not address any of the issues raised by Volkswagen, and requested that its petition be withdrawn. Because it had already solicited public comments on the petition, NHTSA could not accede to this request.

In light of Volkswagen's comments, NHTSA has concluded that the petition does not clearly demonstrate that non-U.S. certified 1995–1996 Audi Cabriolet passenger cars are eligible for importation. The petition must therefore be denied under 49 CFR 593.7(e).

In accordance with 49 U.S.C. 30141(b)(1), NHTSA will not consider a new import eligibility petition covering this vehicle until at least three months from the date of this notice.

Authority: 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.7; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: May 30, 2000.

Marilynne Jacobs,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 00–13886 Filed 6–1–00; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–33 (Sub–No. 153X)]

Union Pacific Railroad Company—Abandonment Exemption—in Monroe County, IA

On May 15, 2000, Union Pacific Railroad Company (UP), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903–10905 to abandon a line of railroad known as the Oskaloosa Subdivision, extending between milepost 312.1 near Eddyville and milepost 322.9 near Maxon, a distance of 10.8 miles in Monroe County, IA. The line traverses U.S. Postal Service Zip Codes 52531 and 52553, and includes the non-agency stations of Bridgeport (milepost 313) and Maxon (milepost 322.9).