

CFR section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours	Total annual burden cost
241.9—Prohibition against extraterritorial dispatching, exceptions—Notification.	4 railroads	1 notification	8 hours	8 hours	\$314.
241.11—Prohibition against conducting a railroad operation dispatched by an extraterritorial dispatcher; exceptions.	4 railroads	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.
241.13—Prohibitions against track owner's requiring or permitting use of its line for a railroad operation dispatched by an extraterritorial dispatcher; exceptions.	4 railroads	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.	Included under § 241.9.
241.15—Penalties—False Reports/Records.	\$628	None	N/A	N/A	N/A.

Total Responses: 8.
Estimated Total Annual Burden: 36 hours.
 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 September 13, 2005.
D.J. Stadler,
Director, Office of Budget, Federal Railroad Administration.
 [FR Doc. 05–18487 Filed 9–15–05; 8:45 am]
BILLING CODE 4910–06–P

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.

Grand Canyon Railway
 [Waiver Petition Docket Number FRA–2005–22129]
 The Grand Canyon Railway (GCRX) seeks a waiver of compliance with the requirements of 49 CFR 221.14, [Rear End Marking Device], published July 10, 1986. The regulation require trains be equipped with at least one rear end marking device, which has been approved by FRA in accordance with

the procedures included in Appendix A of the regulation. GCRX seeks to use a “Adlake No. 270” as the rear end marking device on their excursion passenger trains, citing that the historical value would add to the ambiance of their historic railroad. 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–2005–22129) 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 September 12, 2005.
Grady C. Cothen, Jr.,
Deputy Associate Administrator, for Safety Standards and Program Development.
 [FR Doc. 05–18485 Filed 9–15–05; 8:45 am]
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DEPARTMENT OF TRANSPORTATION
Federal Railroad Administration
Petition for Waiver of Compliance

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Long Island Rail Road
 [Docket Number FRA–2005–21964]
 The Long Island Rail Road (LIRR) seeks a waiver of compliance from certain provisions of the Railroad Operating Practices regulations, 49 CFR part 218, regarding blue signal protection of workers. Specifically, the LIRR requests relief from the requirements of 49 CFR 218.29 Alternate methods of protection, at its Diesel Service Facilities in Richmond Hills, NY, and Long Island City, NY.
 According to LIRR, both facilities are stub-end yards jointly used by both transportation and mechanical forces. These yards function to service, inspect, maintain, and dispatch the diesel passenger fleet for the LIRR. Each facility has a speed limit of 5 mph, with fixed derails on each service track and