

this age will not fall under FRA's alerter regulations until January 1, 2017.

FRA Regulations

FRA safety regulations addressing alerters on freight locomotives are found at 49 CFR 229.140. *See* 77 FR 21312 (April 9, 2012). Section 229.140 requires all controlling locomotives that are placed in service for the first time on or after June 10, 2013, and operated at speeds in excess of 25 mph to be equipped with an alerter. This section also requires all controlling locomotives operated at speeds in excess of 25 mph on or after January 1, 2017, to be equipped with an alerter, regardless of when they were first placed in service.

This section prohibits automatic systems from resetting the locomotive alerter. Specifically, 49 CFR 229.140(b)(3) requires movement of the engineer's horn activation handle to reset the alerter warning timing cycle. Using a horn sequencer to reset the alerter with each sounding of the horn (one for each of the long-long-short-long sequence) does not satisfy 49 CFR 229.140(b)(3), because all but the first horn blast are initiated automatically. This section requires engineers to take direct action, either by operation of certain controls or actuation of the manual reset, to restart the alerter warning timing cycle. Further, under 49 CFR 229.140(e), the alerter must be functioning and operating as intended when the locomotive is used. FRA addresses failures to comply with these regulatory requirements through inspections and enforcement activities.

Recommended Action: In light of the discussion above, and because many older locomotives, including locomotives from smaller manufacturers and remanufacturers are still in service, FRA recommends that all freight railroads check the operation of their locomotives equipped with alerters to ensure that no system resets the alerter warning timing cycle without direct engineer action. This review should include, but not be limited to, the operation of horn sequencer circuitry, if equipped. Railroads should modify any such systems they find to ensure that no system interferes with the alerter warning timing cycle. In particular, FRA recommends that railroads that may have installed alerters prior to June 10, 2013, review the design of those systems and modify them as necessary, before January 1, 2017, to ensure safety and compliance with 49 CFR 229.140(b)(3).

Issued in Washington, DC, on November 25, 2015.

Patrick T. Warren,

Deputy Associate Administrator for Safety.

[FR Doc. 2015-30469 Filed 11-30-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35966]

Martin Marietta Materials, Inc.— Acquisition of Control Exemption— Rock & Rail LLC

AGENCY: Surface Transportation Board, DOT.

ACTION: Correction to notice of exemption.

On October 9, 2015, Martin Marietta Materials, Inc. (MMM), a noncarrier, filed a verified notice of exemption to acquire control of Rock & Rail, Inc. (RRI), a Class III railroad. On October 23, 2015, notice of the exemption was served and published in the **Federal Register** (80 FR 64,491). The exemption became effective November 8, 2015.

On November 4, 2015, MMM filed a letter with the Board advising that the notice requires clarification. According to MMM, RRI also owns and operates rail lines in Colorado Springs, Colo.¹ MMM states that all of the rail lines owned and operated by RRI are in Colorado and do not connect, nor are there plans to connect, with the railroads controlled by MMM. MMM also clarifies that the correct legal name of RRI is "Rock & Rail LLC." This notice corrects the information described above and the case caption. All other information in the notice is correct.

Board decisions and notices are available on our Web site at "WWW.STB.DOT.GOV."

Decided: November 24, 2015.

By the Board, Rachel D. Campbell,
Director, Office of Proceedings.

Tia Delano,

Clearance Clerk.

[FR Doc. 2015-30341 Filed 11-30-15; 8:45 am]

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¹ MMM states that RRI obtained Board authority in *Rock & Rail, Inc.—Acquis. and Operation Exemption—Railroad Lines near Kelker, El Paso City., Colo.*, FD 33764 (STB served June 25, 1999).

DEPARTMENT OF THE TREASURY

Bureau of the Fiscal Service

Proposed Collection of Information: TreasuryDirect System

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently the Bureau of the Fiscal Service within the Department of the Treasury is soliciting comments concerning the electronic process for selling/issuing, servicing, and making payments on or redeeming U.S. Treasury securities.

DATES: Written comments should be received on or before February 1, 2016 to be assured of consideration.

ADDRESSES: Direct all written comments to Bureau of the Fiscal Service, Bruce A. Sharp, 200 Third Street A4-A, Parkersburg, WV 26106-1328, or bruce.sharp@fiscal.treasury.gov.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to Ron Lewis; 200 Third Street Room 515, Parkersburg, WV 26106-1328, or ron.lewis@fiscal.treasury.gov.

SUPPLEMENTARY INFORMATION:

Title: TreasuryDirect.

OMB Number: 1535-0138.

Abstract: The information collected in the electronic system is requested to establish a new account and process any associated transactions.

Current Actions: Extension of a previously approved collection.

Type of Review: Regular.

Affected Public: Individuals or Households.

Estimated Number of Respondents: 2.06 million.

Estimated Time per Respondent: 10 minutes.

Estimated Total Annual Burden Hours: 97,000.

Request for Comments: Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper