Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to *https://www.regulations.gov;* this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to *https://www.regulations.gov* and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: Michael Barron, Railroad Safety Specialist, FRA Motive Power & Equipment Division, telephone: 202–493–1367, email: *michael.barron@dot.gov.*

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated October 13, 2026, CSXT petitioned FRA for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 232 (Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End-of-Train Devices). FRA assigned the petition Docket Number FRA–2026–2839.

Specifically, CSXT seeks relief from the requirements of § 232.207, *Class IA brake tests—1,000-mile inspection,* to permit 5 trains to operate over distances greater than 1,000 miles without a Class IA brake test. For these trains, CSX proposes a maximum operating distance of 1,500 miles, ''consistent with the outer mileage limit and safety framework established for extended-haul trains in 49 CFR 232.213.''

In support of its request, CSXT states that the subject trains will receive a Class I brake test (per § 232.205, *Class I brake test-initial terminal inspection*) and a freight car safety inspection (per part 215, Railroad Freight Car Safety Standards) at their initial terminals. Further, CSXT notes that the trains will also depart with 100 percent effective and operative brakes, except as permitted by FRA regulations, and will be subject to compliant en-route inspections following train makeup changes.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at *www.regulations.gov.*

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by January 25, 2027 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Privacy Act

Anyone can search the electronic form of any written communications and comments received into any of FRA's dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *https://www.transportation.gov/privacy.* See also *https://www.regulations.gov/privacy-notice* for the privacy notice of *regulations.gov.*

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2026–23897 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2026–2149]

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of information collection; request for comment.

SUMMARY: Under the Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, FRA seeks approval of the Information Collection Request (ICR) summarized below. Before submitting this ICR to the Office of Management and Budget (OMB) for approval, FRA is soliciting public comment on specific aspects of the activities identified in the ICR.

DATES: Interested persons are invited to submit comments on or before January 25, 2027.

ADDRESSES: Written comments and recommendations for the proposed ICR should be submitted on *https://www.regulations.gov* to Docket No. FRA–2026–2149. All comments received will be posted without change to the docket, including any personal information provided. Please refer to the assigned OMB control number (2130–0620) in any correspondence submitted. FRA will summarize comments received in response to this notice in a subsequent notice, made available to the public, and include them in its information collection submission to OMB for approval.

FOR FURTHER INFORMATION CONTACT: Ms. Joanne Swafford, Information Collection Clearance Officer, at email: *joanne.swafford@dot.gov* or telephone: (757) 897–9908.

SUPPLEMENTARY INFORMATION: The PRA, 44 U.S.C. 3501–3520, and its implementing regulations, 5 CFR part 1320, require Federal agencies to provide 60 days' notice to the public to allow comment on information collection activities before seeking OMB approval of the activities. *See* 44 U.S.C. 3506, 3507; 5 CFR 1320.8 through 1320.12. Specifically, FRA invites interested parties to comment on the following ICR regarding: (1) whether the information collection activities are necessary for FRA to properly execute its functions, including whether the activities will have practical utility; (2) the accuracy of FRA's estimates of the burden of the information collection activities, including the validity of the methodology and assumptions used to determine the estimates; (3) ways for FRA to enhance the quality, utility, and clarity of the information being collected; and (4) ways for FRA to minimize the burden of information collection activities on the public, including the use of automated collection techniques or other forms of information technology. *See* 44 U.S.C. 3506(c)(2)(A); 5 CFR 1320.8(d)(1).

FRA finds that soliciting public comment may reduce the administrative and paperwork burdens associated with the collection of information that Federal regulations mandate. In summary, comments received will advance three objectives: (1) reduce reporting burdens; (2) organize information collection requirements in a ''user-friendly'' format to improve the use of such information; and (3) accurately assess the resources

expended to retrieve and produce information requested. *See* 44 U.S.C. 3501.

The summary below describes the ICR that FRA will submit for OMB clearance as the PRA requires:

Title: Emergency Escape Breathing Apparatus (EEBA) Standards.

OMB Control Number: 2130–0620.

Abstract: In 2024, FRA issued a final rule,[1] amending subpart C of 49 CFR part 227 requiring any freight railroad to provide a covered employee with an appropriate atmosphere-supplying EEBA when occupying a locomotive cab of a train transporting a poison inhalation hazard (PIH) material that, if released due to a railroad accident/incident, would pose an inhalation hazard to the occupants. In particular, subpart C is intended to protect these employees from the risk of exposure to PIH material while they are located in, or during escape from, the locomotive cab.

Railroads transporting PIH materials on the general railroad system are required to establish EEBA programs covering selection, procurement, provision, inspection, maintenance, replacement, and employee instruction. Railroads must identify participating employees or positions to ensure adequate supply and proper training, and store EEBAs in locomotive cabs for quick access during hazardous inhalation releases.

FRA will use the information collected to ensure freight railroads establish and implement EEBA programs to improve the safety of covered employees, and to confirm compliance with the regulation.

In this 60-day notice, FRA has made multiple adjustments to the previously approved burden hours. FRA's adjustments have decreased the previously approved burden from 1,670 hours to 1,232 hours.

Overall, the reduction in burden hours stems from updated estimates indicating that all railroads have established comprehensive written EEBA plans in compliance with § 227.217. Further, FRA projects that only three new railroads will commence operations during this three-year information collection cycle.

Type of Request: Extension without change (with changes in estimates) of a currently approved information collection.

Affected Public: Businesses (railroads).

Form(s): N/A.

Respondent Universe: 128 railroads.

Frequency of Submission: On occasion.

REPORTING BURDEN

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rates[2]	Total cost equivalent U.S.D. (D = C * wage rates)
227.203 Criteria for selecting EEBAs						
—(c) Railroads to document the adequacy of the EEBA and provide such documentation for inspection to FRA upon request.	1 new railroad	1 written justification	2 hours	2	$94.50	$189.00
227.205 Storage facilities for EEBAs						
—(c) Railroads to keep a copy of the manufacturer's EEBA instructions at their system headquarters for FRA inspection.	128 railroads	44 instruction copies	1 minute	1	94.50	69.30
227.207 Railroad's program for inspection, maintenance, and replacement of EEBAs; requirements for procedures						
—(a) Written program for inspection, maintenance, and replacement of EEBAs.	The estimated paperwork burden for this requirement is covered under § 227.211.					
—(b) EEBA pre-trip and periodic inspection records.	128 railroads	10,000 records	30 seconds	83	94.50	7,875.00
—(d) Records of returns, maintenance, repair, and replacement—Recordkeeping and retention.	128 railroads	180 records	30 seconds	2	94.50	141.75
227.209 Railroad's program of instruction on EEBAs						
—(a) Written program of instruction on EEBAs	The paperwork burden for this requirement is covered under § 227.211.					
—(c)(1) Records of employee initial instruction	128 railroads	2,000 initial training records.	3 minutes	100	74.41	7,441.00
—(c)(2) Records of periodic training	128 railroads	20,000 periodic training records.	3 minutes	1,000	74.41	74,410.00
227.211 Requirement to implement a general EEBA program; criteria for placing employees in the general EEBA program						
—(a), (b) and (d) Requirement to adopt and comply with a comprehensive, written, general program to implement this subpart.	1 new railroad	1 written program	2 hours	2	94.50	189.00
—(c) Records of positions or individuals or both in the railroad's general EEBA.	128 railroads	600 designations	3 minutes	30	94.50	2,835.00
227.213 Employee's responsibilities						
—(a)(3) Notification to railroad of EEBA failures and of use incidents.	128 railroads	1 notification	1 minute	0.02	74.41	1.24

[1] 89 FR 5114 (Jan. 26, 2024).

REPORTING BURDEN—Continued

CFR section	Respondent universe	Total annual responses (A)	Average time per response (B)	Total annual burden hours (C = A * B)	Wage rates [2]	Total cost equivalent U.S.D. (D = C * wage rates)
227.215 Recordkeeping in general						
—(b) Electronic recordkeeping system to meet FRA requirements.	128 railroads ...	1 modified system	1 hour	1	94.50	94.50
—(b)(5) Paper copies of electronic records and amendments to those records made available for inspection and copying by representatives of FRA.	128 railroads ...	44 copies	15 minutes	11	94.50	1,039.50
Total [3]	128 railroads ...	32,872 responses	.....	1,232	.....	94,285.29

Total Estimated Annual Responses: 32,872.

Total Estimated Annual Burden: 1,232 hours.

Total Estimated Annual Burden Hour Dollar Cost Equivalent: $94,285.29.

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 that does not display a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Christopher S. Van Nostrand,

Deputy Chief Counsel.

[FR Doc. 2026–23913 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2009–0078]

Notice of Petition for Extension of Waiver of Compliance

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This document provides the public notice that the American Short Line and Regional Railroad Association (ASLRRA) petitioned FRA to extend an existing waiver of certain regulations related to hours of service.

DATES: FRA must receive comments on the petition by January 25, 2027. FRA will consider comments received after that date to the extent practicable.

ADDRESSES:

Comments: Comments related to this docket may be submitted by going to *https://www.regulations.gov* and following the online instructions for submitting comments.

Instructions: All submissions must include the agency name and docket number. All comments received will be posted without change to *https://www.regulations.gov;* this includes any personal information. Please see the Privacy Act heading in the **SUPPLEMENTARY INFORMATION** section of this document for Privacy Act information related to any submitted comments or materials.

Docket: For access to the docket to read background documents or comments received, go to *https://www.regulations.gov* and follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT: William Smith, Railroad Safety Specialist, FRA Operating Practices Division, telephone: 682–305–6709, email: *William.Smith@dot.gov.*

SUPPLEMENTARY INFORMATION: Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter dated October 8, 2026, ASLRRA petitioned FRA for an extension of a waiver of compliance from certain provisions of the Federal hours of service (HOS) laws contained at 49 U.S.C. 21103(a)(4). The relevant Docket Number is FRA–2009–0078.

Specifically, ASLRRA seeks to extend its existing waiver and states that ''the waiver has been a success by all measures.'' Further, ASLRRA notes that it is ''not aware of a single reportable incident . . . attributable to fatigue during the effective period of the waiver on any participating railroad.'' In addition, the petition notes that the waiver ''has been essential to keeping short line railroads competitive, allowing for flexibility in operations.''

A copy of the petition, as well as any written communications concerning the petition, is available for review online at *www.regulations.gov.*

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 and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

Communications received by January 25, 2027 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

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Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2026–23896 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–06–P

[2] The dollar equivalent cost 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 $54.00 and employee group 600 (Transportation (Train and Engine) hourly wage rate of $42.52. The total burden wage rate (straight time plus 75%) used in the table is $94.50 ($54 × 1.75 = $94.50) and $42.52 ($42.52 × 1.75 = $74.41).

[3] Totals may not add up due to rounding.