and a utility employee working with that crew.

Locomotive servicing track area means one or more tracks, within an area in which the testing, servicing, repair, inspection, or rebuilding of locomotives is under the exclusive control of mechanical department personnel.

* * *

3. By amending § 218.22 to remove the word "ranking" and add, in its place, the word "designated" in the following places:

- a. Section 218.22(c)(3);
- b. Section 218.22(c)(4);
- c. Section 218.22(d); and
- d. Section 218.22(e).

4. Add a new §218.24 to read as follows:

§218.24 One-person crew.

(a) An engineer working alone as a one-person crew shall not perform duties on, under, or between rolling equipment, without blue signal protection that complies with § 218.27 or § 218.29, unless the duties to be performed are listed in § 218.22(c)(5) and the following protections are provided:

(1) Each locomotive in the locomotive engineer's charge is either:

(i) Coupled to the train or other railroad rolling equipment to be assisted; or

(ii) Stopped a sufficient distance from the train or rolling equipment to ensure a separation of at least 50 feet; and

(2) Before a controlling locomotive is left unattended, the one-member crew shall secure the locomotive as follows:

(i) The throttle is in the IDLE position; (ii) The generator field switch is in the

OFF position; (iii) The reverser handle is removed

(if so equipped);

(iv) The isolation switch is in the ISOLATE position;

(v) The locomotive independent (engine) brake valve is fully applied;

(vi) The hand brake on the controlling locomotive is fully applied (if so equipped); and

(vii) A bright orange engineer's tag (a tag that is a minimum of three by eight inches with the words ASSIGNED LOCOMOTIVE—DO NOT OPERATE) is displayed on the control stand of the controlling locomotive.

(b) When assisting another train or yard crew with the equipment the other crew was assigned to operate, a single engineer must communicate directly, either by radio in compliance with Part 220 of this chapter or by oral telecommunication of equivalent integrity, with the crew of the train to be assisted. The crews of both trains must notify each other in advance of all moves to be made by their respective equipment. Prior to attachment or detachment of the assisting locomotive(s), the crew of the train to be assisted must inform the single engineer that the train is secured against movement. The crew of the train to be assisted must not move the train or permit the train to move until authorized by the single engineer.

Appendix A to Part 218 [Amended]

5. In Appendix A to Part 218— Schedule of Civil Penalties, a new entry is added in numerical order under Subpart B to the penalty schedule to read as follows:

Section			Viola- tion	Willful viola- tion
	3—Blue s ion of wo			
*	*	*	*	*
218.24 One-person crew: (a)(1) equipment not coupled or insuffi-			* 0.000	\$ 4,000
ciently separated (a)(2) unoccupied loco- motive cab not se-			\$2,000	\$4,000
cured			5,000	7,500
(b) helper service			2,000	4,000
*	*	*	*	*

Issued in Washington, DC, on February 15, 1995.

Jolene M. Molitoris,

Federal Railroad Administrator. [FR Doc. 95–4761 Filed 2–28–95; 8:45 am] BILLING CODE 4910–06–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 204

[Docket No. 950203036-5036-01; I.D. 012495B]

OMB Control Numbers for NOAA Information Collection Requirements; Revision of Table

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Final rule, technical amendment.

SUMMARY: NMFS corrects and updates the table containing Office of Management and Budget (OMB) control numbers for NOAA information collection requirements. The intent is to comply with the requirement of the Paperwork Reduction Act (PRA) that agencies display current OMB control numbers for each agency information collection requirement, and to make this information available to the public.

EFFECTIVE DATE: March 1, 1995.

FOR FURTHER INFORMATION CONTACT: George H. Darcy, NMFS, 301/713–2344.

SUPPLEMENTARY INFORMATION: Part 204 of title 50 CFR displays control numbers assigned to NMFS information collection requirements by OMB, pursuant to the PRA, for the public's information. Part 204 fulfills the requirements of sec. 3507(f) of the PRA, which requires that agencies display a current control number, assigned by the Director of OMB, for each agency information collection requirement.

This final rule, technical amendment, brings part 204 up to date and corrects omissions and errors by revising the table in §204.1(b) to reflect the most current list of OMB control numbers associated with NMFS information collection requirements contained in regulations appearing in title 50. All of the collection-of-information requirements displayed in § 204.1(b) have previously been submitted to OMB for approval during implementation of regulations appearing in the individual parts of title 50; this final rule does not involve any new reporting or recordkeeping requirements.

Classification

Because this rule only corrects omissions and other errors and brings an existing table up to date for the purposes of public information, it is strictly administrative in nature; no useful purpose would be served by providing prior notice and opportunity for comment on this rule. Accordingly, under 5 U.S.C. 553(b)(B), it is unnecessary to provide such notice and opportunity for comment. Also, because this rule is only administrative in nature and imposes no new requirements or restrictions on the public, NMFS finds good cause to make it immediately effective under 5 U.S.C. 553(d).

This rule is exempt from review under E.O. 12866.

List of Subjects in 50 CFR Part 204

Reporting and recordkeeping requirements.

Dated: February 23, 1995.

Gary Matlock,

Program Management Officer, National Marine Fisheries Service.

For the reasons set out in the preamble, 50 CFR part 204 is amended as follows: