

arguments concerning the foregoing, including whether the proposed rule change is consistent with the Act. Comments may be submitted by any of the following methods:

#### *Electronic Comments*

- Use the Commission's Internet comment form (<http://www.sec.gov/rules/sro.shtml>); or
- Send an email to [rule-comments@sec.gov](mailto:rule-comments@sec.gov). Please include File Number SR-BX-2015-071 on the subject line.

#### *Paper Comments*

- Send paper comments in triplicate to Brent J. Fields, Secretary, Securities and Exchange Commission, 100 F Street NE., Washington, DC 20549-1090.

All submissions should refer to File Number *SR-BX-2015-071*. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site (<http://www.sec.gov/rules/sro.shtml>).

Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for Web site viewing and printing in the Commission's Public Reference Room, 100 F Street NE., Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of the filing also will be available for inspection and copying at the principal office of the Exchange. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly.

All submissions should refer to File Number *SR-BX-2015-071* and should be submitted on or before December 22, 2015.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>25</sup>

**Robert W. Errett,**  
Deputy Secretary.

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**BILLING CODE 8011-01-P**

## DEPARTMENT OF STATE

[Public Notice: 9366]

### 60-Day Notice of Proposed Information Collection: Smart Traveler Enrollment Program

**ACTION:** Notice of request for public comment.

**SUMMARY:** The Department of State is seeking Office of Management and Budget (OMB) approval for the information collection described below. In accordance with the Paperwork Reduction Act of 1995, we are requesting comments on this collection from all interested individuals and organizations. The purpose of this notice is to allow 60 days for public comment preceding submission of the collection to OMB.

**DATES:** The Department will accept comments from the public up to *February 1, 2016*.

**ADDRESSES:** You may submit comments by any of the following methods:

- **Web:** Persons with access to the Internet may comment on this notice by going to [www.Regulations.gov](http://www.Regulations.gov). You can search for the document by entering "Docket Number: DOS-2015-0050" in the Search field. Then click the "Comment Now" button and complete the comment form.

- **Email:** [RiversDA@state.gov](mailto:RiversDA@state.gov).
- **Regular Mail:** Send written comments to: U.S. Department of State, CA/OCS/PMO, SA-17, 10th Floor, Washington, DC 20036.
- **Fax:** 202-736-9111.
- **Hand Delivery or Courier:** U.S. Department of State, CA/OCS/PMO, 600 19th St. NW., 10th Floor, Washington, DC 20036.

You must include the DS form number (if applicable), information collection title, and the OMB control number in any correspondence.

#### **FOR FURTHER INFORMATION CONTACT:**

Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument and supporting documents, to Derek Rivers, Bureau of Consular Affairs, Overseas Citizens Services (CA/OCS/PMO), U.S. Department of State, SA-17, 10th Floor, Washington, DC 20036 or at [RiversDA@state.gov](mailto:RiversDA@state.gov).

#### **SUPPLEMENTARY INFORMATION:**

- **Title of Information Collection:** Smart Traveler Enrollment Program.
- **OMB Control Number:** 1405-0152.
- **Type of Request:** Revision of a Currently Approved Collection.
- **Originating Office:** CA/OCS/PMO.
- **Form Number:** DS-4024, DS-4024e.

- **Respondents:** United States Citizens and Nationals.

- **Estimated Number of Respondents:** 1,010,389.

- **Estimated Number of Responses:** 1,010,389.

- **Average Time per Response:** 20 minutes.

- **Total Estimated Burden Time:** 336,796 hours.

- **Frequency:** On Occasion.

- **Obligation to Respond:** Voluntary.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.

- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.

- Enhance the quality, utility, and clarity of the information to be collected.

- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

#### **Abstract of Proposed Collection**

The STEP makes it possible for U.S. nationals to register on-line from anywhere in the world. In the event of a family emergency, natural disaster or international crisis, U.S. embassies and consulates rely on this registration information to provide critical information and assistance to them. 22 U.S.C. 2715 is one of the main legal authorities that deem the usage of this form necessary.

#### **Methodology**

99% of responses are received via electronic submission on the Internet. The service is available on the Department of State, Bureau of Consular Affairs Web site <http://travel.state.gov> at <https://step.state.gov/step/>. The paper version of the collection permits respondents who do not have Internet access to provide the information to the U.S. embassy or consulate by fax, mail or in person.

<sup>25</sup> 17 CFR 200.30-3(a)(12).

Dated: November 6, 2015.

**Michelle Bernier-Toth,**

*Managing Director, Bureau of Consular Affairs, Overseas Citizen Services, Department of State.*

[FR Doc. 2015-30496 Filed 11-30-15; 8:45 am]

BILLING CODE 4710-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Safety Advisory 2015-06]

#### Locomotive Alerter Resetting Without Direct Engineer Action

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

**ACTION:** Notice of Safety Advisory.

**SUMMARY:** FRA is issuing Safety Advisory 2015-06 to notify freight railroads of the circumstances of a head-on collision at Hoxie, AR, and the risks automated inputs that reset alerter warning timing cycles pose. A small number of Union Pacific Railroad (UP) locomotives were equipped with alerters that the horn sequencer reset without direct engineer action, reducing the alerters' effectiveness. UP has appropriately modified its locomotives to resolve the issue and FRA is not aware of any other locomotives equipped with alerters that automatically reset without direct engineer action. However, all freight railroads should review the operation of their locomotives equipped with alerters, and modify them as necessary, to ensure no system resets the alerter warning timing cycle without direct engineer action.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gary Fairbanks, Staff Director, Motive Power and Equipment Division, Office of Railroad Safety, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 493-6322; or Mr. Michael Masci, Trial Attorney, Office of Chief Counsel, FRA, 1200 New Jersey Avenue SE., Washington, DC 20590, (202) 493-6037.

#### SUPPLEMENTARY INFORMATION:

##### Background, Including Accident Summary and Regulatory Context

##### *Locomotive Alerter Functioning*

A locomotive alerter is a safety feature installed on a locomotive to ensure the locomotive engineer remains alert while operating the locomotive. The alerter monitors the engineer's interactions with the locomotive and initially produces an alarm in the cab when no control actions are taken to reset the

alerter warning timing cycle within a certain length of time. Because over-the-road locomotive operations often do not require frequent engineer actions (control inputs), alerter systems are also equipped with a manual reset button that allows the engineer to reset the warning timing cycle directly. If no control action or manual reset occurs after the alarm sounds, the alerter system will initiate a penalty brake application and reduce locomotive power to idle to stop the locomotive.

Horn activation is a locomotive control action that will reset the alerter warning timing cycle, but when automated (using a horn sequencer) it can also interfere with the alerter's normal functionality. On many locomotives, there are two distinct ways to activate the horn: (1) During ordinary operation, the engineer holds a manual horn controller in the "on" position to activate it, and then releases the controller to silence it; and (2) when approaching a crossing, the engineer activates a separate switch (often a foot pedal) to initiate an automatic horn sequencer (sounding the long-long-short-long sequence FRA's regulations require for public highway-rail grade crossings, *see* Title 49 Code of Federal Regulations (CFR) 222.21(a)). The simple presence of a horn sequencer is not a safety issue. The horn sequencer is a convenient tool, because of the frequent need to sound the long-long-short-long horn sequence for public highway-rail grade crossings. However, when the horn sequencer enables the alerter warning timing cycle to reset without direct engineer action, it acts to delay the alerter's safety functionality and reduce its effectiveness, which could have serious safety consequences.

##### *Accident Summary and Testing*

The head-on collision at Hoxie highlights the importance of this issue.<sup>1</sup> On August 17, 2014, at approximately 2:28 a.m. (CDT), a southbound UP freight train passed an approach and then a stop indication and collided with a northbound UP freight train while transitioning from double-main track to single-main track at Control Point Y 229 on the UP Hoxie Subdivision in Hoxie. The collision resulted in two crewmember fatalities. The event recorder on the lead southbound

locomotive was destroyed, but the event recorder and a camera on a trailing locomotive enabled the National Transportation Safety Board (NTSB) to recreate certain key events leading up to the moment of impact. Four minutes and 53 seconds before impact, the engineer activated the horn sequencer, which continued to cycle for 4 minutes and 6 seconds, at which time he deactivated it after passing a grade crossing at Hickory (Milepost (MP) 227.84)). During the time the horn sequencer was operating, the engineer made one throttle change, but took no action after passing an approach signal at MP 227.4.

Given the recorded speed of the train, there were two intervals during horn sequencer operation when the alerter could have sounded, alerted the crew, and initiated a penalty brake application if no response was given. The evidence available does not rule out the possibility that the engineer was manually resetting the alerter on the lead locomotive. However, if the locomotive was set up the same as the trailing locomotive, which is likely, the alerter would not have reached its intended timing cycle limit before the actual impact, regardless whether the automatic activation of the horn sequencer reset the timing cycle. The interval from deactivation of the horn sequencer to impact was 44 seconds, or 9 seconds shorter than the alerter warning timing cycle interval of 53 seconds at the impact speed of 45 mph, so no alarm or penalty brake application could have occurred in this interval.

FRA cannot determine whether an alerter activation would have prevented the Hoxie collision. Yet, if the alerter had alarmed during the minutes leading up to the collision, it could have provided an opportunity to prevent or mitigate this accident. FRA tests of another locomotive in the same series verified that the horn sequencer installed in these locomotives reset the alerter warning timing cycle after each sounding of the horn, even though all but the first horn blast were initiated automatically. This series of 40 locomotives, which were built over 20 years ago, were factory-equipped with a stand-alone horn sequencer, wired to reset the alerter with every sounding of the horn, including the sounding of the horn by the horn sequencer.

UP has appropriately modified this series of locomotives to address this issue. FRA did not specifically regulate the manner of the alerter's interaction with the horn sequencer when the locomotives were manufactured. As discussed below, freight locomotives of

<sup>1</sup> This section provides a brief summary of the circumstances surrounding the collision, based on the NTSB and FRA preliminary findings to date. The probable cause and contributing factors, if any, have not yet been established. Therefore, nothing in this safety advisory is intended to attribute a cause to this incident, or place responsibility for this accident on the acts or omissions of any person or entity.