

damages may be filed until the close of business on November 22, 1997, and for loans for economic injury until the close of business on June 23, 1998 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 1 Office, 360 Rainbow Blvd. South, 3rd Fl., Niagara Falls, NY 14303.

In addition, applications for economic injury loans from small businesses located in the contiguous counties of Burlington, Camden, Cape May, Cumberland, Gloucester, and Ocean in the State of New Jersey may be filed until the specified date at the above location.

The interest rates are:

	Percent
Physical Damage:	
Homeowners with credit available elsewhere	8.000
Homeowners without credit available elsewhere	4.000
Businesses with credit available elsewhere	8.000
Businesses and non-profit organizations without credit available elsewhere	4.000
Others (including non-profit organizations) with credit available elsewhere	7.250
For Economic Injury	
Businesses and small agricultural cooperatives without credit available elsewhere	4.000

The numbers assigned to this disaster are 298206 for physical damage and 961100 for economic injury.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: September 26, 1997.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 97-26513 Filed 10-6-97; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

Region III—National Advisory Council; Public Meeting

The Small Business Administration—Region III—Washington National Advisory Council, located in the geographical area of Washington, DC, will hold a public meeting from 8:00 am to 5:00 pm, on Thursday, October 23, 1997, and from 8:00 am until 11:00 am, on Friday, October 24, at the Scottsdale Plaza Resort, 7200 North Scottsdale Road, Scottsdale, AZ, to discuss such business as may be presented by members, the staff of the U.S. Small Business Administration, and others attending. For further information, write

or call Toi Tolson, at the U.S. Small Business Administration, 409 3rd Street, S.W., Washington, DC 20416, telephone (202) 205-7648.

Dated: October 1, 1997.

Eugene Carlson,

Associate Administrator, Office of Communications & Public Liaisons.

[FR Doc. 97-26514 Filed 10-6-97; 8:45 am]

BILLING CODE 8025-01-M

SMALL BUSINESS ADMINISTRATION

North Florida District Office; Name

AGENCY: U.S. Small Business Administration.

ACTION: Notice of name change for two District Offices.

SUMMARY: The U.S. Small Business Administration (SBA) has changed the names of its two District Offices in Florida.

Old name	New name
Jacksonville District Office, 7825 Baymeadows Way, Suite 100-B, Jacksonville, FL 32256-7504.	North Florida District Office, 7825 Baymeadows Way, Suite 100-B, Jacksonville, FL 32256-7504
Miami District Office, 1320 South Dixie Highway, Coral Gables, FL 33146-2911.	South Florida District Office, 1320 South Dixie Highway, Coral Gables, FL 33146-2911

EFFECTIVE DATE: August 19, 1997.

FOR FURTHER INFORMATION CONTACT: Bradley Douglas, 202-205-6808.

Dated: September 10, 1997.

Bradley Douglas,

Associate Administrator for The Office of Field Operations.

[FR Doc. 97-26515 Filed 10-6-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Petitions for Waivers of Compliance and Notice of Technical Conference

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received requests for waivers of compliance with certain requirements of its safety standards. The individual petitions are described below, including the parties seeking relief, the regulatory provisions involved, the nature of the relief being

requested, and the petitioners' arguments in favor of relief.

The American Short Line Railroad Association (Waiver Petition Docket Number PB-97-12)

The American Short Line Railroad Association (ASLRA) seeks a permanent waiver of compliance from certain provisions of the *Railroad Power Brake and Drawbars* regulations, 49 CFR Section 232.23, concerning operations requiring the use of two-way EOT devices.

On January 2, 1997, FRA published the Final Rule for Two-Way End-of-Train Devices with an effective date of July 1, 1997. On March 4, 1997, ASLRA filed a petition for reconsideration seeking a delay until December 1, 1997, as the date for the rule to become effective on Class II and Class III railroads, and seeking elimination of the tonnage limitation contained in the rule's definition of local and work trains. On May 29, 1997, FRA granted relief on the effective date for railroads that reported two million or fewer man-hours in 1995, which includes most, if not all, Class II and Class III railroads. FRA declined to eliminate the tonnage limitation from the rule's definition of local and work trains.

ASLRA feels there is still a serious problem in the rulemaking that is a hardship for small railroads in particular and has no significant safety value in the context of what two-way EOT's are designed to accomplish which is improving the safe movement of heavy trains over heavy grades.

The Final Rule requires that a train be equipped with an operable two-way EOT if: (1) The train is operating with greater than 4,000 trailing tons over a section of track with an average grade of one percent or greater over a distance of three continuous miles; or (2) the train is operating with 4,000 trailing tons or less over a section of track with an average grade of two percent or greater over a distance of two continuous miles. The Final Rule defines a train as "one or more locomotives coupled with one or more railcars, except during switching operations or where the operation is that of classifying cars within a railroad yard for the purpose of making or breaking up trains." The literal result of the Final Rule is that a train consist of a single locomotive hauling as little as one car must be equipped with an operable two-way EOT, if such train operates over a two percent grade for two continuous miles.

ASLRA does not believe that FRA intended to impose such unnecessary, impractical and costly requirements when crafting the rule, or that