

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.

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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]

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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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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

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

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

mandating the use of two-way EOT's in these low tonnage trains is not supported either by Congressional intent or by meaningful safety data.

ASLRA believes this requirement will significantly burden a number of small railroads with added expense and requests that FRA issue a general waiver with the following conditions: (1) The general waiver would apply to railroads which had two million or fewer man hours in 1995; (2) It would exempt train operations involving not more than 15 loaded cars or not more than 30 empty cars from the two-way EOT requirement; (3) Advance written notification to FRA by any small railroad wishing to claim the coverage of this general waiver would be required.

ASLRA concludes that the 15 loaded/30 empty car general waiver request will not compromise safety and is within the specific language of the statute and consistent with the requirements of the Small Business Regulatory Enforcement Act of 1996.

McCloud Railway Company (Waiver Petition Docket Number PB-97-3)

The McCloud Railway Company seeks a permanent waiver of compliance from certain provisions of the Railroad Power Brakes and Drawbars regulations, 49 CFR Part 232, section 23, concerning the requirements of two-way EOT devices.

Title 49 CFR 232.23(e)(6) states: "Local trains as defined in paragraph (a)(3) of this section that do not operate over heavy grades" are excepted from the requirements for the use of a two-way EOT device. The McCloud Railway Company operates short trains that meet the requirements of a "local train" as defined in Section 232(a)(3), but they operate over "heavy grades" as defined in Section 232.23(a)(1). Because they operate over "heavy grades", they are required to equip all of their trains with a two-way EOT device.

Since the McCloud Railway Company operates with short train lengths, their operating personnel cannot think of any instances where a two-way EOT device will provide a safer or more effective operation. Therefore, they seek relief from having to equip their trains with a two-way EOT device with the following restrictions: (1) Trains would be limited to 10 loaded cars per locomotive with a maximum of 20 loaded cars per train; except when trains operate with more than 50 percent of the cars empty, the train would be limited to 28 cars. (2) All locomotives must be equipped with properly functioning dynamic braking.

Interested parties are invited to participate in these proceedings by submitting written views, data, or

comments. All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number PB-97-3 or PB-97-12) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Mail Stop 10, Washington, D.C. 20590. Communications received within 30 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) at FRA's temporary docket room located at 1120 Vermont Avenue, N.W., Room 7051, Washington, D.C. 20005.

Technical Conference

In order to further explore the issues attendant to the ASLRA and McCloud Railroad petitions, FRA will hold a technical conference in which all interested parties are invited to participate. The technical conference, which will be an informal meeting in which a free exchange of ideas will be encouraged, is hereby set for 10:00 a.m. on November 4, 1997, in Room 6200, at the Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. An opportunity for the presentation of oral comments will also be afforded to any interested party at that time.

Parties desiring to participate in the technical conference or to provide oral comment on the petitions should notify the Docket Clerk at the mailing address listed above. The Docket Clerk may also be reached at 202-632-3198 or by fax at 202-632-3709.

Issued in Washington, D.C. on October 1, 1997.

James T. Schultz,

Associate Administrator for Safety.

[FR Doc. 97-26550 Filed 10-6-97; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification

of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3436

Applicant: South Orient Railroad Company, LTD., Mr. Roy D. Williams, Chief Operating Officer, 210 South Main Street, Brownwood, Texas 76801.

The South Orient Railroad Company, LTD. seeks approval of the proposed temporary discontinuance of the traffic control system, on the single main track, between Birds Siding, milepost 0.0 and Rickers, milepost 134.5, Texas, on the Dublin Subdivision, for a period of six months.

The reason given for the proposed changes is that the railroad is for sale.

BS-AP-No. 3437

Applicant: Consolidated Rail Corporation, Mr. J.F. Noffsinger, Chief Engineer—C&S Assets, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410.

The Consolidated Rail Corporation seeks approval of the proposed modification of "IU" Interlocking, milepost 283.7, on the Indianapolis Line and milepost 0.0, on the St. Louis Line, at Indianapolis, Indiana, on the Indianapolis Division, involving Main Tracks No. 1 and No. 2, the Amtrak Depot Track, and the Louisville Secondary Track. The proposed changes are associated with relocation of the control of "IU" Interlocking to the Indianapolis, Indiana dispatchers' office and includes the discontinuance and removal of switch No. 61 and signal L68 on the depot track, and the discontinuance and removal of the following signals: R48, L48, L34, R58, R74, L74, RA108, L108, R46, L32, L54, R60, L50, R62, LA76, RA110, R126, R78, R86, L78, L122, RB116, R114, RB110, RD116, and LB76.

The reason given for the proposed changes is to retire facilities no longer needed for present operation and to improve safety of train operation through "IU" Interlocking.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Mail Stop 25, Washington, D.C. 20590 within 45 calendar days of the date of publication of this notice. Additionally, one copy of the protest shall be