

business on April 7, 1999 at the address listed below or other locally announced locations:

Small Business Administration, Disaster Area 1 Office, 360 Rainbow Blvd., South, 3rd Floor, Niagara Falls, NY 14303.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the above location: Allegany, Chautauqua, Franklin, Genesee, Hamilton, Livingston, Niagara, and Warren Counties in New York, and McKean and Warren Counties in Pennsylvania.

Any counties contiguous to the above-named primary counties and not listed herein have been previously declared under a separate declaration for the same occurrence.

The interest rates are:

	Percent
For Physical Damage:	
Homeowners with credit available elsewhere	7.000
Homeowners without credit available elsewhere	3.500
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	7.125
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere	4.000

The numbers assigned to this disaster are 310211 for physical damage and 992600 for economic injury.

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

Dated: July 14, 1998.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 98-19490 Filed 7-21-98; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 1998-4081]

Chemical Transportation Advisory Committee, Subcommittee on Proper Cargo Names

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Chemical Transportation Advisory Committee's (CTAC) Subcommittee on Proper Cargo Names (PCN) will meet to discuss various issues relating to use of proper cargo names for the marine transportation of hazardous materials in bulk. The meeting will be open to the public.

DATES: The PCN Subcommittee will meet on Thursday, July 30, 1998, from 9 a.m. to 4 p.m. The meeting may close early if all business is finished. Written material and requests to make oral presentations should reach the U.S. Coast Guard on or before July 24, 1998. Requests to have a copy of your material distributed to each member of the CTAC Subcommittee should reach the U.S. Coast Guard on or before July 24, 1998.

ADDRESSES: The Subcommittee will meet at the American Bureau of Shipping (ABS), ABS Plaza, 16855 Northchase Drive, Houston, TX 77060-6008. Point of contact: Mr. Philip G. Rynn; tel.: 281-877-6415; fax.: 281-877-6795. Send written material and requests to make oral presentations to Mr. Curtis Payne, Commandant (G-MSO-3), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. This notice is available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Mr. Curtis Payne, telephone 202-267-1577, fax 202-267-4570. For questions on viewing, or submitting material to, the docket, contact Ms. Dorothy Walker, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION: Notice of these meetings is given under the Federal Advisory Committee Act, 5 U.S.C. App. 2.

Meeting Agenda

Subcommittee on Proper Cargo Names (PCN). Two Working Groups, the "Facilities and Shippers Working Group" and the "Vessels Working Group" will continue the agenda of the previous meeting that includes the following:

- (1) Discussion of the industry's cargo naming/identification processes;
- (2) Root cause analysis of proper cargo name selection; and
- (3) Prepare draft plan of action.

Procedural

The meeting is open to the public. Please note that the meeting may close early if all business is finished. At the Chair's discretion, members of the public may make oral presentations during the meeting. If you would like to

make an oral presentation at the meeting, please notify Mr. Payne no later than July 24, 1998. Written material for distribution at the meeting should reach the U.S. Coast Guard no later than July 24, 1998. If you would like a copy of your material distributed to each member of the Subcommittee in advance of the meeting, please submit 25 copies to Mr. Payne no later than July 24, 1998 or make other arrangements with Mr. Payne.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact Mr. Payne as soon as possible.

Dated: July 14, 1998.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 98-19422 Filed 7-21-98; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 97-02-U-00-ALW To Use the Revenue From a Passenger Facility Charge (PFC) at Walla Walla Regional Airport, Submitted by the Port of Walla Walla, Walla Walla Regional Airport, Walla Walla, Washington

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to use only PFC revenue at Walla Walla Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before August 21, 1998.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue, S.W., Suite 250; Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Larry G. Adams, Airport Manager, at the following address: Port of Walla Walla, 310 A Street, Walla Walla, WA 99362.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Walla Walla Regional Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mary Vargas, (425) 227-2660; Seattle Airports District Office; SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue, S.W., Suite 250; Renton, Washington 98055-4056. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposed to rule and invites public comment on the application 97-02-U-00-ALW to use only PFC revenue at Walla Walla Regional Airport, under the provisions of § 158.25 of Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 14, 1998, the FAA determined that the application to use only the revenue from a PFC submitted by Port of Walla Walla, Walla Regional Airport, Walla Walla, Washington, was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than October 13, 1998.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date: November 1, 1993

Proposed charge expiration date: November 1, 2014

Total requested for use approval: \$1,187,280

Brief description of proposed project: 31,000 square foot passenger terminal building with all associated infrastructure.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Walla Walla Regional Airport.

Issued in Renton, Washington on July 14, 1998.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 98-19419 Filed 7-21-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[FRA Docket No. 87-2, Notice. No. 7]

RIN 2130-AB20

Automatic Train Control and Advanced Civil Speed Enforcement System; Northeast Corridor Railroads

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

ACTION: Final order of particular applicability.

SUMMARY: FRA issues an order of particular applicability (order) applying to certain trains operating on the track controlled by the National Railroad Passenger Corporation (Amtrak) on the Northeast Corridor (NEC) between Washington, DC, and Boston, Massachusetts. The order requires all trains operating between New Haven, Connecticut and Boston (NEC-North End) to be controlled by locomotives equipped to respond to a new advanced civil speed enforcement system (ACSES) in addition to the automatic train control (ATC) system currently required on the NEC. On the NEC between Washington, DC and New York, New York (NEC-South End), where access to the high-speed track is prevented by switches locked in the normal position and a parallel route to the high-speed track is provided at crossovers from adjacent tracks, and where no junctions providing direct access exist, ACSES-equipped trains may operate to a maximum speed not to exceed 135 miles per hour (mph). This order also contains performance standards for the cab signal/ATC and ACSES systems on the NEC, and authorizes increases in certain maximum authorized train speeds and safety requirements supporting improved rail service.

DATES: This order becomes effective on August 21, 1998.

FOR FURTHER INFORMATION CONTACT: W.E. Goodman, Staff Director, Signal and Train Control Division, Office of Safety, FRA, 400 Seventh Street, SW, Washington, DC, 20590 ((202) 632-3353), Paul Weber, Railroad Safety Specialist, Signal and Train Control

Division, Office of Safety, FRA, 400 Seventh Street, SW, Washington, DC, 20590 ((202) 632-3354), or Patricia V. Sun, Office of Chief Counsel, FRA, 400 Seventh Street, SW, Washington, DC 20590 ((202) 632-3183).

SUPPLEMENTARY INFORMATION:

Statutory Authority

FRA has both discrete and plenary legal authority to require all trains operating on the NEC to be equipped with automatic train control devices. FRA has broad legal authority to "prescribe regulations, and issue orders for every area of railroad safety * * *" 49 U.S.C. 20103. Section 20502 of Title 49, United States Code specifically provides that "[w]hen the Secretary of Transportation decides after an investigation that it is necessary in the public interest, the Secretary may order a railroad carrier to install * * * a signal system that complies with the requirements of the Secretary." As originally enacted and prior to formal codification, this provision referred to "automatic train stop, train control, and/or other similar appliances, methods, and systems intended to promote the safety of railroad operation * * * ." This authority has been previously invoked to require the installation of signal systems on 49 specific railroads and to require all railroads desiring to operate at high speeds to install signal systems of varying degrees of sophistication consonant with those higher speeds.

Proceedings to Date

On November 20, 1997, FRA published a Proposed Order of Particular Applicability (proposed order) that would require all trains operating on the NEC-North End to be controlled by locomotives equipped to respond to a new advanced civil speed enforcement system in addition to the automatic train control system currently required on the NEC (62 FR 62097).

The proposed order called for written comments to be received by January 20, 1998, and requests for a public hearing to be received by December 22, 1997. On February 17, 1998, FRA held a public hearing at the request of several commentators.

Background—Development of the NEC

Amtrak provides service over the NEC from Washington, DC, to Boston, Massachusetts. Amtrak owns or dispatches most of the NEC, which it shares with several commuter authorities and freight railroads. Current speeds on the NEC-North End range up to 110 mph.