

prepared for a proposed highway project in Sequoyah and LeFlore Counties, Oklahoma.

FOR FURTHER INFORMATION CONTACT: Mr. Jim Erickson, Division Administrator, Federal Highway Administration, 715 South Metropolitan Avenue, Suite 700, Oklahoma City, Oklahoma 73108, Telephone: (405) 945-6173.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Oklahoma Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve US Route 59 (US59) from a two-lane to a four-lane facility from its intersection with State Highway 9 (SH 9), also known as Sunset Corner, north to Interstate 40 (I-40).

This facility has been identified as a Transportation Improvement Corridor (TIC) in the Statewide Intermodal Transportation Plan and improvements to the corridor are considered necessary to meet TIC policy as well as present and future traffic demands. Alternatives under consideration include (1) improve the existing alignment, (2) improve the existing alignment with a new roadway alignment over Wild Horse Mountain, and (3) a new alignment corridor from Sunset Corner north to I-40 just east of Sallisaw.

Letters describing the proposed action and soliciting comments have been sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public meetings and/or public hearings will be held in the vicinity of the proposal in the future. Public notice will be given of the time and place of the meetings and/or hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program).

Issued on: January 6, 1997.

Jim Erickson,
FHWA, Division Administrator, Oklahoma City, Oklahoma.

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Federal Railroad Administration

[FRA Docket No. RSGM-96-5]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Beech Mountain Railroad Company (BMRR)

[Waiver Petition Docket Number RSGM-96-5]

The BMRR seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (49 CFR Part 223.9 (a), certified glazing) for its two locomotives, ALCO S2 1,000 HP #113 and #115, built in the early 1950s.

BMRR is a Class III railroad operating within Randolph and Upshur counties in the state of West Virginia. According to the requesting railroad, the crew consists of five men comprised of one supervisor, one engineer, one brakeman, and two track servicemen. The BMRR is privately owned by Carter-ROAG Coal Company (CRCC). The purpose of the BMRR's operations is to provide transfer service between the CSX Transportation, Incorporated's interchange located in Alexander, West Virginia, and the CRCC's Preparation Plant located in Star Bridge, West Virginia. The BMRR's line transverses—without instances of broken glass due to projectiles—a remote and isolated area. The railroad states that locomotives are early 1950 models, and installation of the safety glazing would require extensive and expensive refacing of the locomotive cabs. The BMRR also states that all employees are aware of this request for waiver and support it without exception.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver

Petition Docket Number RSGM-96-5) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 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.

Issued in Washington, D.C. on January 8, 1997.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

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[FRA Docket No. LI-96-2]

Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Canadian National Railroad

[Waiver Petition Docket Number LI-96-2]

The Canadian National Railroad (CN) seeks a permanent waiver of compliance with certain provisions of the Locomotive Safety Standards, 49 CFR 229.27 (a)(2) and 229.29 (a), concerning the time interval provisions of the periodic cleaning, repairing, and testing of locomotive air brake components for all of their locomotives operating in the United States equipped with 26L type brake equipment. FRA currently permits railroads to operate locomotives equipped with 26L type brakes for periods not to exceed 1,104 days, before performing the testing and inspection required by 49 CFR 229.27 (a)(2) and 229.29 (a).

Transport Canada has now authorized CN to operate its locomotives equipped with 26L braking equipment on 48-month cleaning intervals. The only exceptions are two valves in the system (P2A and H5) which will remain on a 36-month interval until future