

AMENDMENTS TO PFC APPROVALS—Continued

Amendment No., city, state	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
96-05-C-02-ORD, Chicago, IL	12/30/97	412,918,431	423,692,528	07/01/04	07/01/04
97-04-C-01-GFK, Grand Forks, ND	12/31/97	339,864	551,993	01/01/98	09/01/98
93-01-C-01-GUC, Gunnison, CO	01/05/98	702,133	807,453	03/01/98	04/01/98
96-04-C-01-YKM, Yakima, WA	01/06/98	432,000	662,515	07/01/98	02/01/99
95-02-C-02-STL, St. Louis, MO	01/08/98	86,214,867	92,214,867	02/01/98	03/01/98
95-02-C-03-STL, St. Louis, MO	01/08/98	92,214,867	108,214,867	03/01/98	07/01/98
94-02-C-02-FLL, Fort Lauderdale, FL	01/09/98	72,931,754	54,048,754	08/01/99	09/01/98
95-01-C-02-MKE, Milwaukee, WI	01/13/98	26,629,277	25,522,277	01/01/99	12/01/05
95-02-U-01-MKE, Milwaukee, WI	01/13/98	0	0	01/01/99	12/01/05
95-03-C-01-MKE, Milwaukee, WI	01/13/98	32,037,000	66,117,000	04/01/02	12/01/05

Issued in Washington, DC on February 17, 1998.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

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.

CSX Transportation, Incorporated (Waiver Petition Docket Number PB-97-10)

CSX Transportation, Incorporated (CSXT) seeks a temporary waiver of compliance from certain provisions of the Railroad Power Brake and Drawbars regulations, 49 CFR Section 232.25(d), concerning the calibration of the front unit of a two-way end-of-train device. CSXT had originally requested relief from the calibration and labeling requirements for all front units until December 31, 1997, PB-97-10, 62 FR 49291 (September 19, 1997). In a letter dated December 12, 1997, CSXT requested the date for this temporary relief be extended to May 1, 1998.

Section 232.25(d) states, The telemetry equipment shall be calibrated for accuracy according to the manufacturer's specifications at least

every 365 days. The date of the last calibration, the location where the calibration was made, and the name of the person doing the calibration shall be legibly displayed on a weather-resistant sticker or other marking device affixed to the outside of both the front unit and rear unit. The Two-Way End-of-Train Device Final Rule was published on January 2, 1997, and became effective July 1, 1997. FRA provided a grace period until September 1, 1997, for railroads to accomplish the calibration and labeling requirements of front units.

CSXT indicates they have calibrated and labeled approximately 700 of its nearly 2,700 total HTDs. This work was performed on all new units purchased and on all units that were removed from a locomotive and sent to the communications shop for any reason. Completion of the calibration requirements for units that did not enter the radio shop was dependent on development and availability of an on-board tester being developed by Pulse Electronics. This on-board tester was a cooperative effort by Pulse and Hewlett-Packard, which took longer to complete than was originally anticipated. CSXT was originally promised the tester in October, but a prototype was not delivered until November 24. The final product was available on December 8, 1997. In view of the unavoidable delay which was necessary to properly develop this device, CSXT states it will be unable to comply with the calibration and labeling requirements by December 31, 1997. CSXT believes they will be able to calibrate all locomotives by May 1, 1998, as the locomotives receive their periodic inspections. CSXT also points out that they feel they have provided a service to the entire industry by facilitating the development of an on-board device which can be used to meet the requirements of 232.25(d)

For all of the reasons set forth in the original waiver petition, CSXT feels there is absolutely no reason to believe that any adverse effect on safety would result from granting this short extension of their original temporary waiver request.

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 PB-97-10) 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 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.

Issued in Washington, D.C. on February 24, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 98-5078 Filed 2-26-98; 8:45 am]

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