

Authority: 28 U.S.C. 994(a), (o), (p); USSC Rules of Practice and Procedure 1.2, 5.2.

Ricardo H. Hinojosa,
Chair.

1. Amendment:

Rule 5.4 of the Rules of Practice and Procedure of the United States Sentencing Commission is amended by striking “and the Probation Officers Advisory Group” and inserting “, the Probation Officers Advisory Group, and the Victims Advisory Group”.

[FR Doc. E7-11804 Filed 6-18-07; 8:45 am]

BILLING CODE 2211-01-P

SMALL BUSINESS ADMINISTRATION

Data Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Small Business Administration's intentions to request approval on a new and/or currently approved information collection.

DATES: Submit comments on or before August 20, 2007.

ADDRESSES: Send all comments regarding whether this information collection is necessary for the proper performance of the function of the agency, whether the burden estimates are accurate, and if there are ways to minimize the estimated burden and enhance the quality of the collection, to Gail Hepler, Chief 7a Loan Policy Branch, Office of Financial Assistance, Small Business Administration, 409 3rd Street, SW., Suite 8300, Washington, DC 20416.

FOR FURTHER INFORMATION CONTACT: Gail Hepler, Chief 7a Loan Policy Branch, Office of Financial Assistance, 202-205-7530 gail.hepler@sba.gov. Curtis B. Rich, Management Analyst, 202-205-7030 curtis.rich@sba.gov.

SUPPLEMENTARY INFORMATION:

Title: “SBA Express and Patriot Express Information Collection.”

Description of Respondents: SBA Express and Patriot Express Lenders.

Form Nos: 1919, 1920SX, A, B, C, 2237, 2238.

Annual Responses: 2,240.

Annual Burden: 91,660.

Jacqueline White,

Chief, Administrative Information Branch.

[FR Doc. E7-11767 Filed 6-18-07; 8:45 am]

BILLING CODE 8025-01-P

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 from 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.

American Public Transportation Association

[Docket Number FRA-2007-28306]

The American Public Transportation Association (APTA), on behalf its member railroads, seeks a permanent waiver of compliance from certain provisions of the *Passenger Equipment Safety Standards* of 49 CFR part 238. Specifically, the APTA requests to change the time interval requirements of 49 CFR 238.309, *Periodic brake equipment maintenance*, for all locomotives equipped with 26-L-type brake systems and air dryers by extending the testing interval to 4 years (1,472 days).

In 1981, FRA granted a test waiver (H-80-7) to eight railroads, permitting them to exceed the annual and biennial testing requirements of 49 CFR sections 229.27 and 229.29, in order to conduct a study of the safe service life and reliability of the locomotive brake components. On January 29, 1985, FRA expanded the waiver to permit all railroads to inspect the 26-L-type brake equipment on a triennial basis. In the 1990's, Canadian Pacific Railway (CP) and the Canadian National Railway (CN) petitioned FRA to allow them to operate locomotives into the United States that received periodic attention every 4 years. The requests were based on a decision by Transport Canada to institute a 4-year inspection program following a thorough test program in Canada. In November 2000, FRA granted conditional waivers to both CN and CP, extending the testing interval to 4 years for Canadian-based locomotives equipped with 26-L-type brake systems and air dryers. The waiver also requires all air brake filtering devices to be changed annually and the air compressor to be overhauled not less than every 6 years. In December, 2005, FRA granted the Association of American Railroads a similar waiver request to allow freight locomotives

operating in the U.S. with 26-L-type brakes and functioning air dryers to operate up to 4 years (1,472 days) between periodic air brake attention.

APTA did not see any rational basis for permitting freight locomotives with 26-L-type brakes and air dryers to operate 4 years between inspections, while subjecting passenger locomotives with the same brake systems and air dryers to a 3-year inspection interval. APTA makes this conclusion based on the fact that FRA has permitted this practice without any accidents caused by the malfunctioning of a 26-L-type brake system. Accordingly, APTA requests that the inspection interval be extended to 4 years (1,472 days) for passenger locomotives equipped with 26-L-type brake systems and air dryers, and for cab cars equipped with 26-L-type brakes only when operated with locomotives with functional air dryers.

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 FRA-2007-28306) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, 1200 New Jersey Avenue, SE., Room W12-140, Washington, DC 20590-0001. 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 a.m.-5 p.m.) at DOT Central Docket Management Facility, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act

Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19377–78). The statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on June 13, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E7–11760 Filed 6–18–07; 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. 20502(a), the following railroad has 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.

[Docket Number FRA–2007–28294]

Applicant: CSX Transportation, Incorporated, Mr. C.M. King, Chief Engineer, Communications and Signals, 500 Water Street, SC J–350, Jacksonville, Florida 32202.

CSX Transportation, Incorporated (CSXT) seeks approval of the proposed modification of the signal system on the single main track at CP Belt Junction, Milepost BD–26.9, near Hamilton, Ohio, on the Louisville Division, Cincinnati Terminal Subdivision. The proposed changes consist of the conversion of the power-operated switch to hand operation, the removal of the associated controlled signals, and the exchange of the method of operation from a traffic control system to Direct Traffic Control (DTC) authority under the direction of the Jacksonville dispatcher supplemented by signal indications of an automatic block signal (ABS) system.

The reason given for the proposed changes is that present day operation does not warrant retention of the power-operated switch and signals at Belt Junction.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest

shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

All communications concerning this proceeding should be identified by Docket Number FRA–2007–28294 and may be submitted by one of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic site;

- *Fax:* 202–493–2251;

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590; or

- *Hand Delivery:* Room W12–140 of the U.S. Department of Transportation, West Building Ground Floor, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78), or you may visit <http://dms.dot.gov>.

Issued in Washington, DC on June 13, 2007.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E7–11761 Filed 6–18–07; 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. 20502(a), the following railroad has 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.

[Docket Number FRA–2007–28295]

Applicant: Union Pacific Railroad, Mr. Thomas T. Ogee, AVP Engineering Design, 1400 Douglas Street, Stop 0910, Omaha, Nebraska 68179.

The Union Pacific Railroad Company (UP) seeks approval of the proposed discontinuance and removal of the traffic control system on the UP International Industrial Lead between Milepost 0.0 and Milepost 1.0 in or near El Paso, Texas. Train movements on the affected portion of track will be governed by Rule 6.28 of the General Code of Operating Rules, *Movement on Other than Main Track*.

The reason given for the proposed changes is that the traffic control system is no longer needed for safe train operation.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

All communications concerning this proceeding should be identified by Docket Number FRA–2007–28295 and may be submitted by one of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic site;

- *Fax:* 202–493–2251;

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building