

economic injury the number is 9O4300 for Kansas; 9O4400 for Oklahoma; and 9O4500 for Missouri.

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

Dated: February 7, 2002.

Herbert L. Mitchell,

Associate Administrator for Disaster Assistance.

[FR Doc. 02-3712 Filed 2-14-02; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3393]

State of Missouri

As a result of the President's major disaster declaration on February 6, 2002, I find that Adair, Audrain, Bates, Benton, Boone, Buchanan, Caldwell, Carroll, Cass, Chariton, Clay, Clinton, Cooper, Grundy, Henry, Howard, Jackson, Johnson, Lafayette, Linn, Livingston, Macon, Monroe, Morgan, Pettis, Platte, Randolph, Ray, Saline, Shelby, St. Clair, Sullivan and Vernon Counties in the State of Missouri constitute a disaster area due to damages caused by a severe winter ice storm occurring on January 29, 2002 and continuing. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on April 8, 2002 and for economic injury until the close of business on November 7, 2002 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Fort Worth, TX 76155.

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: Andrew, Barton, Callaway, Camden, Cedar, Cole, Daviess, DeKalb, Harrison, Hickory, Knox, Lewis, Marion, Mercer, Miller, Moniteau, Montgomery, Pike, Polk, Putnam, Ralls, Schuyler and Scotland counties in the State of Missouri; Atchison, Bourbon, Crawford, Doniphan, Johnson, Leavenworth, Linn, Miami and Wyandotte counties in the State of Kansas.

The interest rates are:

	Percent
For Physical Damage:	
Homeowners with credit available elsewhere	6.625
Homeowners without credit available elsewhere	3.312
Businesses with credit available elsewhere	7.000

	Percent
Businesses and non-profit organizations without credit available elsewhere	3.500
Others (including non-profit organizations) with credit available elsewhere	6.375
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere	3.500

The number assigned to this disaster for physical damage is 339311. For economic injury the number is 9O4600 for Missouri and 9O4700 for Kansas.

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

Dated: February 7, 2002.

Herbert L. Mitchell,

Associate Administrator for Disaster Assistance.

[FR Doc. 02-3713 Filed 2-14-02; 8:45 am]

BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3394]

State of Oklahoma

As a result of the President's major disaster declaration for Public Assistance on February 1, 2002, and Amendments 1 and 2 adding Individual Assistance on February 7, 2002, I find that Alfalfa, Beaver, Beckham, Blaine, Caddo, Canadian, Cimarron, Cleveland, Comanche, Creek, Custer, Dewey, Ellis, Garfield, Garvin, Grady, Grant, Greer, Harmon, Harper, Jackson, Kay, Kingfisher, Kiowa, Lincoln, Logan, Major, McClain, Noble, Nowata, Oklahoma, Osage, Pawnee, Payne, Pottawatomie, Roger Mills, Rogers, Stephens, Texas, Tilman, Tulsa, Washington, Washita, Woods and Woodward in the State of Oklahoma constitute a disaster area due to damages caused by a severe winter ice storm occurring on January 30, 2002, and continuing. Applications for loans for physical damage as a result of this disaster may be filed until the close of business on April 2, 2002, and for economic injury until the close of business on November 1, 2002 at the address listed below or other locally announced locations: U.S. Small Business Administration, Disaster Area 3 Office, 4400 Amon Carter Blvd., Suite 102, Fort Worth, TX 76155.

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: Carter,

Cotton, Craig, Jefferson, Mayes, Murray, Okfuske, Okmulgee, Pontotoc, Seminole and Wagoner in the State of Oklahoma; Baca county in the State of Colorado; Barber, Chautauqua, Clark, Comanche, Cowley, Harper, Labette, Meade, Montgomery, Morton, Seward, Stevens and Sumner counties in the State of Kansas; Union county in the State of New Mexico; Childress, Collingsworth, Dallam, Hansford, Hardeman, Hemphill, Lipscomb, Ochiltree, Sherman, Wheeler, Wichita and Wilbarger counties in the State of Texas.

The interest rates are:

	Percent
For Physical Damage:	
Homeowners with credit available elsewhere	6.625
Homeowners without credit available elsewhere	3.312
Businesses with credit available elsewhere	7.000
Businesses and non-profit organizations without credit available elsewhere	3.500
Others (including non-profit organizations) with credit available elsewhere	6.375
For Economic Injury:	
Businesses and small agricultural cooperatives without credit available elsewhere	3.500

The number assigned to this disaster for physical damage is 339411. For economic injury the number is 9O4800 for Oklahoma; 9O4900 for Colorado; 9O5000 for Kansas; 9O5100 for New Mexico; and 9O5200 for Texas.

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

Dated: February 8, 2002.

Herbert L. Mitchell,

Associate Administrator for Disaster Assistance.

[FR Doc. 02-3711 Filed 2-14-02; 8:45 am]

BILLING CODE 8025-01-P]

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34132]

Norfolk Southern Railway Company—Lease and Operation Exemption—The Burlington Northern and Santa Fe Railway Company

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board grants an exemption under 49 U.S.C. 10502, from the prior approval requirements of 49 U.S.C. 11323-25, for Norfolk Southern

Railway Company (NSR) to lease and operate over approximately 1.2 miles of The Burlington Northern and Santa Fe Railway Company (BNSF) line, known as the Norwood Hill Track, extending between mileposts BNSF 734.4 = NSR 800.6 ("Block One") and BNSF 735.6 = NSR 799.4 ("Block Two") at Birmingham, in Jefferson County, AL.

DATES: This exemption will be effective March 17, 2002. Petitions to stay must be filed by March 4, 2002, and petitions to reopen must be filed by March 12, 2002.

ADDRESSES: Send an original and 10 copies of pleadings referring to STB Finance Docket No. 34132 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of pleadings to petitioners' representatives: James R. Paschall, Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510-2191 and Peter M. Lee, The Burlington Northern and Santa Fe Railway Company, 2500 Lou Menk Drive, 3rd Floor, P.O. Box 961039, Fort Worth, TX 76161-0039.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: 1-800-877-8339.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: Da 2 Da Legal, Room 405, 1925 K Street, NW, Washington, DC 20006. Telephone: (202) 293-7776. [Assistance for the hearing impaired is available through TDD Services 1-800-877-8339.]

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Decided: February 8, 2002.

By the Board, Chairman Morgan and Vice Chairman Burkes.

Vernon A. Williams,
Secretary.

[FR Doc. 02-3784 Filed 2-14-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34167]

Richard J. Corman-Continuance in Control Exemption-R.J. Corman Equipment Company, LLC

Richard J. Corman (Corman), a noncarrier individual, has filed a verified notice of exemption to continue in control of R.J. Corman Equipment

Company, LLC (RJCE), upon RJCE's becoming a Class III rail carrier.

The transaction was scheduled to be consummated on or after January 24, 2002, the effective date of the exemption.

This transaction is related to two simultaneously filed notices of exemption: STB Finance Docket No. 34165, *R.J. Corman Equipment Company, LLC—Acquisition Exemption—Line of CSX Transportation, Inc.*, wherein RJCE seeks to acquire the Dawkins Subdivision from CSXT Transportation, Inc.; and STB Finance Docket No. 34166, *R.J. Corman Railroad Company/Bardstown Line—Lease and Operation Exemption—Line of R.J. Corman Equipment Company, LLC*, wherein R.J. Corman Railroad Company/Bardstown Line (RJCR) seeks to lease and operate the rail line being acquired by RJCE in STB Finance Docket No. 34165. RJCR is an existing Class III rail carrier operating in the State of Kentucky.

Corman controls through stock ownership seven Class III rail carriers: R.J. Corman Railroad Company/Pennsylvania Lines, Inc., operating in Pennsylvania; R.J. Corman Railroad Company/Memphis Line, operating in Tennessee and Kentucky; R.J. Corman Railroad Company/Western Ohio Line, operating in Ohio; R.J. Corman Railroad Company/Cleveland Line operating in Ohio; R.J. Corman Railroad Company/Bardstown Line, operating in Kentucky; R.J. Corman Railroad Company/Allentown Lines, Inc., operating in Pennsylvania and New York; and Clearfield and Mahoning Railway Company, operating in Pennsylvania.

Corman states that the rail line to be acquired by RJCE will not connect with the rail lines of any existing rail carrier in their corporate family, this control transaction is not part of a series of anticipated transactions that would result in such a connection, and this control transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval of requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings referring to STB Finance Docket No. 34167, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Kevin M. Sheys, Kirkpatrick & Lockhart LLP, 1800 Massachusetts Avenue—2nd Floor, Washington, DC 20036.

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Decided: February 8, 2002.

By the Board, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 02-3672 Filed 2-14-02; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34165]

R.J. Corman Equipment Company, LLC—Acquisition Exemption—Line of CSX Transportation, Inc.

R.J. Corman Equipment Company, LLC (RJCE), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire approximately 36.08 miles of rail line known as the Dawkins Subdivision from CSX Transportation, Inc. (CSXT) located between approximately milepost 0.05 at or near Dawkins, KY, and approximately milepost 36.13 at or near Evanston, KY, in Johnson, Magoffing and Breathitt Counties, KY. RJCE certifies that its projected revenues as a result of this transaction will not result in the creation of a Class I or Class II rail carrier.

The transaction was scheduled to be consummated on or after January 24, 2002, the effective date of the exemption.

This transaction is related to two simultaneously filed notices of exemption: STB Finance Docket No. 34167, *Richard J. Corman—Continuance in Control Exemption—R.J. Corman Equipment Company, LLC*, wherein Richard J. Corman seeks to continue in control of RJCE, upon its becoming a Class III rail carrier; and