Radio [AM and FM] (47 CFR part 73)	Fee amount	Address
Low Power TV, TV/FM Translator, & TV/FM Booster (47 CFR part 74)	395	FCC, Low Power, P.O. Box 358835, Pittsbugh, PA 15251–5835.
Broadcast Auxiliary	10	FCC, Auxiliary, P.O. Box 358835, Pittsburgh, PA 15251–5835.

■ 4. Section 1.1154 is revised to read as follows:

§ 1.1154 Schedule of annual regulatory charges and filing locations for common carrier services.

	Fee amount	Address
Radio facilities:		
1. Microwave (Domestic Public Fixed) (Electronic Filing) (FCC Form 601 & 159).	$60.00	FCC, P.O. Box 358994, Pittsburgh, PA 15251–5994.
Carriers:		
1. Interstate Telephone Service Providers (per interstate and international end-user revenues (see FCC Form 499–A).	.00243	FCC, Carriers, P.O. Box 358835, Pittsburgh, PA 15251–5835.

■ 5. Section 1.1155 is revised to read as follows:

§ 1.1155 Schedule of regulatory fees and filing locations for cable television services.

	Fee amount	Address
1. Cable Television Relay Service	$155	FCC, Cable, P.O. Box 358835, Pittsburgh, PA 15251–5835.
2. Cable TV System (per subscriber)	.72	

■ 6. Section 1.1156 is revised to read as follows:

§ 1.1156 Schedule of regulatory fees and filing locations for international services.

	Fee amount	Address
Radio Facilities:		
1. International (HF) Broadcast	$765	FCC, International, P.O. Box 358835, Pittsburgh, PA 15251–5835.
2. International Public Fixed	1,800	FCC, International, P.O. Box 358835, Pittsburgh, PA 15251–5835.
Space Stations (Geostationary Orbit)	111,925	FCC, Space Stations, P.O. Box 358835, Pittsburgh, PA 15251–5835.
Space Stations (Non-Geostationary Orbit)	112,425	FCC, Space Stations, P.O. Box 358835, Pittsburgh, PA 15251–5835.
Earth Stations, Transmit/Receive & Transmit Only (per authorization or registration).	205	FCC, Space Stations, P.O. Box 358835, Pittsburgh, PA 15251–5835.
Carriers, International Bearer Circuits (per active 64KB circuit or equivalent.	1.37	FCC, Space Stations, P.O. Box 358835, Pittsburgh, PA 15251–5835.

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

49 CFR Part 230

[Docket No. FRA 2005–20044, Notice No. 2]

RIN 2130–AB64

Inspection and Maintenance Standards for Steam Locomotives

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

ACTION: Final rule.

SUMMARY: On April 19, 2005, FRA published a notice of proposed rulemaking (NPRM) proposing to correct an inadvertent, small omission from FRA Form 4 (Boiler Specification Card) in the Steam Locomotive Inspection and Maintenance Standards. The form is used to record information about inspections of steam locomotive boilers. FRA received two comments supporting the adoption of the proposed rule. Therefore, FRA adopts the proposed rule as a final rule.

DATES: Effective Date: This rule is effective August 22, 2005.

FOR FURTHER INFORMATION CONTACT: George Scerbo, Motive Power and Equipment Safety Specialist, 1120 Vermont Avenue, NW., Mail Stop 25, Washington, DC 20590, (202) 493–6249, *George.Scerbo@fra.dot.gov*; or Melissa L. Porter, Trial Attorney, 1120 Vermont Avenue, NW., Mail Stop 10, Washington, DC 20590, (202) 493–6034, *Melissa.Porter@fra.dot.gov*.

SUPPLEMENTARY INFORMATION: On November 17, 1999, FRA published a final rule revising the agency's inspection and maintenance standards for steam locomotives (49 CFR part 230) (64 FR 62828). Appendix C to part 230 contains forms that railroads subject to the rule are required to complete. On FRA Form 4 entitled ''Boiler Specification Card,'' FRA inadvertently omitted three lines in the

''Calculations'' section that should have been included to record the shearing stress on rivets. Because the purpose of Form 4 is to document for FRA the current condition of the boiler and to keep up-to-date documentation of all repairs that have been made to the boiler, the omitted language is necessary on the form so that the current condition of the boiler can be documented accurately. The omitted language is as follows:

''Shearing stress on rivets:

Greatest shear stress on rivets in longitudinal seam_____psi Location (course #)_____; Seam Efficiency___''

On April, 19, 2005, FRA published an NPRM proposing to add the omitted language to Form 4. (70 FR 20337). Comments were due on May 19, 2005. FRA received two comments supporting the addition of the language to Form 4, but requesting clarification about whether the rule will only apply prospectively.

Because FRA did not receive any adverse, substantive comments, FRA is correcting this oversight by adding the language to Form 4 as proposed in the notice of proposed rulemaking.

Analysis of Comments

FRA asked for comment on the proposed changes to Form 4 and received comments from Union Pacific Railroad Company (UP) and the Association of Railway Museums (ARM). Both commenters support adoption of the proposed rule provided that the changes to Form 4 apply prospectively from the effective date of this final rule. UP and ARM maintain that the rule should not require railroads to revise or update existing Form 4's to include the ''shearing stress on rivets'' information until such time as 49 CFR part 230 requires railroads to prepare a new or updated Form 4 (*e.g.*, in connection with a 1472 service day inspection under section 230.17).

FRA agrees that the change to Form 4 should apply prospectively. In this regard, railroads are not required to update or revise current Form 4's that were prepared prior to the effective date of this final rule until such time as a new or updated Form 4 is otherwise required by the rule. Form 4's that are prepared after the effective date of this final rule must contain the ''shearing stress on rivets'' information.

Regulatory Impact

A. Executive Order 12866 and DOT Regulatory Policies and Procedures

This final rule has been evaluated in accordance with existing policies and procedures. It is not considered a significant regulatory action under section 3(f) of Executive Order 12866 and, therefore, was not reviewed by the Office of Management and Budget. This final rule is not significant under the Regulatory Policies and Procedures of the Department of Transportation. The economic impact of the final rule is minimal to the extent that preparation of a regulatory evaluation is not warranted.

B. Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (5 U.S.C. 601 *et seq.*) requires a review of rules to assess their impact on small entities. This rule corrects a minor omission from the final rule. Therefore, FRA certifies that this final rule does not have a significant economic impact on a substantial number of small entities.

C. Federalism

This final rule will not have a substantial effect on the States, on the relationship between the national government and the States, or the distribution of power and responsibilities among the various levels of government. Thus, in accordance with Executive Order 13132, preparation of a Federalism assessment as not warranted.

D. Paperwork Reduction Act

There are no new information collection requirements in this final rule.

E. Compliance With the Unfunded Mandates Reform Act of 1995

The final rule issued today will not result in the expenditure, in the aggregate, of $120,700,000 or more in any one year by State, local, or Indian tribal governments, or the private sector, and thus preparation of a statement was not required.

F. Environmental Assessment

There will be no significant environmental impacts associated with this final rule.

G. Energy Impact

According to definitions set forth in Executive Order 13211, there will be no significant energy action as a result of the issuance of this final rule.

List of Subjects in 49 CFR Part 230

Steam locomotives, Railroad safety, Penalties, Reporting and recordkeeping requirements.

The Final Rule

■ In consideration of the foregoing, FRA is amending chapter II, subtitle B of title 49, Code of Federal Regulations as follows:

PART 230—[AMENDED]

■ 1. The authority citation for part 230 continues to read as follows:

Authority: 49 U.S.C. 20103, 20701, 20702; 28 U.S.C. 2461, note; and 49 CFR 1.49.

■ 2. Appendix C to part 230 is amended by revising ''FRA Form 4'' to read as follows:

Appendix C to Part 230–FRA Inspection Forms

* * * * *

BILLING CODE 4910–06–P

FRA Form 4

BOILER SPECIFICATION CARD

Locomotive No._____; **Boiler No.**_____; **Date built**_____
Boiler built by:_____
Owned by:_____
Operated by:_____
Type of boiler:_____; **Dome, where located:**_____

BOILER SURVEY DATA

Where **condition** is called for, use: **New** - New material at the time of the boiler survey; **Good** - Little or no wear and/or corrosion; **Fair** - Obvious wear and/or corrosion.

Boiler Shell Sheets

Material:	Type of Material (wrought iron, carbon steel, or alloy steel)	Carbon Content	Condition
1st course (front)	_____	_____	_____
2nd course	_____	_____	_____
3rd course	_____	_____	_____
Rivets	_____	n/a	n/a

Documentation of how material was determined shall be attached to this form.

Measurements:		At Seam	Thinnest	
Front flue sheet,	thickness	n/a	_____	
1st course,	thickness	_____,	_____,	ID_____,ID_____
2nd course,	thickness	_____,	_____,	ID_____,ID_____
3rd course,	thickness	_____,	_____,	ID_____,ID_____

When courses are not cylindrical give ID at each end

Is boiler shell circular at all points?_____
If shell is flattened, state location and amount_____
Are all flattened areas of shell stayed adequately for the pressure allowed by this form?_____

Water Space at Mud Ring: Sides_____, Front_____, Back_____
Width of water space at sides of fire box measured at center line of boiler: Front_____, Back_____

Firebox and Wrapper Sheets

Firebox sheets:	Thickness	Material	Condition
Rear flue sheet	_____	_____	_____
Crown	_____	_____	_____
Sides	_____	_____	_____
Door	_____	_____	_____
Combustion chamber	_____	_____	_____
Inside throat	_____	_____	_____
Wrapper sheets:			
Throat	_____	_____	_____
Back head	_____	_____	_____
Roof	_____	_____	_____
Sides	_____	_____	_____

Steam Dome

Dome is made of _____pieces (not including seam welts, if any), Top opening diameter_____
Middle cylindrical portion - ID_____, Opening in boiler shell, longitudinally - _____

Dome sheets:	Thickness	Material	Condition
Base	_____	_____	_____
Middle cylindrical portion	_____	_____	_____
Top	_____	_____	_____
Lid	_____	_____	_____
Boiler shell liner for steam dome opening:	_____	_____	_____

Is liner part of longitudinal seam?_____

Arch Tubes, Flues, Circulators, Thermic Siphons, Water Bar Tubes, Superheaters, and Dry Pipe

Arch tubes: OD_____, wall thickness_____; number _____; condition_____

Flues:
OD_____, wall thickness_____, length_____; number_____; condition_____
OD_____, wall thickness_____, length_____; number_____; condition_____
OD_____, wall thickness_____, length_____; number_____; condition_____

Circulators: OD_____, wall thickness_____; number _____; condition_____

Thermic siphons: number_____; plate thickness_____; condition_____
neck OD_____, neck thickness_____; condition_____

Water bar tubes: OD_____, wall thickness_____

Superheater units directly connected to boiler with no intervening valve:
Type_____, Tube OD_____, wall thickness_____; number_____; condition_____

Dry pipe subject to pressure:
OD_____, wall thickness_____, material_____; condition_____

Stay Bolts, Crown Bar Rivets, and Braces

Stay bolts:
Smallest crown stay diameter_____, avg. spacing_____X_____; condition_____
Smallest stay bolt diameter_____, avg. spacing_____X_____ ; condition_____
Smallest combustion chamber stay bolt dia._____,
avg. spacing_____X_____; condition_____

Measurement at smallest diameter

Crown bar bolts & rivets:
Roof sheet rivets, smallest dia._____, ave. spacing_____X_____; condition_____
Roof sheet bolts, smallest dia._____, ave. spacing_____X_____; condition_____
Crown sheet rivets, smallest dia._____, ave. spacing_____X_____; condition_____
Crown sheet bolts, smallest dia._____, ave. spacing_____X_____;condition_____

Braces:			Total Cross Sectional Area of Braces	
	Number	Total Area Stayed	Actual	Equivalent Direct Stay
Backhead	_____	_____	_____	_____
Throat sheet	_____	_____	_____	_____
Front tube sheet	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Safety Valves, Heating Surface, and Grate Area

Safety valves: Total number of safety valves on locomotive_____

Valve Size	Manufacturer	No. valves of this size and manufacture
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Heating Surface:
Heating surface, as part of a circulating system in contact on one side with water or wet steam being heated and on the other side with gas or refractory being cooled, shall be measured on the side receiving heat.

Firebox and Combustion Chamber	_____ square feet
Flue Sheets (less flue ID areas)	_____ square feet
Flues	_____ square feet
Circulators	_____ square feet
Arch Tubes	_____ square feet
Thermic Siphons	_____ square feet
Water Bar Tubes	_____ square feet
Superheaters (front end throttle only)	_____ square feet
Other	_____ square feet
Total Heating Surface	_____ square feet

Grate area:_____square feet

Water Level Indicators, Fusible Plugs, and Low Water Alarms

Height of lowest reading of gauge glasses above crown sheet:_____ _____

Height of lowest reading of gauge cocks above crown sheet:_____

Is boiler equipped with fusible plug(s)? _____, number_____

Is boiler equipped with low water alarm(s)? _____, number_____

Calculations

Staybolt stresses:

Stay bolt under greatest load, maximum stress _____psi
Location_____

Crown stay, crown bar rivet, or crown bar bolt under greatest load, max. stress _____psi
Location_____

Combustion chamber stay bolt under greatest load, maximum stress _____psi
Location_____

Braces:

Round or rectangular brace under greatest load, maximum stress _____psi
Location_____

Gusset brace under greatest load, maximum stress _____psi
Location_____

Shearing stress on rivets:

Greatest shear stress on rivets in longitudinal seam _____psi
Location (course #)_____ ; Seam Efficiency_____

Boiler shell plate tension:

Greatest tension on net section of plate in longitudinal seam _____psi
Location (course #)_____ ; Seam Efficiency_____

Boiler plate and components, minimum thickness required @ tensile strength:

Front tube sheet	_____@_____	Rear flue sheet	_____@_____
1st course at seam	_____@_____	1st course not at seam	_____@_____
2nd course at seam	_____@_____	2nd course not at seam	_____@_____
3rd course at seam	_____@_____	3rd course not at seam	_____@_____
Roof sheet	_____@_____	Crown sheet	_____@_____
Side wrapper sheets	_____@_____	Firebox side sheets	_____@_____
Back head	_____@_____	Door sheet	_____@_____
Throat sheet	_____@_____	Inside throat sheet	_____@_____
Combustion chamber	_____@_____	Dome, top	_____@_____
Dome, middle	_____@_____	Dome, base	_____@_____
Arch tubes	_____@_____	Dome, lid	_____@_____
Water bar tubes	_____@_____	Thermic siphons	_____@_____
Dry pipe	_____@_____	Circulators	_____@_____

Notes. 1. If tensile strength used is greater than 50,000 psi for steel or greater than 45,000 psi for wrought iron, supporting documentation must be furnished.

2. Any shell dimension less than 1/4" in thickness may not be adequate for support of or by other structures, particularly where threads or staybolts are concerned. Applicable codes should be consulted.

Boiler Steam Generating Capacity: _____pounds per hour

The following may be used as a guide for estimating steaming capacity:

Pounds of Steam Per Hour Per Square Foot of Heating Surface:

Hand fired	8 lbs. per hr.
Stoker fired	10 lbs. per hr.
Oil, gas or pulverized fuel fired	14 lbs. per hr.

Record of Alterations

Description of Alteration	Date of Alteration

Record of Waivers

Waiver No.	Section No. Affected	Scope and Content of Waiver

Calculations done by:_____; Verified by:_____

Data used to verify the foregoing specifications is current and accurate. Based upon the information contained in this document and all necessary calculations, this boiler of Locomotive (Initial & number)_____ is safe for a working pressure of _____psi.

_____ Date_____; _____ Date_____

Locomotive Owner **Locomotive Operator**

Make working sketch here or attach drawing of longitudinal and circumferential seams used in shell of boiler, indicating on which courses used and give calculated efficiency of weakest longitudinal seam.

* * * * *

Issued in Washington, DC on July 11, 2005.

Joseph H. Boardman,

Administrator, Federal Railroad Administration.

[FR Doc. 05–14334 Filed 7–20–05; 8:45 am]

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