

accidents and the resulting lessons learned? What methods have proven successful? What methods have failed? Why? How is this information disseminated either aboard ship or throughout the company? How have the issues of liability and fear of retribution been addressed?

2. Partnerships. Please share company experiences with intra-industry, inter-industry, and industry/government partnerships. What has been your company's experience working with a shared VTS system and/or a port safety committee?

3. Management. Recognizing that the International Safety Management Code is voluntary for the domestic fleet, are you aware of any specific management-driven initiatives designed to foster focus on human element issues? What have been the results of these initiatives?

4. Cost of Safety. How is safety cost-effective in your company? What is the value of safety? What factors were used to measure the value of safety? How do these costs compare with the benefits you are realizing?

5. Fatigue. Please share company experience with fatigue. What countermeasures have proven successful against fatigue?

6. Information sharing. How is information shared between industries (i.e. between tankers and cargo ships)? How is it shared between companies within an industry?

7. Waterway Management. Please identify low cost/no cost safety solutions that can be applied to increase overall confidence in America's ports and waterways.

Public Meeting

Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meetings. Persons wishing to make oral presentations should notify the person listed above under **FOR FURTHER INFORMATION CONTACT** no later than the day before the meetings. Written material may be submitted prior to, during, or after the meetings. The Coast Guard is not required to address the comments at the public meetings.

The meetings will be held:

1. New Orleans—February 25, 1997, 3:00 p.m. to 6:00 p.m., at the Hyatt Regency Hotel, Loyola Ave. & Poydras Plaza, New Orleans, LA 70140-1012.

2. Oakland—February 28, 1997, 9:00 a.m. to 1:00 p.m., at the Oakland Federal Building, Third Floor Conference Center, 1301 Clay Street, Oakland, CA 94612.

3. St. Louis—March 26, 1997, 1:00 p.m. to 5:00 p.m., at the Robert A. Young Federal Building, Second Floor Auditorium, 1222 Spruce St., St. Louis, MO 63103.

4. Providence, RI—April 18, 1997, 12:30 p.m. to 4:30 p.m. Because the meeting site is not yet determined, persons wishing to attend this meeting should contact the person listed above under **FOR FURTHER INFORMATION CONTACT** for information about the meeting location.

Information on Services for the Handicapped

Contact CDR VanHaverbeke for information on facilities or services for the handicapped or to request special assistance at the meetings as soon as possible.

Dated: January 24, 1997.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 97-2342 Filed 1-29-97; 8:45 am]

BILLING CODE 4910-14-M

Federal Railroad Administration

[FRA Emergency Order No. 14, Notice No. 4]

Eureka Southern Railroad Company (a.k.a. Northwestern Pacific Railroad); Notice of Limited Relief From Emergency Order No. 14

AGENCY: Federal Railroad Administration, Department of Transportation.

ACTION: Notice of partial relief.

SUMMARY: This notice provides partial relief for the Northwestern Pacific Railroad (formerly the Eureka Southern Railroad) from the limitations of Federal Railroad Administration Emergency Order No. 14. The relief allows the railroad, using specified procedures, to transport hazardous materials when the transportation is necessary for the railroad to effect repairs on the railroad. Transportation of hazardous materials for other purposes, as well as passenger transportation, remain prohibited.

FOR FURTHER INFORMATION CONTACT: James T. Schultz, Regional Administrator, Region 7, Federal Railroad Administration, 801 I Street, Suite 466, Sacramento, California 95814, (916) 498-6540; or Nancy Lummen Lewis, Trial Attorney, Office of Chief Counsel, Federal Railroad Administration, 400 Seventh Street, S.W., Washington, D.C., (202) 632-3162. **SUPPLEMENTARY INFORMATION:** The Federal Railroad Administration (FRA)

gives notice of limited relief granted to the Eureka Southern Railroad Company, now known as the Northwestern Pacific Railroad (NWP), from certain conditions of this emergency order. This relief will permit the NWP to transport hazardous materials, under circumstances specified in this notice, over its line of track between Willits and Fort Seward, California (milepost 145.5 to milepost 216.6).

Background

As issued June 7, 1990, this emergency order prohibited Eureka Southern Railroad Company from operating passenger service and from transporting hazardous materials on its line between Willits and Eureka, California (milepost 142.5 to milepost 284.1). On October 1, 1990, FRA published notice that the emergency conditions no longer existed between mileposts 142.5 and 145.5, and between mileposts 216.6 and 284.1. The restrictions of the emergency order were lifted on those areas of track. In a third notice, published November 27, 1992, FRA stated that the prohibitions of the emergency order for the remaining track continued in effect for the new owner of the Eureka Southern Railroad, the North Coast Railroad Authority. The North Coast Railroad Authority operates the NWP.

In July, 1996, the NWP requested that FRA allow the railroad to transport fuel oil to contractors performing work on the NWP right-of-way within the restricted area. The fuel oil is needed for railroad internal use to service heavy earth moving equipment. There exists no other means of access to these work areas.

Following investigations conducted by FRA, I conclude that the relief requested by NWP is necessary to facilitate the railroad's efforts to maintain and improve its trackage. The relief requested is in the interest of railroad safety.

Relief

NWP may transport over its rail line between Willits and Fort Seward, California materials required by 49 CFR parts 171-179 to be placarded as hazardous under the following terms and conditions:

- (1) The material(s) must be for the internal use only by NWP for construction, maintenance and operation of the railroad.
- (2) Any movement of the material(s) shall be transported by special train, operated solely for that purpose.
- (3) Maximum speed of train movements of the material(s) shall be 10

miles per hour, regardless of any higher track speed specified by the railroad.

(4) NWP shall provide written notice of intended movements of the material(s) to the county or counties in which the movements shall take place, as well as to the California Public Utilities Commission and to FRA's Regional Office in Sacramento, California. Each notice shall state the material(s) to be moved and the point of origination and point of destination. The notice shall be provided no less than five days prior to the movement.

(5) Prior to any movement, the NWP chief mechanical officer shall inspect and certify in writing that any car carrying the material(s) is safe and in compliance with applicable Federal regulations. An inspection and certification will not be necessary for any movement for the purposes of repositioning the car for loading or unloading when such a movement starts and ends on the same track and that track is other than main track.

(6) Any car carrying the material(s) shall be placed so that inadvertent movement, inclement weather, or other occurrence will not cause the car or its contents to fall in any river, stream or other body of water.

This limited lifting of Emergency Order No. 14 is contingent upon NWP's compliance with the terms of the relief. The issuance of this Notice does not preclude imposition of another emergency order should NWP violate those terms.

The restrictions set forth in Emergency Order No. 14 continue to apply to all rail transportation of passengers and of hazardous materials not for internal use by NWP on that portion of track between Willits and Fort Seward, California. Although Eureka Southern was named as the respondent in the Order, its terms and conditions were intended to apply to any successors. Therefore, the terms and conditions apply to Northwestern Pacific Railroad, as the railroad is now known.

This Order remains in effect on this track until the NWP, or any successor thereto, makes sufficient repairs to receive relief under the provisions of the Order. Each train movement in violation of this Order shall subject NWP or any subsequent owner or operator committing the violation to a civil penalty of up to \$20,000. 49 U.S.C. 20104, 20111.

Issued in Washington, D.C. on January 23, 1997.

Jolene M. Molitoris,
Administrator.

[FR Doc. 97-2298 Filed 1-29-97; 8:45 am]

BILLING CODE 4910-06-P

Notice of Safety Bulletin

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

ACTION: Notice of Safety Bulletin.

SUMMARY: The FRA is issuing Safety Bulletin 97-1 addressing recommended safety practices for certain locomotives equipped with emergency MU fuel line cut-off devices located inside the locomotive control compartment at a location which enables the cut-off device to be activated unintentionally. **FOR FURTHER INFORMATION CONTACT:** Doug Taylor, Staff Director, Operating Practices Division, Office of Safety Assurance and Compliance, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone 202-632-3346).

SUPPLEMENTARY INFORMATION:

Background

Preliminary investigatory findings following the derailment of a run-away Union Pacific Railroad (UP) freight train on January 12, 1997, at Hayden, California, indicate that the emergency multiple-unit (MU) fuel line cut-off device (cut-off device) located inside the locomotive control compartment was unintentionally activated by the locomotive engineer. The engineer was apparently unaware of the activation. Activation of the cut-off device shuts down all MU'ed locomotives within a number of seconds. In this case, all three locomotives in the train were shut down. As a result, the engineer lost all of the dynamic brake retarding effect being used to control the speed of the train down a 2.2 percent grade. The engineer initiated an emergency application of the train's air brakes, but the train continued out of control and derailed at a siding turnout.

The cut-off device on this locomotive is located below waist level on the face of the control stand superstructure on the engineer's left side. Although the plastic guard surrounding the cut-off device was found broken, a test conducted on a similar locomotive indicated that even with the guard in place it was possible to operate the cut-off device simply by brushing it with a person's knee. The locomotive's manufacturer, General Motor's Corporation, Electro-Motive Division, (EMD), indicates that at least 365 SD-

60M series locomotives manufactured for UP are equipped with cut-off devices similarly located. Information available to FRA indicates that these locomotives are identified as UP6000 thru UP6365. There may be other locomotives with similar designs on other railroads.

Recommendation

In light of the potential dangers involved in loss of dynamic braking due to inadvertent activation of the emergency MU fuel-line cut-off device on some locomotives, FRA strongly recommends that the following safety precautions be taken:

1. All railroads must inspect all locomotives to determine if the emergency MU fuel line cut-off device is located in such a position in the locomotive cab that it can be inadvertently activated by the engineer. If the device is located in such a position, the corrective action in accordance with paragraphs 2 and 3 must be initiated.

2. Relocate the cut-off device to a location where the device can not be unintentionally activated, or protect the cut-off device in a housing that prevents unintentional activation.

3. Until the improvements listed above are made, these locomotives must not be operated in the controlling or lead position.

FRA recognizes that there may be operational conditions under which these locomotives, while in the trailing position, must be occupied by employees. Under these circumstances, the engineer's seat must remain unoccupied to the greatest extent possible. If such trailing locomotive is to be occupied, the conductor must brief all occupants as to the location of the cut-off device and the need to avoid all contact with it.

Issued in Washington, D.C. on January 17, 1997.

Bruce Fine,

Associate Administrator for Safety.

[FR Doc. 97-2300 Filed 1-29-97; 8:45 am]

BILLING CODE 4910-06-P

Saint Lawrence Seaway Development Corporation Advisory Board; Notice of Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation, to be held at 2:00 p.m., February 19, 1997, at The Breakers Restaurant, 1 South County Road, Palm Beach, Florida 33480. The agenda for this meeting will