

Agendas of the Meetings

Houston/Galveston Navigation Safety Advisory Committee (HOGANSAC). The tentative agenda includes the following:

(1) Opening remarks by the Committee Sponsor (RADM Pluta) (or the Committee Sponsor's representative), Executive Director (CAPT Gusman) and Chairman (Tim Leitzell).

(2) Approval of the November 23, 1999 minutes.

(3) Report from the Waterways Subcommittee.

(4) Report from the Navigation Subcommittee.

(5) Status reports on Baytown Tunnel removal, Army Corps of Engineers' dredging projects and pipeline safety, and comments and discussions from the floor.

(6) New business.

Subcommittee on Waterways. The tentative agenda includes the following:

(1) Presentation by each work group of its accomplishments and plans for the future.

(2) Review and discuss the work completed by each work group.

Subcommittee on Navigation. The tentative agenda includes the following:

(1) Presentation by each work group of its accomplishments and plans for the future.

(2) Review and discuss the work completed by each work group.

Procedural

All meetings are open to the public. Please note that the meetings may adjourn early if all business is finished. Members of the public may make oral presentations during the meetings.

Information on Services for the Handicapped

For information on facilities or services for the handicapped or to request special assistance at the meetings, contact the Executive Director as soon as possible.

Dated: December 10, 1999.

Paul J. Pluta,

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 99-33211 Filed 12-21-99; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION**Communications/Surveillance Operational Implementation Team (C/SOIT); Cancellation of Meeting**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Communications/Surveillance Operational Implementation Team (C/SOIT); Cancellation of Meeting.

SUMMARY: Notice is hereby given of the cancellation of the Communications/Surveillance Operational Implementation Team (C/SOIT) meeting.

DATES: January 11-13, 2000, 8:30 a.m. to 5 p.m.

ADDRESSES: Holiday Inn Rosslyn WestPark Hotel, 1900 Fort Myer Drive, Arlington, VA, (703) 807-2000.

FOR FURTHER INFORMATION: E-mail Don Streeter at donald.w.streeter@faa.gov. Notification will be published regarding future C/SOIT activities.

Issued in Washington, DC, on December 16, 1999.

Donald W. Streeter,
C/SOIT Co-Chairman.

[FR Doc. 99-33218 Filed 12-21-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration**

[FRA Emergency Order No. 22, Notice No. 1]

Oregon Pacific Railroad; Emergency Order To Prevent Operation of Trains on the Railroad Bridge Crossing Johnson Creek in the City of Milwaukie, Oregon

The Federal Railroad Administration (FRA) of the United States Department of Transportation (DOT) has determined that public safety compels issuance of this Emergency Order requiring the Oregon Pacific Railroad Company (OPR) to discontinue operation of trains or any railroad on-track equipment on a railroad bridge it owns spanning Johnson Creek (hereinafter designated as the "Johnson Creek Bridge") in the City of Milwaukie, Oregon. The bridge shall remain out of service until it has been properly repaired and its capacity determined by a registered professional engineer licensed to practice in the State of Oregon and who is technically proficient in the field of timber railroad bridge engineering.

Authority

Authority to enforce Federal railroad safety laws has been delegated by the Secretary of Transportation to the Federal Railroad Administrator. 49 CFR 1.49. Railroads are subject to FRA's safety jurisdiction under the Federal railroad safety laws, 49 U.S.C. 20101, 20103. FRA is authorized to issue emergency orders where an unsafe

condition or practice "causes an emergency situation involving a hazard of death or personal injury." 49 U.S.C. Sec. 20104. These orders may impose such "restrictions and prohibitions * * * that may be necessary to abate the situation." (Ibid.)

Background

The Oregon Pacific Railroad Company, a common carrier, is a part of the general railroad system of transportation and operates two principal segments of track. The segment in which the Johnson Creek Bridge is located consists of 4.28 miles of main track and 2.11 miles of secondary or yard trackage, or a total trackage of 6.39 miles, extending from milepost 0.26 (at its connection with Union Pacific Railroad Company's Portland-Eugene mainline at UP MP 769) at or near East Portland, Oregon, to milepost 4.54 at Milwaukie, all of which is located in Clackamas County, Oregon. The Oregon Pacific Railroad acquired this segment from East Portland Traction Company on January 1, 1997, and commenced railroad operation on that date.

The other segment of railroad operated by the Oregon Pacific Railroad is not contiguous with the first. It extends 9.93 miles from Canby to Molalla, Oregon, and includes a total of 11.38 miles of trackage. The Oregon Pacific Railroad likewise commenced railroad operations on that segment on January 1, 1997.

The President, Chief Executive Officer and General Manager of the Oregon Pacific Railroad is Mr. Richard A. Samuels, whose office mailing address is Oregon Pacific Railroad Company, P.O. Box 22548, Portland, Oregon 97269. Mr. Samuels is also the principal stockholder of the company.

The Oregon Pacific Railroad crosses Johnson Creek in Milwaukie, Oregon, on a timber trestle bridge not identified by number and located approximately one-half mile upstream from the point where Johnson Creek empties into the Willamette River. The location is also approximately 300 feet west of S.E. McLoughlin Boulevard (Oregon State Highway 99E) between its intersections with S.E. Harrison Street and S.E. Jackson Street. Geographic coordinates are 45°26'41" North latitude and 122°38'38" West longitude. There is no commercial water traffic on Johnson Creek.

The Oregon Pacific Railroad crosses the bridge to serve one shipper, AmeriCold Logistics, located south of the bridge. AmeriCold Logistics transports frozen food products in mechanical refrigerator cars at a rate of