

Eliason, Airport Manager, at the following address: Flathead Municipal Airport Authority, 4170 Highway 2 East, Kalispell, Montana 59901.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Glacier Park International Airport, under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. David P. Gabbert, (406) 449-5271; Helena Airports District Office, HLN-ADO; Federal Aviation Administration; FAA Building, Suite 2; 2725 Skyway Drive; Helena, MT 59601. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application (#97-02-C-00-FCA) to impose and use PFC revenue at Glacier Park International Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 19, 1997, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Flathead Municipal Airport Authority, Glacier Park International Airport, Kalispell, Montana, was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 3, 1997.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed Charge effective date: June 1, 1997.

Proposed charge expiration date: December 31, 2017.

Total requested for use approval: \$8,249,680.00.

Brief description of proposed project: Terminal area expansion—Building construction; Terminal area expansion—Site work and road work.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: Air Taxi Operators.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue S.W., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Glacier Park International Airport.

Issued in Renton, Washington on February 19, 1997.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 97-4850 Filed 2-26-97; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

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 97-2 addressing a recommended safety practice to stop trains on heavy descending grades of 2 percent or greater by initiating an emergency application of the train's air brakes whenever the train speed exceeds the maximum authorized speed by five miles per hour or more.

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 January 12, 1997, derailment of a run-away Union Pacific Railroad Company (UP) freight train on a 2.2 percent descending grade at Hayden, California, indicate that when the train reached a speed of 11 miles per hour above its maximum authorized speed, the engineer initiated an emergency application of the train's air brakes. Following the emergency brake application, the train continued to accelerate out of control and derailed at the entrance switch to a controlled siding.

FRA has studied this accident and compared it with another run-away freight train derailment that occurred on the Cajon Subdivision of the Burlington Northern Santa Fe Railway (BNSF) four miles west of Summit, California, on February 1, 1996. Following that derailment, the BNSF implemented a "five mile per hour rule." The railroad's rule requires that if a freight train exceeds the maximum authorized speed by five miles per hour while descending the grade on the Cajon Pass between Summit and Baseline, the train must be stopped by using an emergency application of the train's air brake system. The UP initiated a similar rule

at 24 locations on their system following the January 12, 1997, Hayden, California, derailment.

While FRA does not approve of train operations at any speed above the maximum allowable speed established by Federal regulations or by railroad rule, FRA does support the initiatives taken by both the BNSF and UP to address the situation described here. FRA continues to believe that properly maintained equipment and proper instruction on train handling techniques, that adequately cover normal and emergency operating procedures on heavy grades, would prevent nearly all situations in which a train would be exceeding the allowable speed. However, if a simple, easy to implement practice could help prevent run-away trains, whatever the cause of the excessive train speed, that practice should be encouraged.

The suggested practice provides an additional measure of safety since it reduces the uncertainty inherent in "judgement calls" as to when to initiate emergency action when descending a heavy grade. The recommendation, based on UP's and BNSF's "five mile per hour rule" reduces the possibility that train speed will increase to a point where escalating energy levels prohibit stopping the train's momentum even with the retarding force generated by an emergency train brake application.

Recommendation

In recognition of the difficulty or impossibility of stopping a train on a heavy grade once a critical train speed is attained, FRA strongly recommends that railroads take the following safety precautions:

1. On descending grades of 2 percent or more, a train must be stopped, using an emergency application of the train's air brakes, if the train's speed reaches 5 miles per hour more than the train's maximum authorized speed.

2. After the train has stopped:

- a. a sufficient number of hand brakes must be applied to secure the train;

- b. once secured, the train must be inspected and no further train movement will be made until authorized by a designated railroad employee.

3. The railroad must conduct an immediate investigation into the cause of the incident and initiate appropriate corrective action.

4. Event recorder data must be routinely inspected to ensure full understanding and compliance with this rule.

Issued in Washington, D.C. on February 24, 1997.

Bruce M. Fine,

Associate Administrator for Safety.

[FR Doc. 97-4939 Filed 2-26-97; 8:45 am]

BILLING CODE 4910-06-P

Maritime Administration

[Docket No. M-029]

Information 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 Maritime Administration's (MARAD's) intentions to request extension of approval for three years of a currently approved information collection.

DATES: Comments should be submitted on or before April 28, 1997.

FOR FURTHER INFORMATION CONTACT:

Robert L. Brown, Chief, Division of Statistical Analysis, Office of Statistical and Economic Analysis, Maritime Administration, MAR-451, Room 8107, 400 Seventh Street, SW., Washington, DC 20590. Telephone 202-366-2277 or fax 202-366-8886. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Title of Collection: EUSC/Parent Company.

Type of Request: Extension of currently approved information collection.

OMB Control Number: 2133-0511.

Form Number: None.

Expiration Date of Approval: April 30, 1997.

Summary of Collection of

Information: The collection consists of an inventory of information regarding Foreign register vessels owned by Americans. Specifically, this information consists of responses from vessel owners verifying or correcting vessel ownership, data and characteristics found in commercial publications.

Need and Use of the Information: The verification of information on vessels that could be vital in a national or international emergency is essential to the logistical support planning by MARAD's Office of National Security Plans and the Logistics Plans Division of the Office of the Chief of Naval Operations. The information will be used for contingency planning for sealift requirements primarily as a source of

ships to move essential oil and bulk cargoes in support of the national economy.

Description of Respondents: Foreign register American vessel owners which complete the information collection and return it to the Maritime Administration.

Annual Responses: 92.

Annual Burden: 46 hours.

Comments: Send all comments regarding this information collection to Joel C. Richard, Department of Transportation, Maritime Administration, MAR-120, Room 7210, 400 Seventh Street, SW., Washington, DC 20590. Send comments regarding whether this information collection is necessary for proper performance of the function of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance quality, utility, and clarity of the information to be collected.

By Order of the Maritime Administrator.

Dated: February 20, 1997.

Joel C. Richard,

Secretary.

[FR Doc. 97-4851 Filed 2-26-97; 8:45 am]

BILLING CODE 4910-81-P

Surface Transportation Board

[STB Finance Docket No. 33360]

Southern Pacific Transportation Company; Trackage Rights Exemption; Union Pacific Railroad Company

Union Pacific Railroad Company (UP) has agreed to grant overhead trackage rights to Southern Pacific Transportation Company (SP) over trackage known as the Port of Brownsville Lead Track, extending from the SP connection at milepost 3.21 to milepost 9.36, and over trackage from milepost 7.60 to milepost 7.90 at the connection to the Port of Brownsville trackage, a total distance of approximately 6.45 miles near Brownsville, TX. The trackage rights will result in improved and more efficient train operations and will eliminate rail traffic congestion in downtown Brownsville.

The transaction was scheduled to be consummated on or after February 14, 1997.

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it 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. 33360, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423.¹ In addition, a copy of each pleading must be served on Joseph D. Anthofer, Esq., 1416 Dodge Street, #830, Omaha, NE 68179.

Decided: February 20, 1997.

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

Vernon A. Williams,

Secretary.

[FR Doc. 97-4869 Filed 2-26-97; 8:45 am]

BILLING CODE 4915-00-P

HOUSE OF REPRESENTATIVES

Designation of Agent To Receive Child Support and Alimony Orders and Process Pursuant to Sec. 362 of Pub. L. 104-193

AGENCY: U.S. House of Representatives.

ACTION: Notice: Designation of Agent.

SUMMARY: Pursuant to the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (Pub. L. 104-193, Sec. 362), the United States House of Representatives designates the Office of General Counsel for the House to receive orders and accept service of process in matters relating to child support or alimony.

ADDRESSES: Such orders and process shall be directed to: Office of General Counsel, U.S. House of Representatives, 219 Cannon Building, Washington, DC 20515, (202) 225-9700.

Authority: 42 U.S.C. § 659, as amended by Sec. 362, Pub. L. 104-193, 110 Stat. 2105.

Dated: February 21, 1997.

Robin H. Carle,

Clerk, U.S. House of Representatives.

[FR Doc. 97-4820 Filed 2-26-97; 8:45 am]

BILLING CODE 0000-00-0

¹ Due to the Board's scheduled relocation on March 16, 1997, any filings made after March 16, 1997, must be filed with the Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001.