

5. Except as provided in condition no. 7 below with respect to temporary investments, CLF Finance will advance to, or invest in, only Credit Local or entities controlled by Credit Local, including its branches or agencies, at least 85% of any cash or cash equivalents that it raises through an offering of Commercial Paper or Long-Term Debt or through other borrowings. Such advance or investment will occur as soon as practicable, but in no event later than six months after CLF Finance's receipt of such cash or cash equivalents.

6. Substantially all of CLF Finance's assets will consist of its right to receive repayment from Credit Local and entities controlled by Credit Local. The remaining portion of its assets will consist of funds held to pay administrative costs which it will incur in connection with its issuance of Commercial Paper or Long-Term Debt.

7. CLF Finance will not invest in, reinvest in, own, hold or trade in securities other than government securities (as defined in the 1940 Act), securities of Credit Local or entities controlled by Credit Local, including its branches or agencies, or debt securities (including repurchase agreements) that are exempted from the provisions of the 1933 Act by section 3(a)(3) of the 1933 Act.

8. CLF Finance is and will remain a wholly-owned subsidiary of Credit Local the primary purpose of which is to finance the operations of Credit Local and entities controlled by Credit Local.

9. Although the exemption from registration under the 1940 Act provided by rule 6c-9 promulgated under the 1940 Act is not technically available to the applicants, each of the applicants agree to comply with each of the substantive requirements for an exemption from the provisions of the 1940 Act under rule 6c-9 as presently in effect or under the proposed amendments to rule 6c-9 under the 1940 Act as they are currently proposed, and as they may be repropoed, adopted or amended.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 91-18046 Filed 7-30-91; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF STATE

[Public Notice 1436]

United States Organization for the International Telegraph and Telephone Consultative Committee (CCITT) Study Group A Meeting; Meeting

The Department of State announces that Study Group A (Policy and Services) of the U.S. Organization for the International Telegraph and Telephone Consultative Committee (CCITT) will meet on Thursday, August 22, 1991, in Conference Room 1105, beginning at 9:30 a.m., at the Department of State, 2201 C Street NW., Washington, DC 20520.

The agenda for this meeting will cover (1) activities of the various working parties of the CCITT Study Group III's August 27-September 12, 1991 meeting in Geneva, such as private leased circuits, telephone accounting, one stop shopping, mobile services, directory services, packet switching, and other matters leading to general tariff principles; (2) preparatory activities for upcoming meetings of CCITT Study Group I; (3) preparatory activities for the ad hoc group for CCITT Resolution No. 18; and (4) the future schedule of work activities.

Members of the general public may attend the meeting and join in the discussion, subject to the instructions of the Chair. Admittance of public members will be limited to the seating available. In that regard, entrance to the Department of State building is controlled and entry will be facilitated if arrangements are made five (5) days in advance of the meeting. Persons who plan to attend should so advise the Office of Earl S. Barbely, Department of State, (202) 647-2592, FAX (202) 647-7407. The above includes government and non-government attendees. Public visitors will be asked to provide their date of birth and Social Security number at the time they register they register their intention to attend and must carry a valid photo ID with them to the meeting in order to be admitted. All attendees must use the C Street entrance.

Dated: July 12, 1991.

Earl S. Barbely,

Director, Telecommunications, and Information Standards, Chairman U.S. CCITT National Committee.

[FR Doc. 91-18030 Filed 7-30-91; 8:45 am]

BILLING CODE 4710-07-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Artisan Liens on Aircraft; Recordability

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice of legal opinion is issued by the Assistant Chief Counsel for the Aeronautical Center to provide legal advice to the Aircraft Registration Branch, Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma, also identified as the FAA Aircraft Registry. Since December 17, 1981, the Assistant Chief Counsel for the Aeronautical Center has issued opinions in the Federal Register of those states from which artisan liens will be accepted for

recordation by the FAA Aircraft Registry. This opinion is to advise interested parties of the addition of the State of Iowa to that list.

ADDRESSES: Copies of prior opinions on the recordability of artisan liens from states which have statutes authorizing their recording may be obtained from: Assistant Chief Counsel for the Aeronautical Center, AAC-7, P.O. Box 25082, Oklahoma City, OK 73125-4904.

FOR FURTHER INFORMATION CONTACT: R. Bruce Carter, Office of Assistant Chief Counsel, address above, or by calling (405) 680-3296; (FTS 747-3296).

SUPPLEMENTARY INFORMATION: In the December 17, 1981, Federal Register, Vol. 46, No. 242, page 61528, the Federal Aviation Administration, Mike Monroney Aeronautical Center, published its legal opinion on the recordability of Artisan liens, with the identification of those states from which artisan liens would be accepted. In the April 23, 1984, Federal Register, Vol. 49, No. 79, page 17112, we advised that Florida, Nevada, and New Jersey had passed legislation which, in our opinion, allows the Aircraft Registry to accept artisan liens from those states. In the June 10, 1986, Federal Register, Vol. 51, No. 111, page 21046, we advised that Minnesota and New Mexico had passed legislation which, in our opinion, allows the Aircraft Registry to accept artisan liens from those states. In the June 23, 1988, Federal Register, Vol. 53, No. 121, page 23716, we advised that Missouri had passed legislation which, in our opinion, allows the Aircraft Registry to accept artisan liens from that state. In the September 19, 1989, Federal Register, Vol. 54, No. 180, page 38584, we advised that Texas was identified as a state from which artisan liens will be accepted. In the December 19, 1989, Federal Register, Vol. 54, No. 242, page 51965, we advised that North Dakota was identified as a state from which artisan liens will be accepted.

In the August 6, 1990, Federal Register, Vol. 55, No. 151, page 31938, we advised that Michigan and Tennessee were identified as states from which artisan liens will be accepted. In the June 18, 1991, Federal Register, Vol. 56, No. 117, page 27989, we advised that Arizona was identified as a state from which artisan liens will be accepted.

The purpose of this opinion is to advise interested parties that in addition to those states identified previously, Iowa is identified as a state from which artisan liens will be accepted.

The complete list of states from which artisan liens on aircraft will be accepted as of this date are:

Alaska
Arizona
Arkansas
Florida
Georgia
Illinois
Indiana
Iowa
Kansas
Kentucky
Maine
Michigan
Minnesota
Missouri

Nebraska
Nevada
New Jersey
New Mexico
North Dakota
Oklahoma
Oregon
South Carolina
South Dakota
Tennessee
Texas
Virgin Islands
Washington
Wyoming

Issued in Oklahoma City on July 21, 1991.

Joseph R. Standell,

Assistant Chief Counsel for the Aeronautical Center.

[FR Doc. 91-18074 Filed 7-30-91; 8:45 am]

BILLING CODE 4910-13-M

Federal Railroad Administration

[FRA Emergency Order No. 15]

Florida East Coast Railway Co.; Emergency Order Requiring Use of Train Borne Audible Warning Devices

The Federal Railroad Administration (FRA) of the United States Department of Transportation has determined that public safety compels issuance of this Emergency Order requiring that the Florida East Coast Railway Company (FEC) sound audible warning devices on lead locomotives of trains approaching public highway-rail grade crossings, and that FEC revoke any operating rules bulletins that restrict the use of these devices at such crossings.

Authority

Authority to enforce the Federal railroad safety laws has been delegated by the Secretary of Transportation to the Federal Railroad Administrator. 49 CFR 1.49. The FEC is a "railroad" subject to FRA's safety jurisdiction pursuant to the Federal Railroad Safety Act of 1970, 45 U.S.C. 421, 431(e), 438. FRA is authorized to issue emergency orders where an unsafe condition or practice creates "an emergency situation involving a hazard of death or injury." These orders may immediately impose "such restrictions or prohibitions as may be necessary to bring about the abatement of such emergency situation." 45 U.S.C. 432(a).

Background

FRA has long identified the train borne audible warning device, commonly referred to as a train whistle, as an important feature in the safe operation of a train. One use of these whistles has been to complement other warning devices to promote safety at highway-rail grade crossings. FRA locomotive safety regulations require

that each lead locomotive of a train be equipped with a device that can produce a minimum sound level in the direction of travel. 49 CFR 229.129. FRA's Railroad Noise Emission Standards, based on standards issued by the Environmental Protection Agency, specifically exempt audible warning devices such as "horns, whistles, or bells when operated for the purpose of safety." 49 CFR 210.3(b)(3).

Grade crossing collisions between trains and motor vehicles differ in severity from those that occur on the highways. A crash at a highway-rail crossing is eleven times more likely to result in a fatality, and five and a half times more likely to result in a disabling injury than a collision between two motor vehicles. Approximately 700 lives are lost and 2,400 people seriously injured each year in grade crossing accidents nationwide.

In addition to the threat to motorists, highway-rail crossing accidents can result in death and injury to railroad employees, particularly in collisions with large trucks or other heavy equipment. Collisions and emergency applications of train brakes greatly increase the risk of derailment and consequent injury or death to rail passengers and train crew. Moreover, the presence of hazardous material in the train consist or truck cargo can endanger anyone near the right-of-way.

A highway-rail grade crossing presents a unique traffic environment for motorists, and many drivers do not cross railroad tracks often enough to be familiar with the warning devices designed for their safety. More than 50 percent of highway-rail collisions occur at crossings equipped with bells, flashing lights, or gates. The train whistle enhances the safety effect of these other devices by giving the motorists an indication of a train's proximity.

Motorists are often unaware that trains cannot stop as quickly as motor vehicles to avoid a collision. It takes a 100 car train traveling 30 miles per hour approximately half a mile to come to a stop. At fifty miles per hour that train's stopping distance increases to one and a third miles. The average freight locomotive weighs between 140 and 200 tons, compared to the average car weight of approximately 1 to 2 tons. Any motor vehicle, even a large truck, would be crushed when colliding with the force of a moving train.

In response to the risks of death or injury at grade crossings, FRA will soon initiate a proceeding to collect nationwide data on highway-rail grade crossing safety, including the effect of

the use of train borne audible warning devices.

The Florida Whistle Ban

Effective July 1, 1984, a Florida statute authorized counties and municipalities to restrict the nighttime sounding of train whistles on trains operated by intrastate railroads. The law authorizes local governments to ban the use of train borne audible warning devices between the hours of 10 p.m. and 6 a.m. by trains approaching highway-rail crossings that are equipped with train-activated flashing lights, bells, crossing gates, and highway signs indicating that train whistles will not be sounded at night. Fla. Stat. § 351.03(4)(a) (1984). Since enactment of this law, at least eight counties and twelve cities have passed whistle ban ordinances. As detailed below, the result has been an alarming increase in highway-rail grade crossing accidents, with a concomitant increase in fatalities and injuries.

In August 1990, FRA issued a study of the effect of the Florida train whistle ban through 1989. The study compared the FEC's post-ban accident record at crossings subject to a ban with four control groups to determine the impact of the ban and to eliminate variables that may otherwise have affected the results. The study indicated a strong correlation between nighttime bans and the number of accidents at highway-rail crossings subject to bans.

Using the first control group, a comparison of FEC's pre-ban and post-ban accident records was made. FRA found a 195 percent increase in accidents. Based on the experience of the other control groups and the pre-ban trend, it was estimated that 49 post-ban accidents would have been expected. In fact, however, 115 post-ban accidents occurred, which is an increase of 167 percent over the number that would have been consistent with the pre-ban trend, leaving 66 crossing accidents statistically unexplained. Nineteen people died and fifty-nine people were injured in the 115 crossing incidents after establishment of the bans. Proportionally, at least 11 of the fatalities and 34 of the injuries can be attributed to the 66 unexplained accidents.

With the second control group comparison, FRA determined that the pre- and post-ban daytime accident rates remained virtually unchanged for the same highway-rail crossings at which the whistle ban was in effect during nighttime hours.

The third control group showed that at the 89 FEC crossings where the bans were not imposed, the number of

nighttime accident percent. Finally, FRA CO through 1989 acci which is required whistle sounding of the parallel rail Transportation C is not subject to because it opera December 31, 19 gate-equipped c by whistle bans same period wa similarly equip 6 counties in w operate. FRA fl accident rate a increased 195 p were imposed. CSX crossings, increased 67 p The only ide between the c and the contrc ban itself. Ma controls at gr both daytime rates. An incr account for a average annu reported by t