

- tank for supplying gas to the locomotive.
4. During on-the-road tests, FEC shall monitor, measure, and evaluate the operating parameters of the cryogenic pump, the pressure in the tender tank, and the pump's heat input to the LNG. This data will provide baseline information on the efficacy and safety of operating LNG tenders with cryogenic pumps only. At the conclusion of Phase 2, FEC shall report to FRA the detailed data gathered.
 5. FEC shall stop the train movement or other test immediately if any safety issues arise that could endanger the crew, the public, or the train movement itself. The test shall not resume until the problem is effectively resolved and the potential danger is abated. FEC shall inform FRA within 24 hours of any such occurrence.
 6. FEC shall inform FRA of any abnormal pressure rise in the tender tank, the occurrence of any equipment alarms, or venting events, any accident or incident, or other release of LNG within 24 hours of occurrence.
 7. FEC shall provide FRA a report of "out-of-service events" as defined by the original equipment manufacturers within 30 days of any such events. In addition, within 30 calendar days of any event subject to condition numbers 5 or 6 above, FEC must provide FRA a detailed written report identifying the root cause(s) for the occurrence and measures taken to prevent future such events.
 8. Before the first loading of LNG into any tender during Phase 2, FEC must ensure that local emergency responders responsible for responding to emergencies in the geographic vicinity of the NSB Yard, the Bowden Yard, and along the route between NSB and the Bowden Yard receive appropriate hazardous materials training for LNG equipment.

If there are any additional questions regarding this letter, please contact me at (b) (6) (b) (6) or John.Alexy@dot.gov.

Sincerely,



Karl Alexy
Staff Director, Hazardous Materials Division