

the latest revision of RTCA/DO-178B, "Software Considerations in Airborne Systems and Equipment Certification." This standard was adopted by the FAA in January of 1993 and will eventually be incorporated into all TSO's.

The basic TSO provides minimum operational performance standards for airborne supplemental navigation equipment using the Global Position System (GPS).

Incorporated within this standard are equipment characteristics that should be useful to users, designers, manufacturers, and installers of GPS navigation equipment. Additional information necessary for the use of this TSO is contained in RTCA Inc. document number RTCA/DO-208, "Minimum Operational Performance Standards for Airborne Supplemental Navigation Equipment Using Global Positioning System (GPS)."

How to Obtain Copies

A copy of the proposed TSO-C129a may be obtained by contacting "For Further Information Contact." Copies of RTCA Document No. DO-208, "Minimum Operational Performance Standards for Airborne Supplemental Navigation Equipment Using Global Positioning System (GPS)," may be purchased from RTCA, Inc., 1140 Connecticut Avenue NW., Suite 1020, Washington, DC 20036-4001.

Issued in Washington, DC, on August 11, 1995.

Abbas A. Rizvi,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 95-20684 Filed 8-18-95; 8:45 am]

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Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 CFR Part 236

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3362

Applicants: Dallas, Garland and Northeastern Railroad Company
Mr. J.D. Ventrcek, General Manager,
425 N. Fifth Street, Garland, Texas
75040

St. Louis and Southwestern Railway Company

Mr. J.A. Turner, Engineer—Signals,
Southern Pacific Building, One
Market Plaza, San Francisco,
California 94105

The Dallas, Garland and Northeastern Railroad Company (DGNO) and the St. Louis and Southwestern Railway Company (SSW) jointly seek approval of the proposed discontinuance and removal of Hunt Interlocking, milepost 714.2, in Greenville, Texas, where a single main track of the DGNO, crosses at grade, a single main track of the SSW. The proposed changes include removal of the four automatic interlocked signals, removal of the four associated inoperative approach signals, and installation of manually operated gates normally lined across the SSW trackage.

The reason given for the proposed changes is that traffic density no longer requires the need for an interlocking at this location.

BS-AP-No. 3363

Applicant: CSX Transportation,
Incorporated

Mr. D.G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated (CSX) seeks approval of the proposed discontinuance and removal of "Altamont" Interlocking, milepost BA223.4 and "Wilson" Interlocking, milepost 222.3, near Altamont, Maryland, Cumberland Coal Business Unit, Mountain Subdivision; consisting of the discontinuance and removal of nine controlled signals, the conversion of three power-operated switches to hand operation, and the installation of two automatic block signals near milepost 223.5.

The reason given for the proposed changes is to retire facilities no longer required for present day operations.

BS-AP-No. 3364

Applicant: CSX Transportation,
Incorporated

Mr. D.G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated (CSX) seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between milepost BB1.8 and BB4.9, near Cincinnati, Ohio, Louisville Division, Cincinnati Terminal Subdivision; consisting of the discontinuance and removal of automatic block signals 1915 and 1916, and conversion of the main track to a yard track governed by Rule 105.

The reason given for the proposed changes is that the track is no longer used for through traffic, since Conrail has abandoned its Riverside Yard.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on August 16, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-20674 Filed 8-18-95; 8:45 am]

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[BS-AP-NO. 3338]

Wheeling and Lake Erie Railway Company; Public Hearing

The Wheeling & Lake Erie Railway Company has petitioned the Federal Railroad Administration (FRA), seeking approval of the proposed discontinuance and removal of the traffic control system on the single main track of the Bellevue Line between Spencer, Ohio, milepost 92.0 and Bellevue, Ohio, milepost 54.5, a distance of approximately 37.5 miles.

This proceeding is identified as FRA Block Signal Application Number 3338.

FRA has issued a public notice seeking comments of interested parties and has conducted a field investigation in this matter. After examining the proposal, field report, and letters of protest, the FRA has determined that a public hearing is necessary before a final decision is made on this proposal.

Accordingly, a public hearing is hereby set for 10 a.m. on Tuesday, September 26, 1995, in the Huron County Administration Building, located at 180 Milan Avenue, in Norwalk Ohio. Interested parties are invited to present oral statements at the hearing.

The hearing will be an informal one and will be conducted in accordance with Rule 25 of the FRA Rules of Practice (49 CFR Part 211.25), by a representative designated by the FRA.

The hearing will be a nonadversary proceeding and, therefore, there will be no cross-examination of persons presenting statements. The FRA representative will make an opening statement outlining the scope of the hearing. After all initial statements have been completed, those persons wishing to make brief rebuttal statements will be given the opportunity to do so in the same order in which they made their initial statements. Additional procedures, if necessary for the conduct of the hearing, will be announced at the hearing.

Issued in Washington, D.C. on August 16, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.
[FR Doc. 95-20673 Filed 8-18-95; 8:45 am]
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National Highway Traffic Safety Administration

[Docket No. 95-71; Notice 1]

Bridgestone/Firestone, Inc.; Receipt of Application for Decision of Inconsequential Noncompliance

Bridgestone/Firestone, Inc. (Bridgestone/Firestone) of Nashville, Tennessee, has determined that some of its tires fail to comply with the labeling requirements of 49 CFR 571.119, Federal Motor Vehicle Safety Standard (FMVSS) No. 119, "New Pneumatic Tires for Vehicles Other Than Passenger Cars," and has filed an appropriate report pursuant to 49 CFR Part 573, "Defect and Noncompliance Reports." Bridgestone/Firestone has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the application.

In FMVSS No. 119, Paragraph S6.5(b) specifies that each tire shall be marked with "[t]he tire identification number required by Part 574 [Tire Identification and Recordkeeping] of this chapter." In Part 574.5, Paragraphs (a) through (d) contain information which must be placed on the tire. Paragraphs (a)

through (c) contain information relating to the identification of the manufacturer and tire size. Paragraph (d) contains information relating to the specification of a code for the date of manufacture. Paragraph (d) states that the date code "shall immediately follow" the information specified in Paragraphs (a) through (c).

During the period of July 17, 1994 through April 24, 1995, Bridgestone/Firestone produced 19,563 tires which had incorrect serial numbers. The sizes of the subject tires are 8.25-20, 9.00-20, 10.00-20, and 11.00-20. In the incorrect serial numbers, the date code is at the beginning of the number rather than at the end, as required. The tires are labeled as "384 V52JEFD" instead of the required "V52JEFD 384." The date code is "384."

Bridgestone/Firestone supports its application for inconsequential noncompliance with the following:

First, all tires manufactured in the affected size/type meet all requirements of Standard 119 except tire markings pertaining to [S6.5(b)].

Second, if there would be a need for the consumer or manufacturer representative (BFS) to read the serial, sufficient information exists to define the manufacturing location as Bridgestone/Firestone, Inc., Mexico City, Mexico. This situation has been reviewed with our Registration company and can be adequately handled.

Thirdly, a principal need for tire serials is identification for recall purposes. In the event of any future recall of these tires, the recall letter would explain the transposed marking.

Interested persons are invited to submit written data, views, and arguments on the application of Bridgestone/Firestone described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW., Washington, DC 20590. It is requested but not required that six copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: September 20, 1995.

(15 U.S.C. 1417; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: August 16, 1995.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 95-20675 Filed 8-18-95; 8:45 am]

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DEPARTMENT OF THE TREASURY

[Treasury Order Number 101-20]

Administering the Community Development Financial Institutions Fund, Authority Delegation

Dated: August 14, 1995.

1. By virtue of the authority vested in the Secretary of the Treasury by 31 U.S.C. 321 (b), I hereby delegate to the Under Secretary (Domestic Finance) all duties, powers, rights and obligations vested in the Secretary for purposes of administering the Community Development Financial Institutions Fund pursuant to the final proviso of the appropriation titled "Department of the Treasury—Community Development Financial Institutions Fund—Program Account" in chapter X of title I of the Emergency Supplemental Appropriations for Additional Disaster Assistance, for Anti-terrorism Initiatives, for Assistance in the Recovery from the Tragedy that Occurred at Oklahoma City, and Rescissions Act, 1995 (Public Law No. 104-19, July 27, 1995).

2. The Under Secretary (Domestic Finance) is designated as an officer of the Community Development Financial Institutions Fund pursuant to section 104 (b) (3) of the Community Development Banking and Financial Institutions Act of 1994, subtitle A of title I of the Riegle Community Development and Regulatory Improvement Act of 1994 (Public Law No. 103-325, September 23, 1994). The Under Secretary may designate such other officers of the Community Development Financial Institutions Fund as the Under Secretary determines to be necessary or appropriate.

3. The Under Secretary (Domestic Finance) may redelegate such of the authority under this Order as the Under Secretary deems appropriate.

Robert E. Rubin,

Secretary of the Treasury.

[FR Doc. 95-20650 Filed 8-18-95; 8:45 am]

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