

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]

BILLING CODE 4910-13-M

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. Ventreck, 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]

BILLING CODE 4910-06-P

[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.