

Attendance is open to the interested public but limited to the space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements, obtain information, or attend the meeting should contact Ms. Nancy Lane, AIR-510, 800 Independence Ave., SW., Washington, DC at (202) 267-7061, who will serve as the FAA Designated Federal Official to the Subcommittee.

Members of the public may present a written statement to the Subcommittee at any time.

Issued in Washington, DC, on September 12, 1995.

Randall J. Stevens,

Acting Manager, Research Division.

[FR Doc. 95-23111 Filed 9-15-95; 8:45 am]

BILLING CODE 4910-13-M

Flight Service Station at Deadhorse, Alaska; Notice of Change in Facility Operation

Notice is hereby given that on or about October 14, 1995, the Deadhorse, Alaska, Flight Service Station (FSS) hours will change permanently from operating 24 hours a day to operating from 6:00 a.m. to 9:30 p.m. daily. Services to the general aviation public provided by this facility will be provided by the Automated Flight Service Station (AFSS) at Fairbanks, Alaska, during the hours the Deadhorse FSS is closed. This information will be reflected in the FAA Organization Statement the next time it is reissued. Sec. 313(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 752; 49 U.S.C. App. 1354(a).

Issued in Anchorage, Alaska on September 7, 1995.

Jacqueline L. Smith,

Regional Administrator, Alaskan Region.

[FR Doc. 95-23094 Filed 9-15-95; 8:45 am]

BILLING CODE 4910-13-M

Flight Service Station at Iliamna, Alaska; Notice of Change in Facility Operation

Notice is hereby given that on September 30, 1995, the Iliamna, Alaska, Flight Service Station (FSS) will close until May 1, 1996. Upon reopening on May 1, 1996, the hours of the Iliamna FSS will be 5:45 a.m. to 9:45 p.m. From that date on, Iliamna FSS will operate annually as a seasonal facility, open March 1 through September 30, 5:45 a.m. to 9:45 p.m. When open, Iliamna FSS will operate as a full-service FSS. Services provided to

the general aviation public by this facility when open, will be provided by the Automated Flight Service Station at Kenai, Alaska, when Iliamna FSS is closed.

This information will be reflected in the FAA Organization Statement the next time it is reissued. Sec. 313(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 752; 49 U.S.C. App. 1354(a).

Issued in Anchorage, Alaska on September 7, 1995.

Jacqueline L. Smith,

Regional Administrator, Alaskan Region.

[FR Doc. 95-23093 Filed 9-15-95; 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. 3365

Applicant: Consolidated Rail Corporation, Mr. J.F. Noffsinger, Chief Engineer—C&S, 2001 Market Street, P.O. Box 41410, Philadelphia, Pennsylvania 19101-1410.

Consolidated Rail Corporation (Conrail) seeks approval of the proposed discontinuance and removal of "CP Esplen" Interlocking, milepost 2.4, on Conrail's Mon Line, Pittsburgh Division, and discontinuance of the Form D Control System on the single main track Carnegie Secondary, near Pittsburgh, Pennsylvania. The proposed changes are associated with track reconfiguration and extension of the No. 2 main track southward to "CP Beck" on the Mon Line. The proposed changes include: conversion of the Carnegie Secondary to an industrial track; conversion of old No. 1 power-operated switch to hand operation; removal of signals 3E, 3S, 22N, and 21N; installation of new "CP 2" near milepost 3.0 on the Mon Line; and installation of an electrically lock hand-operated switch north of "CP 2" for the industrial track connection on track No. 2.

The reason given for the proposed changes is to facilitate the extension of

track No. 2, which is necessitated by increased coal traffic on the Mon Line.

BS-AP-No. 3366

Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director of Signal Engineering, 1900 Continental Plaza, Fort Worth, Texas 76102-5304.

The Burlington Northern Railroad Company seeks approval of the proposed modification of the traffic control system on the two main tracks, near Alliance, Nebraska, on the Alliance Division, Angora Subdivision, consisting of the discontinuance and removal of "Prairie" control point, milepost 3.1 and the reduction of the traffic control system limits from "Prairie", milepost 3.1 to "South Alliance", milepost 4.53.

The reason given for the proposed changes is to make better use of signals in a traffic congested area.

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 September 12, 1995,

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-23115 Filed 9-15-95; 8:45 am]

BILLING CODE 4910-06-P

National Highway Traffic Safety Administration

[Docket No. 95-77; Notice 1]

Cantab Motors, Ltd.; Receipt of Application for Decision of Inconsequential Noncompliance

Cantab Motors, Ltd. (Cantab) of Purcellville, Virginia, had determined that some of its vehicles fail to comply with the automatic restraint system