

District (oan), Room 1211, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396, telephone (504) 589-4686.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2 § 1 et seq. The meeting is open to the public. Members of the public may present written or oral statements at the meeting. The agenda for the meeting will consist of discussion of previous recommendations and presentation of new items for consideration.

Dated: November 22, 1995.

R.C. North,

Rear Admiral U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 95-29966 Filed 12-7-95; 8:45 am]

BILLING CODE 4910-14-M

[CGD08-95-023]

Houston/Galveston Navigation Safety Advisory Committee; Waterways Subcommittee Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Waterways Subcommittee of the Houston/Galveston Navigation Safety Advisory Committee will meet to discuss various navigation safety matters affecting the waterways of the Houston/Galveston area.

DATES: The meeting will be held from 11 a.m. to 1 p.m., on Thursday, January 4, 1996.

ADDRESSES: The meeting will be held at the Blackthorn Memorial, U.S. Coast Guard Base Galveston, 1 Ferry Road, Galveston, TX, 77553.

FOR FURTHER INFORMATION CONTACT: Mr. M.M. Ledet, Recording Secretary, Commander, Eighth Coast Guard District (oan), room 1211, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, LA 70130-3396, telephone (504) 589-4686.

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Dated: November 22, 1995.

R.C. North,

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 95-29967 Filed 12-7-95; 8:45 am]

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Federal Aviation Administration

RTCA, Inc., Special Committee 185; Aeronautical Spectrum Planning Issues

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 185 meeting to be held on January 3-4, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Administrative Remarks; (2) Introductions; (3) Review and Approval of the Agenda; (4) Review and Approval of the Summary of the Previous Meeting; (5) Review Rewrite of Changes Made at Last Plenary Meeting; (6) Assignment of Tasks; (7) Other Business; (8) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue NW., Suite 1020, Washington, D.C. 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, D.C., on December 4, 1995.

Janice L. Peters,

Designated Official.

[FR Doc. 95-29964 Filed 12-7-95; 8:45 am]

BILLING CODE 4810-13-M

Federal Railroad Administration

Petition for Exemption or Waiver of Compliance

In accordance with Title 49 CFR Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received requests for exemptions from or waivers of compliance with a requirement of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory

provisions involved, and the nature of the relief being requested.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number RSGM-95-9) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Communications received within 45 days of the date of publication of this notice, will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

The individual petitions seeking an exemption or waiver of compliance are as follows:

Tioga Central Railroad (TIOC)

(Waiver Petition Docket Number RSGM-95-9)

The TIOC seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for five locomotives and seven passenger cars. The TIOC has relocated their tourist passenger operation from Owego, New York, to Wellsboro, Pennsylvania. The train operates on the former Consolidated Rail Corporation Corning Secondary line from Wellsboro, Pennsylvania, to a point south of the Gang Mills Yard in New York. The railroad states the route is very rural with a few small hamlets along the way. Vandalism has been minimal since relocating.

Anthracite Railroads Historical Society, Incorporated (ATRW)

(Waiver Petition Docket Number RSGM-95-10)

The ATRW seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for two locomotives. Locomotives CRP 56 and 57 were built by EMD in 1948. The railroad states that

the locomotives are equipped with FRA glazing in the windshields but the original safety glass has been retained in other locations for historical purposes. The locomotives are used primarily in excursion passenger service but will be used in very limited freight service. The ATRW operates on the Southern Railroad of New Jersey.

West Jersey Railroad (WJ)

(*Waiver Petition Docket Number RSGM-95-11*)

The WJ seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, WJ 7803, an ALCO model RS-3 road switcher built in 1952, will be operated on 15 miles of track between Hartford and Paw Paw, Michigan. The area is very rural and not subject to vandalism.

Decatur Junction Railway Company (DT)

(*Waiver Petition Docket Number RSGM-95-12*)

The DT seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, WJ 7804, an ALCO model RS-3 road switcher built in 1952, was formerly used on the West Jersey Railroad in Salem, New Jersey. The locomotive will be operated on 15.4 miles of track between Cisco and Green's Switch, Decatur, Illinois, and 16.6 miles between Elwin and Assumption, Illinois. The area is rural farm country. The DT has trackage rights on the Illinois Central Railroad between Elwin and Green's Switch and operate over this area no more than one or two times per week.

Vandalia Railroad Company (VRRRC)

(*Waiver Petition Docket Number RSGM-95-13*)

The VRRRC seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, number 56, is an ALCO Model T-6 switcher. Waiver RSGM 94-21 was recently granted to the West Jersey Railroad for operation of this locomotive at Salem, New Jersey. The locomotive has now been moved to the affiliated VRRRC. The locomotive will be operated over approximately 2.54 miles of track at Vandalia, Illinois. This is a small rural farming community with very little vandalism.

Massachusetts Central Railroad Corporation (MCER)

(*Waiver Petition Docket Number RSGM-95-14*)

The MCER seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for one locomotive. The locomotive, number 4243, is an ALCO road switcher. The MCER operates on approximately 24.8 miles of track between Palmer and South Barre, Massachusetts, and 2.6 miles on the Bondsville Branch between Forest Lake Junction and Bondsville, Massachusetts. The railroad states there have been no incidents of broken glass due to vandalism.

Florida Central Railroad (FCEN)

(*Waiver Petition Docket Number RSGM-95-15*)

The FCEN seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for four passenger cars. The cars were recently acquired from the New Georgia Railroad. The cars will be operated four to five times per week in excursion or dinner train service.

Southeastern Pennsylvania Transportation Authority (SEPTA)

(*Waiver Petition Docket Number H-95-5*)

The SEPTA is seeking a five year test waiver of compliance from Section 229.29(a) of the Railroad Locomotive Safety Standards, (Title 49 CFR Part 229) for 33 electric MU locomotives. SEPTA is requesting that it be permitted to extend the clean, oil, test and stencil (COT&S) period from 24 months to 60 months on 8 test cars equipped with 26-R Brake Equipment and 25 test cars with PS-68 Brake Equipment. The test cars represent approximately 10 percent of their fleet of 304 electric MU locomotives. SEPTA states that the condition of the brake equipment at the two year overhaul indicates the maintenance cycle could be increased.

The test locomotives would be selected from those due COT&S at the inception of the test. Each test car will be so identified and its computer work report will show the test status. Major valvular components will be sealed so that tampering or changes can be detected. Monitoring will consist of a weekly check of road failure reports and computer work order records as well as any special failure reports, and a check at each periodic inspection to ensure that the original test components are intact. The test locomotives will be run beyond their two year COT&S cycle

with one 26-R and two PS-68 locomotives being overhauled at three and four year intervals after their last overhaul. Each valve will be tested prior to a tear down inspection which will be witnessed by SEPTA's project manager, manufacturer's representatives and FRA. Failed components will be analyzed to determine if the failure could have been prevented by a two year COT&S period. Final analysis of the data will be used to determine if the COT&S cycle can be extended.

Issued in Washington, DC on December 4, 1995.

Phil Olekszyk,

Deputy Associate Administrator for Safety Compliance and Program Implementation.

[FR Doc. 95-29929 Filed 12-7-95; 8:45 am]

BILLING CODE 4910-06-P

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. 3367

Applicant: Burlington Northern Railroad Company, Mr. William G. Peterson, Director 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, between milepost 337.1, near Chariton, Iowa, and milepost 310.0, near Halpin, Iowa, on the Northern Corridor, Galesburg Division, Ottumwa Subdivision; consisting of the discontinuance and removal of 18 automatic signals and installation of 34 automatic signals.

The reason given for the proposed changes is to respace signals associated with the installation of electronic coded track circuits.

BS-AP-No. 3368

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 seeks approval of the proposed discontinuance and removal of the