

TC-200 Revision A, incorporates the P470 Angle Application. This Notice No. 2 to Safety Advisory 2006-04 announces the availability of the revised Maintenance Bulletin. In addition, this Notice provides updated contact information for obtaining a copy of the Maintenance Bulletin from ACF.

Recommended Action: FRA is reiterating below its original recommended actions published in Safety Advisory 2006-04, with two minor revisions. First, FRA is recommending that ACF-200 tank car owners obtain a copy of the revised version of ACF Maintenance Bulletin TC-200 (Revision A). Second, FRA has updated the contact information for obtaining the revised Bulletin from ACF.

1. ACF-200 tank car owners should enter into discussions with the car builder and decide the best course of action with regard to inspection of and modifications to tank cars built with the ACF-200 stub sill design and not yet retrofitted to the ACF-270 design. Copies of the ACF Maintenance Bulletin TC-200 Revision A are available to owners of tank cars built with the ACF-200 underframe from—Mr. Dave Maechling, Senior Manager Leasing Services, American Railcar Leasing, 620 North Second Street, St. Charles, MO 63301. (Dmaechling@arleasing.com).

2. ACF-200 tank car owners should modify ACF-200 tank cars to the ACF-270 design at the earliest of any of the following events:

- A tank car is due for re-qualification under 49 CFR 180.509;
- A tank car is recalled under an AAR Maintenance Advisory requiring modification in the draft sill area;
- A tank car has been in service for 150,000 miles; or
- A tank car requires general repairs and the repairs consume (or are expected to consume) at least 36 hours.

3. First priority in modifying unretrofitted ACF-200 tank cars to the ACF-270 design should go to cars in the general service fleet and, then, to the pressure car fleet.

As noted in the Safety Advisory issued on May 1, 2006, FRA policy is that the owner of the car's reporting marks is the owner of the car and primarily responsible for maintaining the car in a safe and compliant condition. However, for purposes of this Safety Advisory, FRA expects cooperation from the entity who controls the usage of the car in day to day operations, from the lessee/shipper, and from the title holder of the car. Although FRA does not see the need for further regulatory or enforcement action at this time, FRA will continue to

monitor the status of ACF-200 tank cars in the hazardous materials industry and will take any necessary regulatory or enforcement action to ensure the highest level of safety on the nation's railroads.

Issued in Washington, DC, on October 2, 2006.

Jo Strang,

Associate Administrator for Safety.

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DEPARTMENT OF TRANSPORTATION

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 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR part 236 as detailed below.

Docket No. FRA-2006-25864

Applicant: Canadian National Railway, Mr. Timothy R. Luhm, Senior Manager of S&C, Signal and Communications, 1625 Depot Street, Stevens Point, Wisconsin 54481.

The Canadian National Railway (CN) seeks approval of the proposed discontinuance and removal of the traffic control system on the Neenah siding runner track, from milepost 184.29 to milepost 187.42, Wisconsin Zone, Neenah Subdivision, near Neenah, Wisconsin.

The reason given for the proposed changes is that the traffic control system impedes train operations. When this section of the traffic control system was installed in the first quarter of 2006, the original plan was to run through trains on this track; however, the operation plan has since changed.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401

(Plaza Level), 400 7th Street, SW., Washington, DC 20590-0001. Communications received within 45 days of the date of this notice will be considered by the 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 a.m.–5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an 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, DC on October 2, 2006.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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[Docket Number FRA-2006-25893]

Applicants: Union Pacific Railroad Company, Mr. Thomas T. Ogee, Assistant Vice President, Engineering