

at the docket facility's Web site at <http://dms.dot.gov>.

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). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on October 11, 2006.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. E6–17164 Filed 10–16–06; 8:45 am]

**BILLING CODE 4910–06–P**

## 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 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 49 CFR Part 236 as detailed below.

#### Docket Number FRA–2006–25847

*Applicants:* CSX Transportation, Incorporated, Mr. C. M. King, Chief Engineer, Communications and Signals, 500 Water Street, SC J–350, Jacksonville, Florida 32202. Norfolk Southern Corporation, R.J. Rumsey, Assistant Vice President, C&S, 99 Spring Street, SW, Atlanta, Georgia 30303.

CSX Transportation, Incorporated (CSXT) and Norfolk Southern Corporation (NS), jointly seek approval of the proposed modification of the signal system, at Stanley Tower Interlocking, milepost CTT–19.50, near Toledo, Ohio, on CSXT's Chicago Division, Toledo Terminal Subdivision. The proposed changes consist of the conversion of power-operated switches, numbers 7 and 8 to hand operation, and the discontinuance and removal of controlled signals, numbers 3, 5, 6, and 11. The proposed changes are associated with a major track and signal rationalization plan at Stanley Tower,

and the moving of future control of the facility to the CSXT Operations Center, located in Jacksonville, Florida.

The reason given for the proposed changes is that under the proposed rationalization plan, the power-operated switches will not be required. Trains approaching from the north will operate at a slow speed through Stanley Interlocking.

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 addresses 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 11, 2006.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety, Standards and Program Development.*

[FR Doc. E6–17166 Filed 10–16–06; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Ex Parte No. 665]

### Rail Transportation of Grain

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of public hearing.

**SUMMARY:** The Surface Transportation Board will hold a public hearing beginning at 10 a.m. on Thursday, November 2, 2006, at its offices in Washington, DC. The purpose of the public hearing will be to examine issues related to the transportation of grain by rail. Persons wishing to speak at the hearing should notify the Board in writing.

**DATES:** The public hearing will take place on Thursday November 2, 2006. Any person wishing to speak at the hearing should file with the Board a written notice of intent to participate, and should identify the party, the proposed speaker, the time requested, and the topic(s) to be covered, as soon as possible but no later than October 23, 2006. Each speaker should also file with the Board his/her written testimony by October 30, 2006. Written submissions by interested persons who do not wish to appear at the hearing will also be due by October 30, 2006.

**ADDRESSES:** All notices of intent to participate and testimony may be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should comply with the Board's [www.stb.dot.gov](http://www.stb.dot.gov) Web site, at the "E-Filing" link. Any person submitting a filing in the traditional paper format should send an original and 10 copies of the filing to: Surface Transportation Board, Attn: STB Ex Parte No. 665, 1925 K Street, NW., Washington, DC 20423–0001.

#### FOR FURTHER INFORMATION, CONTACT:

Joseph H. Dettmar, (202) 565–1609. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at: (800) 877–8339.]

**SUPPLEMENTARY INFORMATION:** On October 6, 2006, the United States Government Accountability Office (GAO) released a report that included observations on rates, competition, and capacity issues in the American rail freight industry. GAO reported that the changes that have occurred in the rail industry since the Staggers Rail Act of 1980 are widely viewed as positive. The financial health of the industry has improved substantially as railroads have cut costs and boosted productivity. GAO

found that most rates have declined since 1985. However, one category of rates examined by GAO—grain rates—diverged from the industry trends. According to the GAO report, the amount of grain traffic with comparatively high markups over variable cost increased notably between 1985 and 2004.

The Board will hold a public hearing, as a forum for interested persons to provide views and information about the market conditions that led to these observations by GAO and about grain transportation markets in general. Because U.S. grain producers compete in a broader North American, and global, marketplace, the Board also invites information regarding the interplay between the American and Canadian wheat markets, how the Canadian regulatory system differs from the American system, and what impact those differences might have on grain production in the United States.

**Date of Hearing.** The hearing will begin at 10 a.m. on Thursday, November 2, 2006, in the 7th floor hearing room at the Board's headquarters in Washington, DC, and will continue, with short breaks if necessary, until every person scheduled to speak has been heard.

**Notice of Intent To Participate.** Any person wishing to speak at the hearing should file with the Board a written notice of intent to participate, and should identify the party, the proposed speaker, the time requested, and topic(s) to be covered, as soon as possible, but no later than October 23, 2006.

**Testimony.** Each speaker should file with the Board his/her written testimony by October 30, 2006. Also, any interested person who wishes to submit a written statement without appearing at the November 2 hearing should file that statement by October 30, 2006.

**Board Releases and Live Audio Available Via the Internet.** Decisions and notices of the Board, including this notice, are available on the Board's Web site at <http://www.stb.dot.gov>. This hearing will be available on the Board's Web site by live audio streaming. To access the hearing, click on the "Live Audio" link under "Information Center" at the left side of the home page beginning at 10 a.m. on November 2, 2006.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Dated: October 11, 2006.

By the Board, Vernon A. Williams,  
Secretary.

**Vernon A. Williams,**  
Secretary.

[FR Doc. E6-17151 Filed 10-16-06; 8:45 am]

**BILLING CODE 4915-00-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34927]

#### **Coast Belle Rail Corp. d/b/a Santa Maria Valley Railroad—Lease and Operation Exemption—Line of Coast Belle Rail, LLC**

Coast Belle Rail Corp. d/b/a Santa Maria Valley Railroad (CBRC), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to operate approximately 8.74 miles of rail line owned by Coast Belle Rail, LLC. The line extends between milepost 3.26 near Guadalupe, CA, and milepost 9.0 at Santa Maria, CA, and includes the Airbase branch between milepost 9A at Santa Maria and milepost 12A. In the notice, CBRC also seeks to lease by assignment and operate 4.26 miles of rail line between milepost 0.0 and milepost 3.26, including the branch between milepost 3A at Betteravia Junction southeast and milepost 4A in Betteravia, CA, all located in Santa Barbara County, CA. The lease of this line of railroad, owned by the Union Pacific Railroad Company and presently leased to Santa Maria Valley Railroad Company, is being assigned to CBRC. CBRC will operate a total of 13.0 miles of rail line.

CBRC certifies that its projected annual revenues as a result of the transaction will not exceed those that would qualify it as a Class III rail carrier.

The transaction was scheduled to be consummated on or soon after September 26, 2006, the effective date of the exemption (7 days after the exemption was filed).

This transaction is related to a concurrently filed verified notice of exemption in STB Finance Docket No. 34923, *Coast Belle Rail, LLC—Acquisition Exemption—Santa Maria Valley Railroad Company*. In that proceeding, Coast Belle Rail, LLC seeks to acquire the 8.74 miles of rail line in Santa Barbara County, CA, that CBRC seeks to operate.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of

a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34927, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Sidney L. Strickland, Jr., Sidney Strickland and Associates, PLLC, 3050 K Street, NW., Suite 101, Washington, DC 20007.

Board decisions and notices are available on our Web site at <http://www.stb.dot.gov>.

Decided: October 6, 2006.

By the Board, David M. Konschnik,  
Director, Office of Proceedings.

**Vernon A. Williams,**  
Secretary.

[FR Doc. E6-17144 Filed 10-13-06; 8:45 am]

**BILLING CODE 4915-01-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34923]

#### **Coast Belle Rail, LLC—Acquisition Exemption—Santa Maria Valley Railroad Company**

Coast Belle Rail, LLC (CBRL), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from the Santa Maria Valley Railroad Company (SMVRR) approximately 8.74 miles of rail line between milepost 3.26 near Guadalupe, CA, and milepost 9.0 at Santa Maria, CA, including the Airbase branch between milepost 9A at Santa Maria and milepost 12A, all located in Santa Barbara County, CA.

CBRL certifies that its projected annual revenues as a result of the transaction will not exceed those that would qualify it as a Class III rail carrier.

The transaction was expected to be consummated on or soon after September 26, 2006, the effective date of this exemption (7 days after the exemption was filed).

This transaction is related to a concurrently filed verified notice of exemption in STB Finance Docket No. 34927, *Coast Belle Rail Corp. d/b/a Santa Maria Valley Railroad—Lease and Operation Exemption—Line of Coast Belle Rail, LLC*. In that proceeding, Coast Belle Rail Corp. d/b/a Santa Maria Valley Railroad (CBRC) seeks to (1) operate the 8.74-mile line of railroad being acquired by CBRL, and (2) lease and operate an adjoining 4.26 miles of rail line owned by Union