

established a public docket (Docket No. FRA-2006-25169) to provide all interested parties with a central location to both send and review relevant information concerning the safety of railroad tank car transportation of hazardous materials (July 3, 2006; 71 FR 37974).

PHMSA and FRA have scheduled a second public meeting as part of DOT's comprehensive review. The meeting will be held on the date specified in the **DATES** section of this document and at the location specified in the **ADDRESSES** section of this document. Although DOT's review includes both tank car design and operational factors that affect railroad tank car safety, this public meeting is intended to focus on the issue of potential improvements to hazardous materials tank cars themselves.

PHMSA and FRA encourage all interested persons to participate in this meeting. The agencies intend that this meeting will provide an opportunity to build upon several issues raised in the initial public meeting. Additionally, through this meeting, the agencies intend to solicit any relevant comments, information, or data interested parties may be able to provide regarding potential enhancements or modifications to hazardous materials tank cars in order to improve the overall safety and security of hazardous materials shipments via railroad tank car. Although the agencies are interested in any comments, information, or data relevant to improving tank car design, manufacture, or requalification, the agencies specifically request data related to the following questions:

1. What new designs, materials, or structures should DOT be investigating for improved accident/derailment survivability of hazardous materials tank cars?
2. Regarding tank car top fittings—are there any design changes that would enhance the survivability of the top fittings (e.g., modifications to height or placement of valves or modifications to the protective structure that surrounds the valves)?
3. Regarding tank car puncture resistance (including the puncture resistance of the head and shell of tank cars)—are there any design, material, or manufacturing changes that could lead to improved tank car puncture resistance?
4. In addition to accident survivability, are there any other aspects of the tank cars (e.g., improved security of operating fittings, or an ability to locate cars beyond current car movement reporting systems), that could improve the overall safety and

security of hazardous materials shipments via railroad tank car?

5. In addition to accident survivability, should tank cars be designed to withstand other types of extraordinary events (e.g., ballistic attack or unauthorized access to tank car valving)?

6. The hazardous materials regulations now include performance standards for coupler vertical restraint systems, pressure relief devices, tank-head puncture-resistance systems, thermal protection systems, and service equipment protection. In addition to, or instead of any other improvement made to future tank cars, are these standards adequate for future tank cars? If not, in what areas and aspects are improvements needed?

7. How should PHMSA and FRA consider risk factors in determining whether to require tank car safety and security enhancements? For example, should PHMSA and FRA consider the risk of the car/commodity pair so that improvements would first apply to the car/commodity pairs considered to have the greatest risk or for which the car/commodity pair will benefit most from the improvement? What other risk factors should be considered?

8. Would installation of bearing sensors or other on-board tracking/monitoring systems capable of monitoring, for example, tank car pressure, temperature, and safety conditions, improve the safety and security of hazardous materials shipments by railroad tank car? If so, what is the feasibility of implementing such a system on hazardous materials tank cars?

9. Would installation of electronically controlled pneumatic brake systems on tank cars improve the safety of hazardous materials shipments by railroad tank car by, for example, helping to prevent derailments and shortening stopping distances? If so, what is the feasibility of implementing such brake systems on hazardous materials tank cars?

Although PHMSA and FRA are specifically requesting comments in response to the above questions, we invite persons to comment and/or provide specific data on any other potential improvements to railroad tank cars that could lead to improving the overall safety and security of the transportation of hazardous materials by tank car. The agencies ask that commenters provide data in the most detail possible, including costs of design, installation, and maintenance. We also specifically solicit expert discussion of the issues surrounding construction of new tank cars and

implementation of a retrofit requirement for any potential new requirements on the design, manufacture, or maintenance of existing tank cars.

The agencies also invite interested parties who are unable to attend the public meeting, or who otherwise desire to submit written comments or data responsive to the questions raised above, to submit any relevant information, data, or comments to the DOT Docket Management System Docket Number FRA-2006-25169. Comments may be submitted by any method noted in the **ADDRESSES** section above.

Issued in Washington, DC on November 13, 2006, under authority delegated in 49 CFR part 106.

**Robert A. McGuire,**

*Associate Administrator for Hazardous Materials Safety.*

[FR Doc. E6-19413 Filed 11-16-06; 8:45 am]

**BILLING CODE 4910-60-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Saint Lawrence Seaway Development Corporation**

#### **Advisory Board; Notice of Meeting**

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. I), notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC), to be held from 4:30 p.m. to 5:30 p.m. on Tuesday, December 5, 2006, at the Corporation's Administration Headquarters, Room 5424, 400 Seventh Street, SW., Washington, DC. The agenda for this meeting will be as follows: Opening Remarks; Consideration of Minutes of Past Meeting; Quarterly Report; Old and New Business; Closing Discussion; Adjournment.

Attendance at the meeting is open to the interested public but limited to the space available. With the approval of the Administrator, members of the public may present oral statements at the meeting. Persons wishing further information should contact, not later than November 28, 2006, Anita K. Blackman, Chief of Staff, Saint Lawrence Seaway Development Corporation, 400 Seventh Street, SW., Washington, DC 20590; 202-366-0091.

Any member of the public may present a written statement to the Advisory Board at any time.

Issued at Washington, DC, on November 13, 2006.

**Collister Johnson, Jr.,**  
Administrator.

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 34866 (Sub-No. 2)]

#### Union Pacific Railroad Company— Temporary Trackage Rights Exemption—The Kansas City Southern Railway Company

The Kansas City Southern Railway Company (KCS), pursuant to a written trackage rights agreement entered into between KCS and Union Pacific Railroad Company (UP), has agreed to grant UP temporary overhead trackage rights, to expire on December 1, 2006, over KCS's trackage between milepost 482.0 on KCS's Mexico Subdivision at Kansas City, MO, and milepost 252.1 on KCS's East St. Louis Terminal Subdivision at Godfrey, IL, a distance of approximately 285 miles. The original grant of temporary overhead trackage rights exempted in *Union Pacific Railroad Company—Temporary Trackage Rights Exemption—The Kansas City Southern Railway Company*, STB Finance Docket No. 34866 (STB served on May 2, 2006), cover the same line. Those trackage rights were due to expire on July 31, 2006, but were extended to October 31, 2006, in a decision served on July 20, 2006, in the (Sub-No. 1) proceeding in this docket. The purpose of this transaction is to modify the temporary overhead trackage rights previously exempted by extending the expiration date from October 31, 2006, to December 1, 2006.

The transaction was scheduled to be consummated on November 6, 2006, the effective date of the exemption. The purpose of the temporary overhead trackage rights is to facilitate maintenance work on UP lines.

As a condition to this exemption, any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980), and any employee affected by the discontinuance of those trackage rights will be protected by the conditions set out in *Oregon Short Line*

*R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

This notice is filed under 49 CFR 1180.2(d)(8). If it 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. 34866 (Sub-No. 2), must be filed with the Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Gabriel S. Meyer, Assistant General Attorney, Union Pacific Railroad Company, 1400 Douglas Street, STOP 1580, Omaha, NE 68179.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: November 9, 2006.

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

**Vernon A. Williams,**

Secretary.

[FR Doc. E6-19407 Filed 11-16-06; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF THE TREASURY

### Fiscal Service

#### Surety Companies Acceptable on Federal Bonds: Beazley Insurance Company, Inc

**AGENCY:** Financial Management Service, Fiscal Service, Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** This is Supplement No. 4 to the Treasury Department Circular 570, 2006 Revision, published June 30, 2006, at 71 FR 37694.

**FOR FURTHER INFORMATION CONTACT:** Surety Bond Branch at (202) 874-6850.

**SUPPLEMENTARY INFORMATION:** A Certificate of Authority as an acceptable surety on Federal bonds is hereby issued under 31 U.S.C. 9305 to the following company: Beazley Insurance Company, Inc. (NAIC #37540). *Business Address:* 20 Stanford Drive, Farmington, Connecticut 06032. *Phone:* (860) 677-3700. *Underwriting Limitation b/:* *Surety Licenses c/:* AL, AK, AZ, AR, CA, CO, CT, DE, DC, FL, GA, HI, ID, IL, IN, IA, KY, ME, MD, MA, MI, MN, MS, MO, MT, NE, NV, NH, NM, NY, NC, ND, OH, PA, RI, SD, TX, UT, VT, VA, WA, WV, WI, WY. *Incorporated in:* Connecticut.

Federal bond-approving officers should annotate their reference copies

of the Treasury Circular 570 ("Circular"), 2006 Revision, to reflect this addition.

Certificates of Authority expire on June 30th each year, unless revoked prior to that date. The Certificates are subject to subsequent annual renewal as long as the companies remain qualified (see 31 CFR part 223). A list of qualified companies is published annually as of July 1 in the Circular, which outlines details as to underwriting limitations, areas in which companies are licensed to transact surety business, and other information.

The Circular may be viewed and downloaded through the Internet at <http://www.fms.treas.gov/c570>.

Questions concerning this Notice may be directed to the U.S. Department of the Treasury, Financial Management Service, Financial Accounting and Services Division, Surety Bond Branch, 3700 East-West Highway, Room 6F01, Hyattsville, MD 20782.

Dated: November 9, 2006.

**Vivian L. Cooper,**

Director, Financial Accounting and Services  
Division, Financial Management Service.

[FR Doc. 06-9241 Filed 11-16-06; 8:45 am]

BILLING CODE 4810-35-M

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### Proposed Collection; Comment Request for Form 8831

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 8831, Excise Taxes on Excess Inclusions of REMIC Residual Interests.

**DATES:** Written comments should be received on or before January 16, 2007 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Glenn Kirkland Internal Revenue Service, room 6516, 1111 Constitution Avenue NW., Washington, DC 20224.

**FOR FURTHER INFORMATION CONTACT:** Requests for additional information or copies of the form and instructions