

Cylinder ruptures pose risks of death, serious personal injury, and property damage that warrant special attention. We provided precautionary measures in an earlier safety advisory notice, entitled "High Pressure Aluminum Seamless and Aluminum Composite Hoop-Wrapped Cylinders", (Notice No. 94-7, 59 FR 38028, July 26, 1994) concerning cylinders made of aluminum alloy 6351-T6. In this notice, we reiterate and supplement those precautionary measures. The cylinders at issue were manufactured before 1990 by Luxfer (USA) and others. They are identified by serial numbers in Notice No. 94-7.

Any person who owns, uses, fills, or retests one of these cylinders should take the following actions:

1. Do not fill the cylinder to greater than the marked service pressure, except during a hydrostatic test.
2. Do not fill the cylinder that is beyond its required retest date.
3. Do not use any SCBA or self-contained underwater breathing apparatus (SCUBA) cylinder that is beyond its required retest date.
4. Ensure that any cylinder awaiting an inspection, for any reason, undergoes a non-destructive examination (NDE) on the interior of the cylinder neck and shoulder area for SLC.
5. During or between DOT required requalifications, perform additional NDE on the interior of the cylinder neck and shoulder area for SLC.
6. Increase the frequency of internal inspections. We recommend that internal visual inspections be on an annual basis. Other NDE methods may be performed at longer intervals.

Industry guides, such as those provided by Professional Scuba Inspectors, Inc. and Luxfer (USA), contain valuable information regarding cylinder inspections and recommended inspection intervals. This information and the requirements in 49 CFR 173.34(e) should be consulted prior to conducting any cylinder inspection.

Any evidence of a crack or crack-like defect requires further evaluation. Contact the cylinder manufacturer, distributor, or retester for the procedure to be used in performing the NDE and for rejection criteria. For guidance on inspecting Luxfer (USA) cylinders, contact Luxfer Gas Cylinders, Customer Service Department, 3016 Kansas Avenue, Riverside, CA 92507, web site at [www.luxfercylinders.com](http://www.luxfercylinders.com), telephone (909) 341-2288, fax (909) 781-6598. For additional information on SCUBA cylinders, Professional Scuba Inspectors, Inc. may be contacted at 6531 NE 198th St., Seattle, WA 98155,

telephone (425) 486-2252, web site at [www.marinestudio.com/sunpacific/psi](http://www.marinestudio.com/sunpacific/psi).

Any person who is aware of the rupture of any DOT-3AL cylinder, domestic or foreign, or any other cylinder manufactured from aluminum alloy 6351-T6, regardless of the severity of the incident, is requested to contact RSPA, through one of the individuals or E-mail address listed under the **FOR FURTHER INFORMATION CONTACT** caption above, as soon as possible.

This safety advisory and Notice No. 94-7 are available for review on the Internet by accessing the HazMat Safety Homepage at <http://hazmat.dot.gov>.

Issued in Washington, DC, on October 8, 1999.

**Alan I. Roberts,**

*Associate Administrator for Hazardous Materials Safety.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33804]

#### Cascade Rail Corp., Inc.—Acquisition of Control Exemption—Minnesota Central Railroad Company

Cascade Rail Corp., Inc. (Cascade), a noncarrier holding company, which currently owns 100% of the common stock of Nobles Rock Railroad, Inc. (NRR), a Class III rail carrier,<sup>1</sup> has filed a verified notice of exemption to acquire control of the Minnesota Central Railroad Company (MCRC), a Class III rail carrier, operating over approximately 146 miles of railroad in the State of Minnesota.

The transaction was expected to be consummated on or after October 8, 1999.<sup>2</sup>

Cascade states that (i) the rail lines of NRR do not physically connect with MCRC, (ii) there are no plans to acquire additional rail lines for the purpose of making a connection, and (iii) NRR and MCRC are Class III carriers. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however,

<sup>1</sup> NRR operates in the States of Minnesota and South Dakota.

<sup>2</sup> According to Cascade, it had not yet completed negotiations with MCRC's current owners at the time it filed the notice of exemption with respect to a transaction that would result in transfer of control over MCRC to Cascade.

does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the 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. 33804, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Robert A. Wimbish, Esq., Rea, Cross & Auchincloss, 1707 L Street, NW, Suite 570, Washington, DC 20036.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: October 8, 1999.

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

**Vernon A. Williams,**

*Secretary.*

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## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

October 7, 1999.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995, Pub. L. 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

**DATES:** Written comments should be received on or before November 17, 1999 to be assured of consideration.

### Financial Management Service (FMS)

*OMB Number:* 1510-0042.

*Form Number:* SF 1055.

*Type of Review:* Extension.