

NEW EXEMPTIONS—Continued

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of exemption thereof
12353-N	RSPA-1999-6291	Monson Companies, South Portland, ME.	49 CFR 172.203(a), 177.834(h).	To authorize the unloading of certain Class 8 and Division 5.1 liquids from UN31H1 and UN31H2 Intermediate Bulk Containers without removing the tanks from the vehicles on which it is transported and without required markings. (mode 1)
12354-N	RSPA-1999-6292	Catholic Medical Center, Manchester, NH.	49 CFR 172.101 Col. 8(c), 173.197.	To authorize the transportation in commerce of regulated medical waste classed in Division 6.2, in polyethylene bags overpacked in non-DOT specification bulk bins. (mode 1)
12355-N	RSPA-1999-6297	Union Tank Car Company East Chicago, IN.	49 CFR 179.100-4(a), 179.200-4(a).	To authorize the transportation in commerce of various hazardous materials in tank cars equipped with steel inspection port covers. (mode 2)
12356-N	RSPA-1999-6293	Memorial Healthcare System, Pembroke Pines, FL.	49 CFR 172.101, Col.8(c), 173.197.	To authorize the transportation in commerce of Regulated medical waste, Division 6.1, in polyethylene bags overpacked in non-DOT specification bulk bins. (mode 1)
12357-N	RSPA-1999-6300	PPG Industries, Inc., Pittsburgh, PA.	49 CFR 173.243(d)	To authorize the transportation in commerce of toxic liquid, corrosive, organic n.o.s., Division 6.1 in UN31H1/Y rigid plastic intermediate bulk containers. (mode 1)
12358-N	RSPA-1999-6302	BIC Corporation, Milford, CT.	49 CFR 172.400	To authorize the transportation in commerce of Lighters or Lighter refills, Division 2.1, without required labelling when packaged in accordance with 49 CFR. (mode 1)
12359-N	RSPA-1999-6304	Reilly Industries, Inc., Indianapolis, IN.	49 CFR 173.243(d)	To authorize the transportation in commerce of Piperidine, Class 3, in DOT Specification IM 101 portable tanks, UN31A intermediate Bulk Containers and DOT Specification 57 portable tanks equipped with bottom outlets. (mode 1)
12360-N	RSPA-1999-6305	EMCORE Corp., Somerset, NJ.	49 CFR 173.187	To authorize the transportation in commerce of Waste, pyrophoric solids, inorganic, n.o.s., Division 4.2, for disposal in UN1A2 packaging that exceed the quantity limitations. (mode 1)
12361-N	RSPA-1999-6306	PurePak Technology Corp., Gilbert, AZ.	49 CFR 173.159(f)(1)	To authorize the transportation in commerce of Nitric Acid, Class 8, in specially designed combination packaging. (modes 1, 2, 3)

Note: Correction to FR Vol. 68 No. 183, Wednesday, September 22, 1999, Page 51366 "List of Applications for Exemptions" Autoclave Engineers (Modes of Transportation) should have read "1 and 4" instead of "1".

[FR Doc. 99-27115 Filed 10-15-99; 8:45 am]
BILLING CODE 4910-60-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

[Docket No. RSPA-99-5143 (Notice No. 99-11)]

Safety Advisory; High Pressure Aluminum Seamless and Aluminum Composite Hoop-Wrapped Cylinders

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Safety advisory notice.

SUMMARY: Recently, a DOT-3AL cylinder made of aluminum alloy 6351-T6 ruptured while being filled. The purpose of this notice is to alert owners, users, and other persons responsible for the maintenance of certain cylinders

made of aluminum alloy 6351-T6 of potential safety problems and to advise them to follow the precautionary measures outlined in this notice. Also, RSPA requests information on other failures, if any, involving cylinders made of aluminum alloy 6351-T6, which may not have been previously reported to the agency.

FOR FURTHER INFORMATION CONTACT: Mark Toughiry or Stanley Staniszewski, Office of Hazardous Materials Technology, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street SW, Washington DC 20590-0001; telephone number (202) 366-4545; or by E-mail to "rules@rspa.dot.gov" and referring to the Docket and Notice numbers set forth above.

SUPPLEMENTARY INFORMATION: RSPA ("we") has been notified of the rupture of a DOT-3AL seamless aluminum

cylinder made of aluminum alloy 6351-T6. The cylinder was manufactured by Luxfer (USA) under exemption DOT-E 6498, in June 1977, as part of a self-contained breathing apparatus (SCBA) unit. The rupture occurred in Summerfield, North Carolina, while the cylinder was being filled to its marked service pressure of 2,216 pounds per square inch gauge (psig). We have requested that the manufacturer, Luxfer (USA), conduct a detailed analysis on this cylinder to determine the cause of the failure.

To date, we are aware of twelve ruptures within the United States involving DOT-3AL cylinders made of aluminum alloy 6351-T6, dating back to September 1986. Eleven of the ruptured cylinders failed during filling. Analyses have confirmed that most of these cylinders failed due to sustained load cracking (SLC) in the neck and shoulder area of the cylinder.

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, 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.

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.

[FR Doc. 99-27113 Filed 10-15-99; 8:45 am]

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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,¹ 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, 1999.²

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,

¹ NRR operates in the States of Minnesota and South Dakota.

² 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.

[FR Doc. 99-26957 Filed 10-15-99; 8:45 am]

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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.