

of the 24 applicants has satisfied the entry conditions for obtaining an exemption from the vision requirements (63 FR 66226, 64 FR 16517, 66 FR 41656, 65 FR 66286, 66 FR 13825, 66 FR 17743, 66 FR 33990, 66 FR 30502, 66 FR 41654). Each of these 24 applicants has requested timely renewal of the exemption and has submitted evidence showing that the vision in the better eye continues to meet the standard specified at 49 CFR 391.41(b)(10) and that the vision impairment is stable. In addition, a review of each record of safety while driving with the respective vision deficiencies over the past 2 years indicates each applicant continues to meet the vision exemption standards. These factors provide an adequate basis for predicting each driver's ability to continue to drive safely in interstate commerce. Therefore, the FMCSA concludes that extending the exemption for each renewal applicant for a period of 2 years is likely to achieve a level of safety equal to that existing without the exemption.

#### Comments

The FMCSA will review comments received at any time concerning a particular driver's safety record and determine if the continuation of the exemption is consistent with the requirements at 49 U.S.C. 31315 and 31136(e). However, the FMCSA requests that interested parties with specific data concerning the safety records of these drivers submit comments by August 29, 2003.

In the past the FMCSA has received comments from Advocates for Highway and Auto Safety (Advocates) expressing continued opposition to the FMCSA's procedures for renewing exemptions from the vision requirement in 49 CFR 391.41(b)(10). Specifically, Advocates object to the agency's extension of the exemptions without any opportunity for public comment prior to the decision to renew, and reliance on a summary statement of evidence to make its decision to extend the exemption of each driver.

The issues raised by Advocates were addressed at length in 66 FR 17994 (April 4, 2001). The FMCSA continues to find its exemption process appropriate to the statutory and regulatory requirements.

Issued on: July 24, 2003.

**Pamela M. Pelcovits,**

*Acting Associate Administrator, Policy and Program Development.*

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## DEPARTMENT OF TRANSPORTATION

### Research and Special Programs Administration

[Docket No. RSPA-03-14793; Notice No. 03-9]

#### Safety Advisory: Improper Marking of Compressed Gas Cylinders

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

**ACTION:** Safety advisory notice.

**SUMMARY:** This is to notify the public that we ("RSPA") have obtained information concerning high-pressure compressed gas cylinders that appear to have been requalified improperly by Sooner Cylinder Service, Inc. ("Sooner"), 1032 SE 25th Street, Oklahoma City, OK 73129. Based on our review of Sooner's records, Sooner has marked, certified, and returned to service an undetermined number of high-pressure DOT specification and exemption cylinders as having been being properly tested in accordance with the Hazardous Materials Regulations (HMR), when it appears that the cylinders were hydrostatically retested using equipment that was not verified to be accurate as required. In addition, it appears that some cylinders were marked, certified, and returned to service when they may have been required to be removed from service and condemned.

A hydrostatic retest and visual inspection, conducted as prescribed in the HMR, are used to verify the structural integrity of a cylinder. If the hydrostatic retest and visual inspection are not performed in accordance with the HMR, a cylinder with compromised structural integrity may be returned to service when it is required to be condemned. Extensive property damage, serious personal injury, or death may result from rupture of a cylinder. Cylinders that have not been retested in accordance with the HMR may not be charged or filled with compressed gas or other hazardous material and offered for transportation in commerce.

#### FOR FURTHER INFORMATION CONTACT:

Billy C. Hines, Jr., Chief, Southwest Region, Office of Hazardous Materials Enforcement, Research and Special Programs Administration, U.S. Department of Transportation, 2320 La Branch Street, Room 2100, Houston, TX 77004. Telephone: (713) 718-3950, Fax: (713) 718-3952.

**SUPPLEMENTARY INFORMATION:** The Hazardous Materials Regulations (HMR), 49 CFR parts 171-180, prescribe requirements for the periodic retesting and requalification of cylinders used to

transport compressed gases and acetylene. In order to perform hydrostatic retesting of compressed gas cylinders and visual inspections of acetylene cylinders, a person (including a company) must obtain an approval and Requalifier Identification Number (RIN) from RSPA. 49 CFR 180.205(b), 107.805. RSPA issued RIN C762 to Sooner on February 28, 1994, which was renewed on April 8, 1999, authorizing Sooner to requalify high-pressure cylinders and acetylene cylinders.

Based on our investigation, RSPA has concluded that, over the past three years, Sooner has marked, certified and returned to service an undetermined number of high-pressure cylinders as having been properly tested in accordance with the HMR when retesting was performed on test equipment that was not verified to be accurate as required. RSPA also suspects that Sooner may have returned to service cylinders that should have been condemned and the DOT specification or exemption marking removed or obliterated. The high-pressure cylinders in question are stamped with Sooner's RIN C762 in the following pattern:

C 7  
M Y  
26

M is the month of retest (e.g., 01, 02, etc), and Y is the last two digits of the year of the retest (e.g., 01, 02, 03).

All high-pressure cylinders that have been marked and certified as having been hydrostatically tested by Sooner since August 2000 may pose a safety risk to the public and should not be considered safe for use in hazardous materials service until retested by a DOT-authorized facility. This advisory notice does not include any DOT specification 8 or 8AL acetylene cylinders marked and certified by Sooner during this time period.

Anyone who has a high-pressure cylinder that has been hydrostatically tested by Sooner between August 2000 and July 2003, and has not had the cylinder tested by a DOT-authorized facility since then, should consider the cylinder unsafe and not fill it with a hazardous material unless the cylinder is first properly retested by a DOT-authorized retest facility. Cylinders described in this safety advisory that are filled with an atmospheric gas should be vented or otherwise safely discharged, and then taken to a DOT-authorized cylinder retest facility for proper retest to determine compliance with the HMR and their suitability for continuing service. Cylinders described in this

safety advisory that are filled with a material other than an atmospheric gas should not be vented, but instead should be safely discharged, and then taken to a DOT-authorized cylinder retest facility for proper retest to determine compliance with the HMR and their suitability for continuing service. Mr. Billy C. Hines, Jr., Chief, Southwest Region, can provide a list of authorized retest facilities in your area, or you may obtain the list at the following Web site: <http://hazmat.dot.gov>. Under no circumstance should a cylinder described in this safety advisory be filled, refilled or used for its intended purpose until it is reinspected and retested by a DOT-authorized retest facility.

RSPA requests that any person possessing a cylinder described in this safety advisory telephone or provide a facsimile to Mr. Hines with the following information for each cylinder: (1) The cylinder manufacturer's name, (2) the serial number of the cylinder, (3) the DOT specification or exemption information for the cylinder, and (4) the month and year of the last marked retest by Sooner Cylinder Service, Inc.

Issued in Washington, DC on July 24, 2003.

**Robert A. McGuire,**

*Associate Administrator for Hazardous Materials Safety.*

[FR Doc. 03-19371 Filed 7-29-03; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-57 (Sub-No. 53X)]

#### Soo Line Railroad Company— Abandonment Exemption—in Racine County, WI

Soo Line Railroad Company (Soo) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments and Discontinuances of Service and Trackage Rights* to abandon approximately 7.5 miles of its line of railroad between milepost 18.43±(near Kansasville) and milepost 25.93±(in Burlington), in Racine County, WI. The line traverses United States Postal Service Zip Codes 53139 and 53105.

Soo has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) all overhead traffic has been rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or

with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.*—*Abandonment*—*Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on August 29, 2003, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,<sup>1</sup> formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2),<sup>2</sup> and trail use/rail banking requests under 49 CFR 1152.29 must be filed by August 11, 2003. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by August 19, 2003, with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to Soo's representative: Diane P. Gerth, Esq., Leonard, Street and Deinard Professional Association, 150 South Fifth St., Suite 2300, Minneapolis, MN 55402.

If the verified notice contains false or misleading information, the exemption is void *ab initio*.

Soo has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. SEA will issue an environmental assessment (EA) by August 4, 2003. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 565-1539. [Assistance for the hearing impaired is

<sup>1</sup> The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis (SEA) in its independent investigation) cannot be made before the exemption's effective date. See *Exemption of Out-of-Service Rail Lines*, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

<sup>2</sup> Each OFA must be accompanied by the filing fee, which currently is set at \$1,100. See 49 CFR 1002.2(f)(25).

available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.] Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), Soo shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by Soo's filing of a notice of consummation by July 30, 2004, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

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

Decided: July 23, 2003.

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

**Vernon A. Williams,**  
*Secretary.*

[FR Doc. 03-19332 Filed 7-29-03; 8:45 am]

BILLING CODE 4915-00-P

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

July 17, 2003.

The Department of the 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 11000, 1750 Pennsylvania Avenue, NW., Washington, DC 20220.

**Dates:** Written comments should be received on or before August 29, 2003 to be assured of consideration.

#### Internal Revenue Service (IRS)

**OMB Number:** 1545-0228.

**Form Number:** IRS Form 6252.

**Type of Review:** Extension.

**Title:** Installment Sale Income.

**Description:** Information is needed to figure and report an installment sale for a casual or incidental sale of personal property, and a sale of real property by