

batteries and equipment are protected from damage and accidental initiation:

(1) *Keep batteries installed in portable electronic devices.* Passengers can safely carry electronic devices with installed batteries, such as, cellular phones, notebook computers, cameras, camcorders, entertainment devices, and medical equipment, in the passenger cabin of an airplane. When replacing with a spare battery during flight, handle batteries with care and pack spare batteries safely.

(2) *Pack spare batteries in carry-on baggage.* Conditions that could lead to an incident are easier to detect in the passenger compartment of an aircraft. Flight crews have access to fire extinguishers in the event of an in-flight incident involving batteries.

(3) *Keep spare batteries in the original retail packaging.* Batteries purchased from retail stores are packaged in plastic and cardboard packages intended for the transport of those batteries. This packaging prevents unintentional activation and short-circuiting by effectively isolating the batteries from contact with each other and other objects.

(4) *If original packaging is not available, effectively insulate battery terminals.* Effective insulation of battery terminals will ensure batteries do not short circuit from an external source. Travelers can effectively insulate battery terminals by isolating spare batteries from contact with other batteries and metal objects. If the original packaging is unavailable or damaged, place each battery individually in its own protective case, plastic bag or package. A sturdy, resealable plastic bag (e.g., a freezer bag or sturdy resealable sandwich bag) is suitable for this purpose. Covering the battery terminals with insulating tape, such as electrical tape, is another effective method. We recommend using both measures in combination for batteries that have protruding or sharp terminals (e.g., standard 9-volt batteries).

(5) *Do not carry recalled, damaged, or counterfeit batteries.*

Do not carry aboard a plane recalled, damaged or counterfeit batteries. Information about recalled batteries can be found at the manufacturer's Web site or from the Consumer Product Safety Commission (<http://www.cpsc.gov>.) Passengers should only use batteries purchased from reputable sources.

(6) *Prevent inadvertent activation of battery-powered devices.*

Leaving batteries in battery-powered devices is an effective means of insulating the terminals and protecting against internal short-circuiting. However, battery-powered devices with

installed batteries must be packaged to prevent inadvertent activation. Cordless power tools, for instance, should be packed in a protective case, with a trigger lock engaged.

#### *E. Next Steps*

The publication of this safety advisory is one of several measures PHMSA is taking, in consultation with FAA, the NTSB, manufacturers of batteries and consumer products, airlines, testing laboratories, the emergency response and law enforcement community and other stakeholders, to respond to the battery-related incidents.

The Air Line Pilots Association, in conjunction with the International Federation of Air Line Pilots Associations, plans to simultaneously publish to their members a Safety Alert and Safety Bulletin respectively, concerning the hazards associated with in-flight passenger electronic equipment fires, and steps crewmembers should take in the event of a fire.

Over the next few months, PHMSA, FAA, and other interested public and private sector organizations will move ahead with actions to enhance battery transportation safety through development and revision of safety standards and public education and outreach.

In the meantime, airline passengers and crew members are reminded of their existing obligations under PHMSA's regulations. As noted above, airline passengers are prohibited from carrying batteries and battery-powered equipment aboard an aircraft unless the device and batteries have been packaged or protected against short-circuiting and overheating.

Issued in Washington, DC, on March 22, 2007.

**Theodore L. Willke,**

*Acting Associate Administrator for Hazardous Materials Safety.*

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## **DEPARTMENT OF TRANSPORTATION**

### **Surface Transportation Board**

**[STB Docket No. AB-254 (Sub-No. 9X)]**

#### **Providence and Worcester Railroad Company—Abandonment Exemption—Slatersville Secondary Track (Woonsocket, RI and Blackstone, MA)**

Providence and Worcester Railroad Company (P&W) has filed a notice of exemption under 49 CFR 1152 Subpart F—*Exempt Abandonments* to abandon a portion of the Slatersville Secondary Track located in Woonsocket,

Providence County, RI, extending from milepost 0.85 +/- at the north side of Boyden Street and continuing to a point that is 1,480 +/- feet northerly of the end of the track at milepost 0.0 in Blackstone, Worcester County, MA, a total distance of approximately 1.1 miles. The line traverses United States Postal Service Zip Codes 02895 and 01504.

P&W has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (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 or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements of 49 CFR 1105.7 (environmental report), 49 CFR 1105.8 (historic report), 49 CFR 1105.11 (transmittal letter), 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 employees 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 April 25, 2007, 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 April 5, 2007. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by April 16, 2007, with: Surface Transportation Board, 395

<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 is currently set at \$1,300. See 49 CFR 1002.2(f)(25).

E Street, SW., Washington, DC 20423-0001.

A copy of any petition filed with the Board should be sent to P&W's representative: Edward D. Greenberg, 1054 Thirty-First Street, NW., Washington, DC 20007.

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

P&W has filed environmental and historic reports which address the effects, if any, of the abandonment on the environment and historic resources. SEA will issue an environmental assessment (EA) by March 30, 2007. Interested persons may obtain a copy of the EA by writing to SEA (Room 1100, Surface Transportation Board, Washington, DC 20423-0001) or by calling SEA, at (202) 245-0305. [Assistance for the hearing impaired is 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), P&W 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 P&W's filing of a notice of consummation by March 26, 2008, 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: March 16, 2007.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

**Vernon A. Williams,**  
Secretary.

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## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

March 21, 2007.

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, Public Law 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 April 25, 2007 to be assured of consideration.

#### Internal Revenue Service (IRS)

*OMB Number:* 1545-0768.

*Type of Review:* Extension.

*Title:* EE-178-78 Final (TD 7898)

Employers Qualified Educational Assistance Programs.

*Description:* Respondents include employers who maintain education assistance programs for their employees. Information verifies that programs are qualified and that employees may exclude educational assistance from their gross incomes.

*Respondents:* Businesses and other for-profit institutions.

*Estimated Total Burden Hours:* 615 hours.

*OMB Number:* 1545-2033.

*Type of Review:* Extension.

*Title:* Notice 2006-83, Chapter 11 Bankruptcy Cases.

*Description:* The IRS needs bankruptcy estates and individual chapter 11 debtors to allocate post-petition income and tax withholding between the estate and the debtor. The IRS will use the information in administering the internal revenue laws. Respondents will be individual debtors and their bankruptcy estates for chapter 11 cases filed after October 16, 2005.

*Respondents:* Individuals or households.

*Estimated Total Burden Hours:* 1,500 hours.

*OMB Number:* 1545-0949.

*Type of Review:* Revision.

*Title:* Application for Special Enrollment Examination.

*Form:* 2587.

*Description:* This information relates to the determination of the eligibility of individuals seeking enrollment status to practice before the Internal Revenue Service.

*Respondents:* Individuals or households.

*Estimated Total Burden Hours:* 11,000 hours.

*Clearance Officer:* Glenn P. Kirkland (202) 622-3428, Internal Revenue Service, Room 6516, 1111 Constitution Avenue, NW., Washington, DC 20224.

*OMB Reviewer:* Alexander T. Hunt (202) 395-7316, Office of Management and Budget, Room 10235, New Executive Office Building, Washington, DC 20503.

**Robert Dahl,**

*Treasury PRA Clearance Officer.*

[FR Doc. E7-5462 Filed 3-23-07; 8:45 am]

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