

result in motor vehicle brake failure and the failure of equipment utilizing hydraulic system mineral oil.

Properties of these fluids and their use necessitate the package labeling information specified in this standard. Brake fluid and hydraulic system mineral oil must be free of contaminants in order to perform as intended; therefore, the labeling instructions warn against storing in unsealed containers or mixing these fluids with other products. Also, avoiding the absorption of moisture is extremely important since moisture in a brake system degrades braking performance and safety by lowering brake fluid's boiling point, increasing the fluid's viscosity at low atmospheric temperatures and increasing the risk of brake system component corrosion. Lower boiling points increase the risk of brake system failure by increasing the possibility of vapor lock and resultant loss of pressure in the brake system. The safety warnings also alert users of brake fluids sold in containers with capacities of less than five gallons that the containers should not be refilled or reused for other purposes.

If the labeling requirements were not mandatory, maintaining the current level of brake safety on the nation's highways would be more difficult. Proper vehicle brake performance is crucial to the safety of motor vehicle occupants, and the information on fluid containers is necessary to aid in reducing brake system failures resulting from the use of improper or contaminated fluid. The labeling on fluid containers also helps to ensure that only fluid that complies with federal requirements is sold, and this also facilitates agency enforcement efforts by identifying the fluid packager, manufacturer, and date of manufacture.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the*

*Collection of Information*—There are an estimated 200 respondents, mainly those manufacturers and packagers involved with the production of motor vehicle brake and hydraulic fluids. A label is required on each container of fluid sold.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information*—The total annualized cost to respondents is estimated by the agency to be \$372,370 which includes a labor burden and material costs. The labor burden is estimated to be 7,680 hours performed by a total of 200 respondents. The labor burden involves the designing of labels for each label redesign cycle at an estimated cost of \$38.00 per hour. The estimated annual labor burden is therefore \$291,840 and the cost of materials, primarily ink for label printing, is estimated to be \$402.65 per respondent for an annual total of \$80,530.

**Authority:** 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Issued: December 29, 2000.

**Noble N. Bowie,**

*Acting Associate Administrator for Safety Performance Standards.*

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Finance Docket No. 33983]

#### Landisville Terminal & Transfer Company—Lease and Operation Exemption—Landisville Railroad Inc.

Landisville Terminal & Transfer Company (LAND), a noncarrier, newly created to become a Class III railroad, has filed a notice of exemption under 49 CFR 1150.31 to lease and operate less than two miles of rail line currently

owned by Landisville Railroad Inc. (LRC) in Lancaster County, PA. The rail line consists of LRC's entire rail line between its connection to Norfolk Southern Railway Company on Amtrak's Harrisburg Line and the end of track south of Nolt Road and north of Stony Battery Road. LAND certifies that its projected annual revenues will not exceed those that would qualify it as a Class III rail carrier and that its annual revenues are not projected to exceed \$5 million.

LAND indicates that it is leasing all of LRC's assets and will continue to provide the common carrier railroad service currently provided by LRC over its property.

The transaction is expected to be consummated on or about January 1, 2001.

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. 33983, 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, one copy of each pleading must be served on John D. Heffner, 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](http://www.stb.dot.gov)."

Decided: December 28, 2000.

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

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

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