

P.O. Box C, Narrowsburg, New York 12764-0159; 717-729-8251.

**SUPPLEMENTARY INFORMATION:** The Advisory Council was established under section 704 (f) of the National Parks and Recreation Act of 1978, Public Law 95-625, 16 USC 1724 note, to encourage maximum public involvement in the development and implementation of the plans and programs authorized by the Act. The Council is to meet and report to the Delaware River Basin Commission, the Secretary of the Interior, and the Governors of New York and Pennsylvania in the preparation and implementation of the management plan, and on programs which relate to land and water use in the Upper Delaware Region. All meetings are open to the public. Any member of the public may file with the Council a written statement concerning agenda items. The statement should be addressed to the Upper Delaware Citizens Advisory Council, P.O. Box 84, Narrowsburg, NY 12764. Minutes of the meeting will be available for inspection four weeks after the meeting, at the permanent headquarters of the Upper Delaware Scenic and Recreational River; River Road, 13/4 miles north of Narrowsburg, New York; Damascus Township, Pennsylvania.

Dated: April 17, 1995.

Marie Rust,

*Regional Director, Mid-Atlantic Region.*

[FR Doc. 95-10544 Filed 4-27-95; 8:45 am]

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## INTERNATIONAL TRADE COMMISSION

[Investigation No. 731-TA-701 (Final)]

### Disposable Lighters From Thailand

#### Determination

On the basis of the record<sup>1</sup> developed in the subject investigation, the Commission determines,<sup>2</sup> pursuant to section 735(b) of the Tariff Act of 1930 (19 U.S.C. 1673d(b)) (the Act), that an industry in the United States is not materially injured or threatened with material injury, and the establishment of an industry in the United States is not materially retarded, by reason of imports from Thailand of disposable pocket lighters, provided for in subheadings 9613.10.00 and 9613.20.00 of the Harmonized Tariff Schedule of the United States, that have been found by the Department of Commerce to be

<sup>1</sup> The record is defined in sec. 207.2(f) of the Commission's Rules of Practice and Procedure (19 CFR § 207.2(f)).

<sup>2</sup> Commissioners Rohr and Newquist dissenting.

sold in the United States at less than fair value (LTFV).

#### Background

The Commission instituted this investigation effective October 24, 1994, following a preliminary determination by the Department of Commerce that imports of disposable pocket lighters from Thailand were being sold at LTFV within the meaning of section 733(b) of the Act (19 U.S.C. 1673b(b)). Notice of the institution of the Commission's investigation and of a public hearing to be held in connection therewith was given by posting copies of the notice in the Office of the Secretary, U.S. International Trade Commission, Washington, DC, and by publishing the notice in the Federal Register of November 9, 1994 (59 F.R. 55853). The hearing was held in Washington, DC, on March 21, 1995, and all persons who requested the opportunity were permitted to appear in person or by counsel.

The Commission transmitted its determination in this investigation to the Secretary of Commerce on April 21, 1995. The views of the Commission are contained in USITC Publication 2876 (April 1995), entitled "Disposable Lighters from Thailand: Investigation No. 731-TA-701 (Final)."

Issued: April 24, 1995.

By order of the Commission.

Donna R. Koehnke,

*Secretary.*

[FR Doc. 95-10444 Filed 4-27-95; 8:45 am]

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## INTERSTATE COMMERCE COMMISSION

[Finance Docket No. 32669]

### Wisconsin Central Ltd. and Fox Valley & Western Ltd.—Joint Relocation Project Exemption—in Green Bay, WI

On March 28, 1995, Wisconsin Central Ltd. (WCL) and Fox Valley & Western Ltd. (FVW) filed a notice of exemption under 49 CFR 1180.2(d)(5) to relocate lines of railroad in Green Bay, WI. WCL and FVW stated that the transaction would be consummated no sooner than April 4, 1995.

WCL is a class II rail carrier operating approximately 2,000 miles of rail line in four upper midwestern states, and FVW is a class II rail carrier operating approximately 500 miles of rail line entirely in WI. Both WCL and FVW are commonly controlled by Wisconsin Central Transportation Corporation. Within the City of Green Bay, WCL and FVW own and operate several adjacent

and parallel lines of railroad. The proposed joint relocation will reroute operations from, and allow removal of, several of these duplicative rail lines.

Under the joint relocation project, WCL and FVW propose the following transactions: (1) WCL will abandon its line of railroad between milepost 198.34 at Oneida and Hudson Streets and milepost 196.90 at State Street, a distance of approximately 1.44 miles, in Green Bay, WI;<sup>1</sup> (2) WCL will construct a connecting track of approximately 525 feet in length between the WCL and FVW lines of railroad in the vicinity of Oneida and Hudson Streets; (3) FVW will grant WCL trackage rights over FVW's East-West Line between milepost 1.37 at Hudson and Oneida Streets and milepost 0.26 at Maple Street, a distance of approximately 1.11 miles, and from milepost 0.26 at Maple Street to milepost -0.32<sup>2</sup> on FVW's State Street Spur at the crossing of WCL's Green Bay Line (WCL milepost 196.90), a distance of approximately 0.58 mile; (4) FVW will construct a connecting track of approximately 1,260 feet in length between milepost 0.26 at Maple Street on FVW's East-West Line and milepost 242.46 at Bridge Street on FVW's North-South Line, and will grant WCL trackage rights over the connecting track; (5) WCL will construct a connecting track of approximately 550 feet in length between approximately milepost -0.32 at 5th Street on FVW's State Street Spur and a connection with WCL's Greenleaf Line at milepost 196.90 at State Street;<sup>3</sup> and (6) FVW will abandon its Norwood Line between milepost 0.32 at Ashland Avenue and milepost 2.26 at McDonald Street, a distance of approximately 1.94 miles.<sup>4</sup>

<sup>1</sup> As a result of track reconfiguration work in the Oakland Avenue Yard, WCL has already removed approximately 475 feet of track which is part of the Green Bay Line, between a point on the east side of Broadway Avenue (milepost 196.93) and the diamond crossover of the FVW North-South Line (milepost 197.02).

<sup>2</sup> Milepost -0.32 is so designated to indicate its measurement backwards from milepost 0.00 on the FVW East-West Line.

<sup>3</sup> In *Wisconsin Central, Ltd.—Abandonment Exemption—in Brown County, WI*, Docket No. AB-303 (Sub-No. 13X) (ICC served Oct. 31, 1994), WCL was granted an exemption to abandon approximately 13.9 miles of rail line between milepost 183.0 at Greenleaf, and milepost 196.90 at Green Bay, WI. However, WCL has an agreement with a third-party carrier which gives the carrier a right of first refusal to acquire the 13.9-mile segment, and thus the line may remain in active rail service. If the line is not acquired by the carrier and is abandoned, WCL will not construct the connecting track between the FVW State Street Spur and the WCL Greenleaf Line.

<sup>4</sup> Milepost 0.47 on FVW's North-South Line is coincident with milepost 2.26 on FVW's Norwood Line. A change in the milepost numbering system on FVW's North-South Line occurs at

The joint relocation project will simplify and improve rail operations in the Green Bay terminal area, permit the removal of unnecessary trackage, and relieve traffic congestion in the surrounding area.

WCL and FVW state that no shippers are located on either of the rail lines to be abandoned and that no shippers will be adversely affected by this joint relocation project or lose access to any rail service currently provided by WCL or FVW. The joint project involves the relocation of existing overhead operations onto nearby, parallel rail lines. It will not change service to shippers, expand the operations of WCL or FVW into new territory, or alter the existing competitive balance.

The Commission will exercise jurisdiction over the abandonment or construction components of a relocation project, and require separate approval or exemption, only where the removal of track affects service to shippers or the construction of new track involves expansion into new territory. See *City of Detroit v. Canadian National Ry. Co., et al.*, 9 I.C.C.2d 1208 (1993). The Commission has determined that line relocation projects may embrace trackage rights transactions such as the one involved here. See *D.T.&I.R.—Trackage Rights*, 363 I.C.C. 878 (1981). Under these standards, the embraced incidental abandonment, construction, and trackage rights components require no separate approval or exemption when the relocation project, as here, will not disrupt service to shippers and thus qualifies for the class exemption at 49 CFR 1180.2(d)(5).

As a condition to the use of this exemption, any employees affected by the trackage rights agreement will be protected by the conditions in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Petitions to revoke the exemption under 49 U.S.C. 10505(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction. Pleadings must be filed with the Commission and served on: Janet H. Gilbert, Wisconsin Central Ltd. and Fox Valley & Western Ltd., 6250 North River Road, Suite 9000, Rosemont, IL 60018; and Kevin M. Sheys, 1020 Nineteenth Street, N.W., Suite 600, Washington, DC 20036.

Decided: April 24, 1995.

approximately Elmore Street, where milepost 243.0 and milepost 0.0 designate the same point.

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

Vernon A. Williams,

Secretary.

[FR Doc. 95-10491 Filed 4-27-95; 8:45 am]

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## DEPARTMENT OF LABOR

### Employment Standards Administration Wage and Hour Division; Minimum Wages for Federal and Federally Assisted Construction; General Wage Determination Decisions

General wage determination decisions of the Secretary of Labor are issued in accordance with applicable law and are based on the information obtained by the Department of Labor from its study of local wage conditions and data made available from other sources. They specify the basic hourly wage rates and fringe benefits which are determined to be prevailing for the described classes of laborers and mechanics employed on construction projects of a similar character and in the localities specified therein.

The determinations in these decisions of prevailing rates and fringe benefits have been made in accordance with 29 CFR Part 1, by authority of the Secretary of Labor pursuant to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Stat. 1494, as amended, 40 U.S.C. 276a) and of other Federal statutes referred to in 29 CFR part 1, appendix, as well as such additional statutes as may from time to time be enacted containing provisions for the payment of wages determined to be prevailing by the Secretary of Labor in accordance with the Davis-Bacon Act. The prevailing rates and fringe benefits determined in these decisions shall, in accordance with the provisions of the foregoing statutes, constitute the minimum wages payable on Federal and federally assisted construction projects to laborers and mechanics of the specified classes engaged on contract work of the character and in the localities described therein.

Good cause is hereby found for not utilizing notice and public comment procedure thereon prior to the issuance of these determinations as prescribed in 5 U.S.C. 553 and not providing for delay in the effective date as prescribed in that section, because the necessity to issue current construction industry wage determinations frequently and in large volume causes procedures to be impractical and contrary to the public interest.

General wage determination decisions, and modifications and

supersedes decisions thereto, contain no expiration dates and are effective from their date of notice in the Federal Register, or on the date written notice is received by the agency, whichever is earlier. These decisions are to be used in accordance with the provisions of 29 CFR parts 1 and 5. Accordingly, the applicable decision, together with any modifications issued, must be made a part of every contract for performance of the described work within the geographic area indicated as required by an applicable Federal prevailing wage law and 29 CFR part 5. The wage rates and fringe benefits, notice of which is published herein, and which are contained in the Government Printing Office (GPO) document entitled "General Wage Determinations Issued Under The Davis-Bacon And Related Acts," shall be the minimum paid by contractors and subcontractors to laborers and mechanics.

Any person, organization, or governmental agency having an interest in the rates determined as prevailing is encouraged to submit wage rate and fringe benefit information for consideration by the Department. Further information and self-explanatory forms for the purpose of submitting this data may be obtained by writing to the U.S. Department of Labor, Employment Standards Administration, Wage and Hour Division, Division of Wage Determinations, 200 Constitution Avenue, N.W., Room S-3014, Washington, D.C. 20210.

#### Withdrawn General Wage Determination Decision

This is to advise all interested parties that the Department of Labor is withdrawing, from the date of this notice, General Wage Determination No. TX950109 dated February 10, 1995.

Agencies with construction projects pending, to which this wage decision would have been applicable, should utilize Wage Decision TX950001. Contracts for which bids have been opened shall not be affected by this notice. Also, consistent with 29 CFR 1.6(c)(2)(i)(A), when the opening of bids is less than ten (10) days from the date of this notice, this action shall be effective unless the agency finds that there is insufficient time to notify bidders of the change and the finding is documented in the contract file.

#### New General Wage Determination Decisions

The number of the decisions added to the Government Printing Office document entitled "General Wage Determination Issued Under the Davis-