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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.

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INTERNATIONAL TRADE COMMISSION

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

Disposable Lighters From Thailand

Determination

On the basis of the record¹ developed in the subject investigation, the Commission determines,² 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

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

² 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;¹ (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 -0.32² 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;³ 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.⁴

¹ 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).

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

³ 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.

⁴ 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