



310117

ENTERED  
Office of Chief Counsel  
September 29, 2025  
Part of  
Public Record

Justin J. Marks  
T (202) 772-0916  
F +12027720919  
Email:jjmarks@ClarkHill.com

Clark Hill  
1001 Pennsylvania Avenue N.W.  
Suite 1300 South  
Washington, DC 20004  
T (202) 772-0909  
F (202) 772-0919

September 29, 2025

Cynthia T. Brown  
Chief of Case Administration  
Office of Chief Counsel  
Surface Transportation Board  
395 E Street S.W.  
Washington, DC 20423-0001

Re: STB Docket No. FD 36833 Lampwrights LLC– Construction and Operation  
Exemption–In Elk and Jefferson Counties, PA

Dear Ms. Brown:

Enclosed for filing in the above referenced docket is a Petition for Exemption under 49 U.S.C. §10502 from the requirements of 49 U.S.C. §10901 for Lampwrights LLC to construct and operate a line of railroad in Elk and Jefferson Counties, PA. The filing fee has been paid via pay.gov.

If you have any questions related to this filing, please let me know.

Sincerely,

Justin J. Marks  
Counsel to Lampwrights LLC

Enclosure

FEE RECEIVED  
September 29, 2025  
SURFACE  
TRANSPORTATION BOARD

FILED  
September 29, 2025  
SURFACE  
TRANSPORTATION BOARD

**Before the**  
**SURFACE TRANSPORTATION BOARD**

STB Docket No. FD 36833

**LAMPWRIGHTS LLC**  
**– CONSTRUCTION AND OPERATION OF A LINE OF RAILROAD –**  
**IN ELK AND JEFFERSON COUNTIES, PA**

---

**PETITION FOR EXEMPTION UNDER**  
**49 U.S.C. §10502 FROM THE REQUIREMENTS OF 49 U.S.C. §10901**

---

*(includes color images)*

Justin J. Marks  
Clark Hill PLC  
1001 Pennsylvania Ave. N.W.  
Suite 1300 South  
Washington, DC 20004  
(202) 772-0916  
[jmarks@clarkhill.com](mailto:jmarks@clarkhill.com)

Eric M. Hocky  
Clark Hill PLC  
Two Commerce Square  
2001 Market St.  
Suite 2620  
Philadelphia, PA 19103  
(215) 640-8523  
[ehocky@clarkhill.com](mailto:ehocky@clarkhill.com)

*Counsel for*  
*Lampwrights LLC*

Dated: September 29, 2025

**Before the**  
**SURFACE TRANSPORTATION BOARD**

STB Docket No. FD 36833

**LAMPWRIGHTS LLC**  
**– CONSTRUCTION AND OPERATION OF A LINE OF RAILROAD –**  
**IN ELK AND JEFFERSON COUNTIES, PA**

---

**PETITION FOR EXEMPTION UNDER**  
**49 U.S.C. §10502 FROM THE REQUIREMENTS OF 49 U.S.C. §10901**

Pursuant to 49 U.S.C. §10502, Lampwrights LLC (“Lampwrights”), a non-carrier subsidiary of Noble Environmental, Inc (“Noble”) hereby petitions the Board for an exemption from the prior approval requirements of 49 U.S.C. §10901 to construct approximately 20,427 feet of new common carrier rail line (the “Proposed Line”) in Elk and Jefferson Counties, PA, extending from the terminus of an active Buffalo & Pittsburgh Railroad, Inc. (“BPRR”) rail line located at the O-I Crenshaw Glass Plant to the Noble owned, Greentree Landfill. A portion of the Proposed Line would utilize a segment of right-of-way once used by the Lake Erie Lackawanna Railroad to serve local industry.

Lampwrights is also seeking authority to operate the Proposed Line. However, Lampwrights does not intend to operate the Proposed Line, it intends only to hold a residual common carrier obligation. Instead, Lampwrights would enter into an agreement for BPRR to operate the Proposed Line. Neither Lampwrights nor Noble currently own or operate any other rail lines. A map of the Proposed Line is attached hereto as Exhibit A.

This petition is supported by the Verified Statement of Alexander Sulkowski, President of Lampwrights (“Sulkowski VS”) enclosed as Exhibit B and support letters enclosed as Exhibit C.

## I. BACKGROUND

### A. Purpose and Need

The purpose of the Proposed Line is to transport waste to the Greentree Landfill via rail because the landfill is not directly served by any rail carrier. The landfill currently accepts anywhere from 2,500 to 3,500 tons of waste per day. This is approximately 50% of its permitted maximum daily limit. The most common waste types accepted are typical municipal solid waste (“MSW”) and construction and demolition debris (“C&DD”). Greentree Landfill is not permitted to accept any hazardous waste types.<sup>1</sup>

Of the 2,500 to 3,500 tons per day currently accepted at Greentree, 45-50% of the waste is not locally generated. It originates from outside of Pennsylvania, including Connecticut, New York, New Jersey, and Massachusetts. Out of state waste is transported to the landfill in long-haul tractors trailers primarily via State Route 219. At current levels, out-of-state volumes equate to approximately 26,000 to 45,500 tractor trailer trips per year.<sup>2</sup>

Over the last twenty-five years, Pennsylvania has seen an influx of imported waste, primarily due to the lower tipping fees in Pennsylvania compared to northeastern states. Tipping fees in states like Connecticut, New York, New Jersey, and Massachusetts are higher than Pennsylvania driven by limited landfill capacity, reliance on Waste-to-Energy (“WTE”) technology and policies designed to restrict landfill use in favor of recycling and diversion initiatives.<sup>3</sup> WTE facilities are aging and the cost to maintain and rebuild WTE facilities is unjustified. The effect of these local waste management decisions forces these jurisdictions to find cheaper disposal options, creating a market for out-of-state landfills.<sup>4</sup>

---

<sup>1</sup> Sulkowski VS at 1.

<sup>2</sup> *Id* at 2.

<sup>3</sup> *Id.* at 2-3.

<sup>4</sup> *Id.* at 3.

Greentree Landfill has been the beneficiary of the commodification of waste. In 2002, Greentree Landfill accepted 1.5 million tons of waste of which 1.2 million originated from New York and New Jersey. In 2024, Greentree accepted 987,331 tons less than it did in 2002. Greentree is permitted to receive more waste than it currently receives with motor carriage as the only transportation option. The Proposed Line will provide customers with another rail served landfill near the northeast United States. Further, the Proposed Line will allow current customers to transition from motor carriage to rail carriage with direct access to the Greentree Landfill.

Noble supports waste-by-rail and is separately developing a bridge solution so that Noble may utilize rail transportation to the Greentree Landfill. Noble has acquired an unused sidetrack in Brockway, PA near the location of the Proposed Line to be developed as a non-carrier MSW transfer station/transload facility. The Brockway Transload Facility does not require Board authority, but is, under the jurisdiction of the Commonwealth of Pennsylvania. Trains carrying sealed waste containers will enter the site via BPRR. The containers will be unloaded and placed onto waste hauling vehicles and transported 7.4 miles to Greentree Landfill. Noble will utilize the Brockway Transload Facility until completion of the Proposed Line.<sup>5</sup>

B. Description of the Construction Project

The Lampwrights Proposed Line will begin at the end of an active BPRR line located at the O-I Crenshaw Glass Plant and will travel approximately 20,427 feet to Greentree Landfill. The Proposed Line follows the right-of-way of a former Lake Erie Lackawanna portion of what was known as the Toby Branch that prior to being abandoned served local industry. The last known operator of the Toby Branch was Conrail. Lampwrights intends to construct the Proposed Line on the former railroad bed.<sup>6</sup>

---

<sup>5</sup> *Id.* at 7.

<sup>6</sup> *Id.* at 4.

The Proposed Line will terminate at Greentree Landfill where the landfill will construct private industry track to receive the waste. The waste will travel to the landfill in sealed intermodal containers utilizing 89-foot flat cars. Once at the landfill, Greentree will utilize gantry-style cranes and reach stackers to place the sealed containers from the rail cars on to articulated dump trucks. The sealed containers will travel via articulated truck within the landfill property to the active working face of the landfill.<sup>7</sup>

C. Description of Planned Operations

Lampwrights anticipates that it will ship one in-bound train and one empty out-bound train per week. It anticipates that each train will be comprised of 75 cars per train totaling approximately 6,675-7,000 feet in total length.<sup>8</sup> The construction of the Proposed Line will facilitate the movement of waste to Greentree Landfill while minimizing truck traffic on local roadways.

D. Environmental Review by the Board's Office of Environmental Analysis

As the Board is aware, a petition for exemption to construct and operate a rail line requires a petitioner to comply with the Board's obligations under the National Environmental Policy Act ("NEPA") and Section 106 of the National Historic Preservation Act. Lampwrights is working with the Board's Office of Environmental Analysis ("OEA") to comply with those obligations. Lampwrights, OEA, and the third-party contractor VHB have entered into a Memorandum of Understanding for VHB to work under the direction and supervision of OEA for the development of the environmental document.

OEA is consulting with the relevant federal, state, tribal, and local agencies in the development of its environmental analysis.

---

<sup>7</sup> *Id.* at 5-6.

<sup>8</sup> *Id.* at 6.

## **II. LAMPWRIGHTS PROPOSED LINE SATISFIES THE STANDARD FOR EXEMPTION UNDER 49 U.S.C. §10502.**

Under 49 U.S.C. §10901, Board approval is required for the construction of a new common carrier railroad line. The Board is required to authorize the construction of a new rail line unless, the line is “inconsistent with the public convenience and necessity.” 49 U.S.C. §10901(c). The Board has recognized that “[t]his permissive licensing policy, introduced in the ICC Termination Act of 1995 (“ICCTA”), establishes a clear presumption in favor of rail construction proposals, and conforms to the broader Congressional policies to ‘promote effective competition among rail carriers’ and to ‘reduce barriers to entry into ... the industry.’”<sup>9</sup> This presumption establishes “that rail construction projects are in the public interest unless shown otherwise.”<sup>10</sup>

The Board has determined that under 49 U.S.C. §10502, it must exempt a transaction from regulation when it finds that:

(1) is not necessary to carry out the transportation policy of section 10101 of this title; and

(2) either –

(A) the transaction or service is of limited scope; or

(B) the application in whole or in part of the provision is not needed to protect shippers from the abuse of market power.<sup>11</sup>

The Proposed Line is intended to enable a direct waste-by-rail connection to the Greentree Landfill. The Proposed Line is consistent with the Board’s precedent for granting construction

---

<sup>9</sup> 49 U.S.C. [§]10104(4), (7). *Midwest Generation, LLC – Exemption from 49 U.S.C. 10901 – For Construction in Will County, IL*, STB Finance Docket No. 34060, slip op. at 7-8 (served Mar. 21, 2002) (footnotes omitted) (“Midwest”).

<sup>10</sup> *Townline Rail Terminal, LLC – Construction and Operation Exemption – In Suffolk County, N.Y.*, STB Finance Docket No. 36575, slip op. at 6 (served Nov. 15, 2023)(citing *Lone Star R.R. – Track Constr. & Operation Exemption – in Howard County., Tex.*, STB Finance Docket No. 35874, slip op. at 3 (served Mar. 3, 2016)).

<sup>11</sup> *Port of Moses Lake – Construction Exemption – Moses Lake, Washington*, STB Finance Docket No. 34936, slip op. at 4 (served Aug. 27, 2009).

exemptions under section 10502.<sup>12</sup> In addition, the statute only requires a party to satisfy either subpart (2)(A) or (2)(B). Here the proposed line satisfies both subparts.

A. The Board has Jurisdiction over the Proposed Line.

Lampwrights's Proposed Line is a "line of railroad" as the Board interprets that term and would require a license to construct and operate under 49 U.S.C. §10901. As the Board explains in *Midwest*, under 49 U.S.C. 10501(a)(1), the Board has jurisdiction over "transportation by rail carrier," and "rail carrier" is defined by 49 U.S.C. 10102(5) as "a person providing common carrier railroad transportation for compensation."<sup>13</sup> Further, Board authority is required for a new line of railroad, where the "proposed trackage extends into territory not theretofore served by the carrier, and particularly where it extends into territory already served by another carrier."<sup>14</sup>

Here, Lampwrights will be constructing the Proposed Line to hold itself out to serve customers seeking available landfill airspace by providing a more efficient option than trucks can offer.<sup>15</sup> In addition, the Proposed Line will extend into territory not currently served by Lampwrights or any other carrier.

Lampwrights is willing to accept a common carrier obligation and to "hold out" to provide rail service to the public at large. Lampwrights will enter into an agreement for BPRR to operate the Proposed Line and Lampwrights will hold the underlying common carrier obligation.

---

<sup>12</sup> *Texas Railway Exchange LLC – Construction and Operation Exemption – Galveston County, Tex.*, STB Finance Docket 36186 (served Jan. 17, 2020); *Palmetto Railways – Construction and Operation Exemption in Berkeley County, S.C.*, STB Finance Docket 36095 (served July 22, 2019); *Northwest Tennessee Regional Port Authority – Construction and Operation Exemption – In Lake County, Tenn.*, STB Finance Docket 35802 (served Apr. 21, 2016).

<sup>13</sup> *Midwest*, slip op at 6.

<sup>14</sup> *Texas & Pacific Railway Co. v. Gulf, Colorado & Santa Fe Railway Co.*, 46 S. Ct. 263, 278-79 (1926).

<sup>15</sup> Because the Proposed Line is designed to deliver waste directly to the Superior Greentree Landfill, Lampwrights is not seeking authority to build a solid waste transfer facility under 49 CFR Part 1155.

B. The Proposed Line is in the Public Interest

Lampwrights need not argue that the Proposed Line is in the public interest because ICCTA establishes a presumption that rail construction projects are in the public interest. Even without the ICCTA presumption, the Proposed Line is in the public interest because it creates a rail served landfill that would remove trucks from state and local roadways. Further, because local jurisdictions receive quarterly landfill host payments calculated on a per ton basis, increased use of the Greentree Landfill would result in an increase in revenues to the State of Pennsylvania, Fox Township, and Elk County. As such, these state and local governments – representing “the public” within the State of Pennsylvania would receive a significant benefit from the Proposed Line even though the Proposed Line is a project being developed by a non-governmental entity.

In totality, the Proposed Line is in the Public Interest because it would increase state and local revenues, remove trucks from state and local roadways, and would provide additional rail served landfill capacity for Pennsylvania and the surrounding states.

C. Application of 49 U.S.C. §10901 is not necessary to further the National Rail Transportation Policy of 49 U.S.C. §10101.

The Board need not perform a detailed scrutiny of Lampwrights’s Proposed Rail Line because compliance with the formal requirements of Section 10901 is not necessary to accomplish the transportation policies of 49 U.S.C. §10101 (the “RTP”). As applicable here, under the RTP, it is the policy of the United States Government:

(2) to minimize the need for Federal regulatory control over the rail transportation system and to require fair and expeditious regulatory decisions when regulation is required; ...

(4) to ensure the development and continuation of a sound rail transportation system with effective competition among rail carriers and with other modes, to meet the needs of the public and the national defense; ...

(5) to foster sound economic conditions in transportation and to ensure effective competition and coordination between rail carriers and other modes; ...

(7) to reduce regulatory barriers to entry into and exit from the industry; ...

(8) to operate transportation facilities and equipment without detriment to the public health and safety.

(14) to encourage and promote energy conservation.

The Board should grant the Lampwrights petition because regulation of the Proposed Line is not necessary to accomplish the RTP since the Proposed Line meets each one of the enumerated policies. The Proposed Line will satisfy RTPs (2) and (7) since an exemption will minimize the need for federal regulatory control over the rail transportation system in Pennsylvania and will reduce regulatory barriers for Lampwrights to enter the railroad industry.

Further, the Proposed Line will meet the goals of RTP (8) and (14). The Proposed Line will be operated “without detriment to public health and safety” and is likely to improve public health and safety by potentially removing commercial motor vehicles that currently travel from states such as Connecticut, Massachusetts, New York, and New Jersey to the Greentree Landfill.

The Proposed Line satisfies RTP (4) because it will facilitate a sound rail transportation system by creating a competitive option for shippers seeking to ship waste directly to the Greentree Landfill in lieu of utilizing motor carriers. Further, the Proposed Line meets the needs of the public by creating a cost-effective option for waste-by-rail, particularly for those jurisdictions that have limited local landfill disposal capacity.

The Proposed Line will satisfy RTP (5) because it will facilitate competition among rail carriers. Although, the Proposed Line will only connect with BPRR, BPRR interchanges with four Class I railroads (Canadian National, CPKC, CSX, and NS) and numerous Class III railroads. This

connection to the national rail network potentially provides customers with numerous routing options to source the most competitive route to transport this commodity.

Finally, the grant of the Lampwrights petition would not be inconsistent with any of the other goals of the RTP.

D. The construction and operation of the Proposed Line is of limited scope.

The Proposed Line satisfies the second element of the Board's section 10502 exemption analysis because the transaction is of limited scope since Lampwrights only proposes to construct and operate approximately 20,427 feet of rail line extending from the end of the BPRR line located at the O-I Crenshaw Glass Plant and terminating at the Greentree Landfill over abandoned railroad right-of-way through two Pennsylvania counties. The Proposed Line is even more limited in length than other rail construction projects that the Board has exempted from the formal requirements of 49 U.S.C. §10901 as limited in scope.<sup>16</sup> Finally, the Proposed Line is similar to other instances where an industry establishes a railroad to build out to the interstate rail system.<sup>17</sup>

E. Alternatively, application of 49 U.S.C. §10901 is not necessary to protect shippers from abuse of market power.

The Proposed Line satisfies the criteria for an exemption because it is limited in scope and regulation is not necessary to protect shippers from the abuse of market power. The Proposed Line benefits shippers because it enhances competition since it would create another landfill that can

---

<sup>16</sup> See *Northwest Tennessee Regional Port Authority – Construction and Operation Exemption – In Lake County, Tenn.*, STB Finance Docket 35802 (served Apr. 21, 2016)(5.5 miles); *Port of Moses Lake – Construction Exemption – Moses Lake, Washington*, STB Finance Docket 34936 (served Aug. 27, 2009) (11.5 miles); *Pemiscot County Port Authority – Construction of a Line of Railroad - In Pemiscot County, MO*, STB Finance Docket 34117 (STB served July 2, 2002)(5 miles).

<sup>17</sup> See generally, *Townline Rail Terminal, LLC – Construction and Operation Exemption – In Suffolk County, N.Y.*, STB Finance Docket No. 36575 (served Aug. 15, 2024).

directly receive waste via rail. For this reason, application of section 10901 is not necessary to protect shippers from abuse of market power.

### **CONCLUSION**

In conclusion, Lampwrights respectfully requests that the Board grant this petition and issue a decision exempting the construction and operation of the Proposed Line from the prior approval requirements of 49 U.S.C. §10901 because the Proposed Line is in the public interest and satisfies the exemption criteria of 49 U.S.C. §10502.

Respectfully submitted,



Justin J. Marks  
Clark Hill PLC  
1001 Pennsylvania Ave. N.W.  
Suite 1300 South  
Washington, DC 20004  
(202) 772-0916  
[jmarks@clarkhill.com](mailto:jmarks@clarkhill.com)

Eric M. Hocky  
Clark Hill PLC  
Two Commerce Square  
2001 Market St.  
Suite 2620  
Philadelphia, PA 19103  
(215) 640-8523  
[ehocky@clarkhill.com](mailto:ehocky@clarkhill.com)

*Counsel for  
Lampwrights LLC*

Dated: September 29, 2025

# **Exhibit A**

## **Map**



General Location: Brockport, PA (Elk County, PA)

End of Active BPRR: O-I Crenshaw Plant 19 (3831 US-219, Brockport, PA 15823)

Noble Environmental's Landfill: Greentree Landfill (Greentree Landfill Road, Fox Township, PA 15846)

Orange Parcels: Former Lake Erie Lackawanna Right-of-Way (Parcels Purchased by Noble Environmental)

**Former Track Path  
According to GIS**

**Greentree Landfill – Noble  
Environmental**



## **Exhibit B**

### **Verified Statement of Alexander Sulkowski**

**Before the**  
**SURFACE TRANSPORTATION BOARD**

STB Docket No. FD 36833

**LAMPWRIGHTS LLC**  
**– CONSTRUCTION AND OPERATION OF A LINE OF RAILROAD –**  
**IN ELK AND JEFFERSON COUNTIES, PA**

---

**VERIFIED STATEMENT OF ALEXANDER SULKOWSKI**

My name is Alexander Sulkowski, I am the President of Lampwrights LLC. Lampwrights is a wholly owned subsidiary of Noble Environmental, Inc. (“Noble” or the “Company”). Lampwrights was established in 2024 to build out a rail line from Noble’s Greentree Landfill (“Greentree” or the “Landfill”), a modern solid waste landfill, connecting to the Buffalo and Pittsburgh Railroad (“BPRR”).

Noble is a vertically integrated solid waste management company, offering a comprehensive suite of nonhazardous solid waste collection, transportation, recycling and disposal services to residential, commercial, and industrial customers in Ohio, Pennsylvania, and Maryland. In addition to Greentree Landfill, Noble owns six landfills and three transfer stations. The Company also operates wholly owned subsidiaries specializing in renewable natural gas (“RNG”); at five of its six landfill gas generating landfills. A map of Noble’s locations is provided below.

Greentree Landfill (PADEP - Solid Waste Permit No. 100403) is in Kersey, PA (Elk County). Greentree is permitted to accept up to 6,000 tons per day of non-hazardous solid waste. It currently receives 2,500 to 3,500 tons daily, or about 50% of its permitted maximum daily limit. The primary waste streams are municipal solid waste (“MSW”) and construction and demolition debris (“C&DD”). Greentree is not permitted to accept hazardous waste.

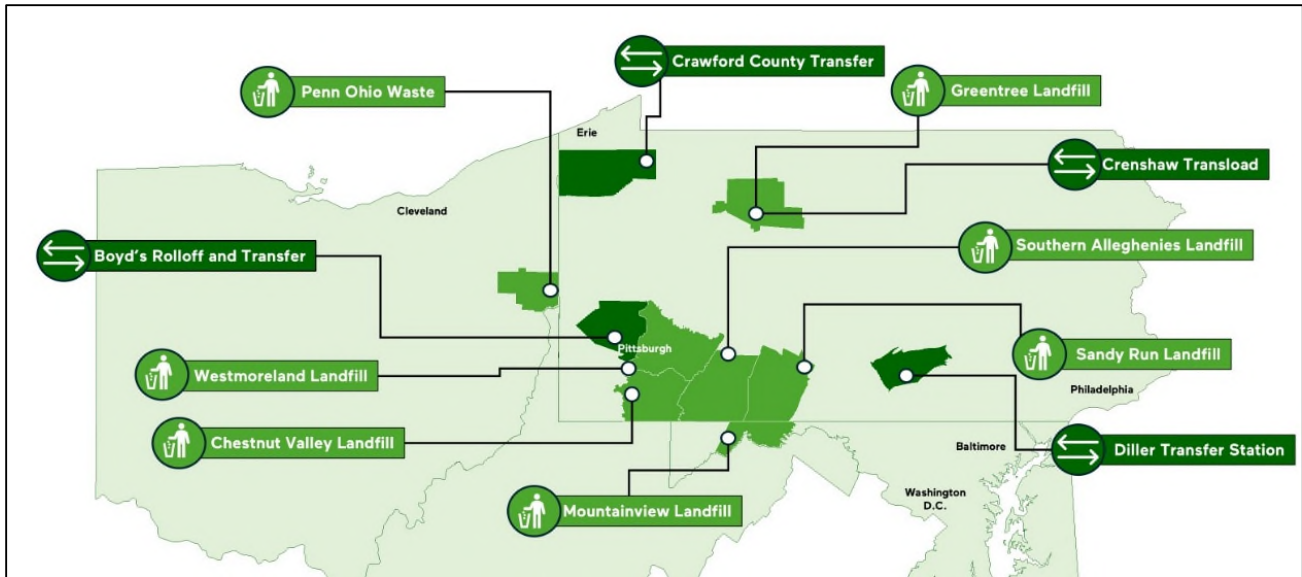


Figure 1 - Noble Environmental Locations

Of the 2,500 to 3,500 tons of waste Greentree receives daily, 45-50% of the waste originates from out of state- primarily from New York and New Jersey and at times from as far as Connecticut, and Massachusetts. This waste typically arrives via long-haul tractor trailers on State Route 219, amounting to an estimated 26,000 to 45,500 trailer trips per year.

| <b>Tons Per Day</b>                        | <b>2,000</b> | <b>2,500</b> | <b>3,000</b> | <b>3,500</b> |
|--------------------------------------------|--------------|--------------|--------------|--------------|
| Out of State                               | 50%          | 50%          | 50%          | 50%          |
| Out of State Tons Per Day                  | 1,000        | 1,250        | 1,500        | 1,750        |
| Tons Per Tractor Trailer                   | 20           | 20           | 20           | 20           |
| Tractor Trailer Trips Per Day (Round Trip) | 100          | 125          | 150          | 175          |
| Operating Days                             | 260          | 260          | 260          | 260          |
| Tractor Trailer Trips Per Year             | 26,000       | 32,500       | 39,000       | 45,500       |

In 2024, landfills in Pennsylvania accepted 5.89 million tons of out-of-state waste from New Jersey, New York, Connecticut, and Maryland.<sup>1</sup> Pennsylvania remains a preferred destination for out of state waste due to lower tipping fees, while neighboring states face higher tipping fees driven by limited landfill capacity (airspace), reliance on Waste-to-Energy (“WTE”)

<sup>1</sup> Pennsylvania Department of Environmental Protection, Bureau of Solid Waste Management, Disposal Information Dashboard, available at [http://cedatareporting.pa.gov/reports/powerbi/Public/DEP/WM/PBI/Solid\\_Waste\\_Disposal\\_Information](http://cedatareporting.pa.gov/reports/powerbi/Public/DEP/WM/PBI/Solid_Waste_Disposal_Information) (last visited Aug. 4, 2025).

facilities (AKA Incinerators), and state/local policies designed to restrict landfill use in favor of recycling and diversion initiatives. The result is a supply-demand imbalance: shrinking disposal capacity against steady waste generation.

Aging WTE facilities are costly to maintain and rebuilding them at the end of their useful life is economically difficult. In June of 2023, Connecticut enacted House Bill (HB) 6664, closing the state's largest WTE facility – the Materials Innovation Recycling Authority (MIRA). Just three years earlier, MIRA had sought \$330 million for reconstruction to maintain existing service levels.<sup>2</sup> With the facility's closure and no in-state landfills, Connecticut now exports roughly 860,000 tons of waste annually for disposal.<sup>3</sup>

Beyond economic challenges, air pollution from WTE facilities has become a major concern, with facilities in Philadelphia and Baltimore now facing public calls for closure over emissions issues. In 2017, the Pennsylvania Department of Environmental Protection ("PADEP") released data indicating WTE Facilities are "80% worse than landfills for the climate, and that other pollutants that directly harm humans are 60% worse from incineration."<sup>4</sup>

With the unknown future of WTE facilities in the face of high costs and environmental concerns, the regional shortage of disposal options could grow. Rail transport provides a critical solution, enabling large volumes of solid waste to be moved safely from dense population centers to permitted landfills, reducing reliance on trucks and ensuring waste is managed in the most controlled and environmentally responsible manner. Lampwrights' proposal leverages sealed intermodal waste containers for rail transport, providing a safe, economical, and environmentally

---

<sup>2</sup> The Lakeville Journal, MIRA Shutdown: Connecticut's solid waste crisis, *available at* <https://lakevillejournal.com/mira-shutdown-connecticuts-solid-waste-crisis> (last visited September 27, 2025).

<sup>3</sup> Id.

<sup>4</sup> Energy Justice Network, Landfills are bad, but incinerators (with ash landfilling) are worse, *available at* [https://energyjustice.net/incineration/incineration\\_vs\\_landfills.pdf?fbclid=IwAR3b1E9Td9L\\_E9iI9Zz8oL62kE6z4F-Jl1rIMVpPr06MZleOXhLz4VHtW3U](https://energyjustice.net/incineration/incineration_vs_landfills.pdf?fbclid=IwAR3b1E9Td9L_E9iI9Zz8oL62kE6z4F-Jl1rIMVpPr06MZleOXhLz4VHtW3U) (last visited August 5, 2025).

responsible method to increase landfill capacity – particularly in airspace constrained states. Pennsylvania already receives substantial volumes of out-of-state waste, and transporting this material by rail offers the safest and most efficient option, minimizing truck traffic, reducing greenhouse gas emissions, and limiting wear on local roadways.

The Proposed Line will extend approximately 20,427 feet from the end of the active BPRR line at O-I Crenshaw Glass Plant to Greentree Landfill, following the former Toby Branch right-of-way of the Lake Erie Lackawanna Railroad, which historically served local industry. The last known operator of the branch was Conrail. Lampwrights plans to construct the line on the existing railroad bed, which, while lacking track, retains underlying infrastructure such as culverts and bridge structures that will be rehabilitated or replaced as part of the construction.

The Company is actively working with a land assembly and acquisition company to secure control of the remaining parcels. To qualify for state grant funding, the property acquisition process follows the Pennsylvania Department of Transportation's Multimodal Property Acquisition Process.



*Figure 2 - Existing Railroad Grade and Bridge Structure*

The Proposed Line will terminate at Greentree Landfill, where Noble will construct private tracks to receive sealed intermodal containers. Each 89-foot flat car carries the same amount of waste as four tractor trailers. Intermodal waste containers are engineered specifically for the safe transportation and disposal of environmentally sensitive materials. The containers



*Figure 3 - Intermodal Containers in Transit, DSNY Intermodal Containers on Barge*

are solid steel, sealed with a watertight gasketed door, and the entire container is welded with continuous seams and joints. There are no external binders or levers that can be accessed or tampered with during transit. This eliminates the possibility of accidental or unauthorized opening while in transit. For over 20 years, CSX and Norfolk Southern have operated said containers daily to transport MSW along the East Coast. The New York City Department of Sanitation operates a fleet of intermodal style waste containers to ship solid waste by barge on the East River.

At the landfill, gantry-style cranes and reach stackers will move the containers from rail car to articulated dump trucks (“ADTs”). The containers will travel via ADTs within the landfill property to the active working face of the landfill. Lampwrights is not seeking authority to build a solid waste transfer facility from the Surface Transportation Board because the transloading of the containers will be conducted on industry track adjacent to the Greentree Landfill.

Lampwrights anticipates that it will ship one in-bound train and one empty out-bound train per week. We anticipate that each train will be comprised of 75 cars per train totaling approximately 6,675 – 7,000 feet in total length. Lampwrights is seeking construction and operating authority, but it intends to enter into an agreement with BPRR to operate the Proposed Line. Lampwrights understands that it will hold a residual common carrier obligation over the track.

The Proposed Line will provide significant commercial benefits to Greentree Landfill by enabling it to handle greater volumes than are currently feasible by truck. At the same time, opening the landfill to rail traffic could benefit the local community by potentially removing truck traffic on area roadways, improving safety, minimizing infrastructure wear, and substantially lowering greenhouse gas emissions. Rail is far more fuel-efficient than trucks, requiring less energy to move the same cargo over longer distances; according to the American Association of Railroads, railroads are three to four times more efficient on average.<sup>5</sup> Additionally, the State of Pennsylvania, Fox Township, and Elk County will benefit from quarterly landfill host payments calculated on a per ton basis.

| <b>Beneficiary</b>                                | <b>Per Ton Fee</b> |
|---------------------------------------------------|--------------------|
| State of Pennsylvania - Environmental Stewardship | \$4.25             |
| State of Pennsylvania - Recycling                 | \$2.00             |
| Fox Township - All Tons                           | \$1.39             |
| Fox Township - Out of State Tons                  | \$0.78             |
| Elk County - All Tons                             | \$0.30             |

Noble strongly supports the benefits of waste-by-rail and is developing a non-carrier transloading facility near the Proposed Line in Brockway, PA – the Brockway Transload Facility. Trains carrying sealed containers will be delivered by BPRR, unloaded at the transload

---

<sup>5</sup> The Environmental Benefits of Moving Freight by Rail – Association of American Railroads - July 2019, available at <https://www.aar.org/wp-content/uploads/2018/07/AAR-Environmental-Benefits-Moving-Freight-by-Rail.pdf> (last visited Aug. 4, 2025).

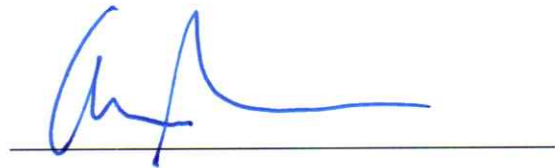
facility, and transported approximately 7.4 miles by truck to Greentree Landfill. Noble is currently seeking state regulatory approval to operate the facility, which will serve as a temporary solution until the Proposed line directly serving Greentree is complete. While the Brockway facility enables waste-by-rail in the interim, it cannot match the Proposed line's capacity and still requires truck transport for the final delivery to the landfill.

Lampwrights appreciates the opportunity to present this proposal to STB. Enclosed with this petition are letters of support from potential interchange partners and customers.

### **VERIFICATION**

I, Alexander Sulkowski, President of Lampwrights LLC, declare under penalty of perjury that I have read the foregoing Verified Statement, the I know the facts asserted therein, and that the same are true as stated. Further, I certify that I am qualified to and authorized to submit this Verified Statement.

Executed on September 27, 2025



Alexander Sulkowski

**Exhibit C**  
**Support Letters**

May 21, 2025

Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street SW  
Washington, DC 20024

Re: STB Docket No. FD 36833 Lampwrights LLC– Construction and Operation  
Exemption–In Elk and Jefferson Counties, PA

Dear Ms. Brown:

This letter is being submitted in support of the Lampwrights LLC petition for exemption to construct approximately 20,427 feet of new common carrier railroad line in Brockport and Kersey Townships, PA to connect the Noble Environmental Greentree Landfill to the interstate rail system.

I am the President with Mercer Group International of NJ, Inc. My company is responsible for locating landfills, like Greentree Landfill, that have the capacity to handle C&D and MSW waste. Mercer Group has utilized the Greentree Landfill in the past. At Mercer Group International of NJ, Inc. we look for transportation solutions in all modes. Of course, we value shipping waste-by-rail because it provides us significant efficiencies over other modes of transportation.

If this project moves forward and we had the option to ship our commodity by rail, we anticipate that we would utilize the Greentree Landfill as a destination for our waste.

Sincerely,



Richard Lodgek  
Mercer Group International of NJ, Inc.



June 11, 2025

Cynthia T. Brown  
Chief, Section of Administration, Office of Proceedings  
Surface Transportation Board  
395 E Street SW  
Washington, DC 20024

Re: STB Docket No. FD 36833 Lampwrights, LLC– Construction and Operation  
Exemption–In Elk and Jefferson Counties, PA

Dear Ms. Brown:

This letter is being submitted in support of the Lampwrights, LLC application for an exemption to construct and operate approximately 20,427 feet of new common carrier railroad line in Brockport and Kersey Townships, PA to connect the Noble Environmental, Inc. Superior Greentree Landfill (the “Facility”) to the interstate rail system.

Buffalo & Pittsburgh Railroad, Inc. (BPRR) is a Class II regional railroad that operates over 659 miles of trackage in Pennsylvania and New York. BPRR interchanges with Canadian National (Buffalo, NY and Butler, PA); CPKC (Buffalo, NY); CSXT (Buffalo, NY; Erie, PA and New Castle, PA); Norfolk Southern (Buffalo, NY; Erie, PA; Driftwood, PA; Freeport, PA and Pittsburgh, PA); Rochester & Southern Railroad (Buffalo, NY); Buffalo Southern Railroad (Buffalo, NY); Western New York & Pennsylvania Railroad (East Salamanca, NY); Allegheny Valley Railroad (Allison Park, PA); and Wheeling and Lake Erie Railway (Bruceton, PA)

If constructed, the new rail line will connect with BPRR and link the Facility to the interstate rail system and numerous available routing options via the above listed interchange points. BPRR supports the project and will work with Lampwrights, LLC to establish a reliable freight rail service to and from the Facility.

Respectfully submitted,

Daniel Pavick  
President  
Buffalo & Pittsburgh Railroad, Inc.  
200 Meridian Centre, Suite 300  
Rochester, NY 14618