

December 03, 2025

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

310415

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Office of Chief Counsel
December 3, 2025
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Public Record

Dear Ms. Brown

I am writing to formally express my opposition to Lampwrights FD 36833, railroad extension through Horton and Snyder townships in Pennsylvania. As a concerned member of the community, a homeowner and landowner, I urge decision makers to reconsider this project as it has significant and far-reaching consequences for our communities. We have expressed our concerns and opposition through local governments. Our local government has written letters in opposition to this project.

The infrastructure disruption of this project will affect crossing Federal roadway route 219 and state route 153 (Lampwrights maps called Penfield Road) would be substantial for very little return. We (Federal and State agencies) have spent millions of taxpayers' dollars to correct Federal route 219 at the intersection of Route 219 and proposed Lampwrights rail extension. Many reasons and factors went into abandoning the railroad in the 1970's however this crossing of route 219 was a serious safety concern and notes and documents from this timeframe suggest "removing the railroad" would be beneficial to the safety of motorists.

A sewage line runs directly under the rail grade in 2 sections for approximately 2 miles in the Horton Township portion of the proposed rail grade. This does not include crossing the grade by the sewage line in other areas affected by the potential rail. If the picture in Mr. Sulkowski certified letter is the spot I am familiar with potentially it has a sewage line underneath and is also considered flood plain by FEMA along with being repaired by our Sewage Authority due to flooding. The process of moving the sewage line would be costly disrupting service and sewage line access to several homes in Horton Township. Moving the sewage line would be taxing to our community, limiting our access to the sewage line with the rail and further damaging wetlands and streams to complete the moving of the sewage line. Our local sewage authority would need to add additional equipment and resources to the sewage authority, thus passing the costs on to the residents of the Snyder and Horton Township along with Brockway Borough.

Horton Township has fought its best to keep Greentree landfill at bay at its current size. Horton Township passed quality-of-life ordinance number #16 in the 1990s. This, in conjunction with the *2008 Clean Railroads Act, should assist in our case, we do not want any trash activity in Horton Township. Snyder Township is currently seeking to adopt an updated version of this ordinance.

We have cleaned our communities, our state and our lands in the last 30 years. Toby Creek was barren with no fish, and no aquatic life, through the efforts of many it is now a stocked trout stream. Several federal, state and local agencies have contributed to the effort of Toby Creek Watershed association over the last 50 plus years to help clean the land and waterways that will be affected this proposed project.

Horton Township has 2 churches that are directly affected by this railroad, this proposed rail will certainly affect the parishioners of both churches with disrupted worship and restricted access. The Brockport United Methodist Church has been used for over 150 years' time as a place of worship and a place for the community to use. This church has several boy scout groups and continues to be used by the community. The First Apostles Doctrine Church is growing in parishioners and has a homeless outreach helping many in need.

We have several businesses that would be affected by this rail project through Snyder and Horton townships. Some of these businesses are within feet of the rail grade and a railroad would degrade current business and future business. Brockway, Snyder Township and Horton township are the gateways to the Allegheny National Forest, the Quehanna wild area and the Pennsylvania Elk herd. Thousands of people a year travel federal route 219 and Pennsylvania State Highway 153(Lampwrights Map shows as Penfield Road) and State Highway 28 to visit each of these places. The PA wilds which our communities are part of contribute 3.29 billion dollars to the Pennsylvania economy. The 3.29 billion could substantially grow if the current Allegheny National Forest becomes the Alleghany National Park as discussed by Dept of Interior. This rail unfortunately would minimize our earning potential of this growing part of the PA state economy. Horton township alone has thousands of acres of state game lands, many trout streams both native and stocked, this brings many visitors to our area. This railroad alone affects Toby Creek, Mead Run, Boggy Run, Oyster Run and Bear Run in this proposed Lampwrights rail line extension along with some unnamed tributaries. The Lampwrights project directly affects these waterways and access to these waterways.

Horton and Snyder townships will benefit very little, if at all from the proposed Lampwrights rail extension and the money and funds suggested by some of our state politicians. The Rail extension, however, will degrade our natural resources, and community that so many have come to enjoy for generations to come.

Sincerely

Charles Marchiori
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Brockport PA 15823

CC: Party of Record