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Office of Chief Counsel
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June 30, 2026

VIA E-FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street SW
Washington, DC 20024

Re: Lampwrights LLC
– Operation Exemption –
Line in Jefferson County, PA
Surface Transportation Board Finance Docket 36911

Lampwrights Supplement in Response to the Board's June 18, 2026 Order

Dear Chief of Case Administration:

Lampwrights LLC ("Lampwrights") respectfully submits the following supplement as requested by the Board's order of June 18, 2026. As the Board is aware, on February 25, 2026, Lampwrights filed a notice of exemption to operate 2,269 feet of track as common carrier track (the Rail Line") and to operate another 1,674 feet of track as 49 U.S.C. § 10906 sidetrack. The tracks run parallel to the Buffalo and Pittsburgh Railroad, Inc. ("BPRR") main line that serves the O-I Glass Plant.

In its decision, the Board first asked whether Lampwrights would proceed with the transload operations regardless of whether the construction proceeding moves forward,

Response: Yes, Lampwrights intends to proceed with operations on the rail line as described in its filings in FD 36911 regardless of whether the construction proceeding in FD 36833 moves forward.

Second, the Board asked whether and how the outcome of the construction proceeding would affect operations at the transload facility, including truck and train traffic volumes at the facility and any information about potential commercial interest in using the transload facility if and when the Construction Line is completed.

Response: If the transload remains commercially viable after the rail line connecting the landfill directly to the interstate rail network, then Lampwrights will continue to operate it. This could include waste-by-rail rail service, or to serve other shippers that make a reasonable request for service. However, Lampwrights has no information about potential commercial interest if and when the line directly serving the landfill is completed. It seems evident that shippers would prefer

to utilize a direct connection to the landfill, however, it is also possible that the facility would attract additional commercial opportunities.

Third, the Board asked whether it would proceed with the transload operations regardless of the outcome of its petition for declaratory order.

Response: Yes, transload operations would continue regardless of the outcome of the petition for declaratory order.¹

Fourth, the Board asked for information as to whether, and if so, when, the Line ceased to be used for rail operations (regardless of whether the Line was being operated as common carrier, spur, or private track).

Response: Lampwrights acquired the rail line from BPRR in December 2025. BPRR did not retain any rights to continue use of the Line following the acquisition. Since that transaction, Lampwrights has not operated on the facility.

Lampwrights inquired with BPRR regarding its historical use of the Line. BPRR indicates that prior to the BPRR / Lampwrights transaction, it occasionally used the Line as a runaround track for its operations. Its last use for such purposes may have been at some point in 2025 prior to the BPRR / Lampwrights transaction. Further BPRR has indicated that it last used the facility to serve a customer around 2010 – 2012 for rock salt, however its records are limited and it could not provide an exact date. Therefore, it appears that the Line subject to this proceeding may have occasionally been utilized as 10906 track in 2025 until BPRR decided to abandon/discontinue operations over the track and then sold it to Lampwrights.

The BPRR main line that serves the O-I Glass plant has continued to be used, but that line was not part of the BPRR / Lampwrights transaction and is not subject to this proceeding.

Fifth, the Board requested information regarding the current level of truck traffic on the private road and the estimated increase in truck traffic on the private road as a result of its proposed operations.

Response: In Lampwrights' March 30, 2026 filing, Lampwrights indicated that it anticipated adding an annual average of 38 vehicles per day to the roads. Lampwrights did not analyze the private road / driveway. Lampwrights' understanding is that three properties could potentially use the private road / driveway. However, there are no public statistics available to establish a base line. As such, Lampwrights cannot be responsive to the Board's request because the "current level of truck traffic on the private road" is unknown.

In Lampwrights prior filing, dated April 1, 2026, Lampwrights provided the Board with the 110 year history of the private road / driveway over which Lampwrights holds an easement. This

¹ In its June 18, 2026 decision at footnote 6, the Board stated that Lampwrights has not provided OEA with an update of Lampwrights discussions with the Brockway Area Sewage Authority. Today, Lampwrights provided a letter to OEA providing a progress report of discussions between the parties.

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information is not directly responsive to the Board's request but does provide the Board with a description of the historical use of the private road / driveway.

Thank you for providing Lampwrights with an opportunity to respond to the Board's questions.

Sincerely,



Justin J. Marks
Counsel for Lampwrights LLC

cc: Parties of Record