Clark Hill

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ENTERED
Office of Chief Counsel
October 23, 2026
Part of
Public Record

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October 23, 2026

VIA E-FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Wilkes-Barre Terminal Railway Company – Acquisition, Operation and Change of Operator Exemption – Luzerne County Redevelopment Authority and Luzerne County Rail Corporation, and R.J. Corman Railroad Company / Luzerne & Susquehanna Line, LLC
STB Finance Docket No. ~~36958~~ FD 36958 (Sub-No. 1)

Dear Chief of Case Administration:

On September 29, 2026, Wilkes-Barre Terminal Railway Company ("WBT") filed an Acquisition and Operation Exemption to acquire and operate lines of railroad in Luzerne County, PA. Enclosed, WBT is now filing in this proceeding a Supplemented and Restated Verified Notice of Exemption which adds a request for a change of operator exemption. The Board's regulations do not contemplate whether a modified notice of exemption would require an additional filing fee. However, so as not to delay consideration of the modified notice, another filing fee for a notice of exemption has been paid via pay.gov.

Please let us know if you have any questions regarding this filing.

Sincerely,

Justin J. Marks
Counsel to Wilkes-Barre Terminal Railway Company

Enclosure

cc: All persons shown on the Certificate of service

FILED
October 23, 2026
SURFACE
TRANSPORTATION BOARD

FEE RECEIVED
October 23, 2026
SURFACE
TRANSPORTATION BOARD

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB Docket No. FD ~~36958~~ **FD 36958 (Sub-No. 1)**

WILKES-BARRE TERMINAL RAILWAY COMPANY
–ACQUISITION, OPERATION AND CHANGE OF OPERATOR EXEMPTION –
LUZERNE COUNTY REDEVELOPMENT AUTHORITY AND
LUZERNE COUNTY RAIL CORPORATION, AND
R.J. CORMAN RAILROAD COMPANY / LUZERNE & SUSQUEHANNA LINE, LLC

SUPPLEMENTED AND RESTATED VERIFIED NOTICE OF EXEMPTION UNDER 49 U.S.C. § 10901 AND 49 C.F.R. § 1150.31

(includes color images)

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Eric M. Hocky
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Two Commerce Square
2001 Market St.
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Philadelphia, PA 19103
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ehocky@clarkhill.com

Attorneys for Wilkes-Barre Terminal Railway Company

Dated: October 23, 2026

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB Docket No. FD ~~36958~~ **FD 36958 (Sub-No. 1)**

WILKES-BARRE TERMINAL RAILWAY COMPANY
– ACQUISITION, OPERATION AND CHANGE OF OPERATOR EXEMPTION–
LUZERNE COUNTY REDEVELOPMENT AUTHORITY AND
LUZERNE COUNTY RAIL CORPORATION, AND
R.J. CORMAN RAILROAD COMPANY / LUZERNE & SUSQUEHANNA LINE, LLC

SUPPLEMENTED AND RESTATED
VERIFIED NOTICE OF EXEMPTION
UNDER 49 U.S.C. § 10901 AND 49 C.F.R. § 1150.31

Wilkes-Barre Terminal Railway Company ("WBT"), a non-carrier, files this Supplemented and Restated Notice of Exemption to exempt from regulation its acquisition of approximately 59.65 miles of rail lines (the "Subject Lines") from the Luzerne County Redevelopment Authority ("LCRA") and LCRA's non-operating subsidiary Luzerne County Rail Corporation's ("LCRC") operating rights. WBT filed a notice of exemption for the acquisition and operation of the Subject Lines in this docket on September 29, 2026. The Board accepted that notice of exemption filing, published notice of the transaction in the ordinary course, and the subject exemption is scheduled to be effective October 29, 2026. WBT is now filing this Supplemented and Restated Notice of Exemption under the Board's Change of Operator procedures to provide for the termination of the leasehold common carrier operations by the incumbent operator, R.J. Corman Railroad Company / Luzerne & Susquehanna Line, LLC ("RJC/LS"), in the below-described Leased Lines simultaneously with WBT's assumption of ownership of the Subject Lines. *See R.J. Corman Railroad Company / Luzerne & Susquehanna Line, LLC – Change in Operators, Lease and Operation Exemption – Luzerne and Susquehanna*

Railway Co. and Luzerne County Rail Corporation, Docket No. FD 36429 (served November 6, 2020) (covering the lease and operation of 41.19 miles of rail lines (the "Leased Lines").[1] The subject transaction will vest in WBT all of the operating rights for the Subject Lines (including the aforementioned Lease Lines), and will terminate RJS/LS's current common carrier status with respect to the same, permitting RJC/LS's exit without the additional formality of seeking and obtaining discontinuance authorization under a separate docket.

The Subject Lines consist of the following in-service segments: (1) the Dunmore Secondary Track, between milepost 6.5, at Avoca, and milepost 10+/- North side Montage Road Crossing, a distance of 4.5 miles[2]; (2) the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 6.5, at Avoca, a distance of 4.7 miles[3], including the connection with the track of Reading Blue Mountain & Northern Railroad Company ("RBMN") between "LB" Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the Suscon Industrial Track, between milepost 154.5, at Suscon, and milepost 158.7, at Hillside, a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, and milepost 185.5, at Pittston, a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at

[1] WBT understands that the RJC/LS leasehold has expired; however, under agency precedent, RJC/LS's common carrier status continues absent RJC/LS exit authorization that can be obtained by way of the present proceeding to facilitate a transition in operations on the lines in question.

[2] The Dunmore Secondary Track, between milepost 8.6, at Rocky Glen, and milepost 10+/- north side Montage Road crossing, a distance of 1.4 miles, is out of service.

[3] The Avoca Industrial Track, between milepost 1.8, at No. 7 Junction, and milepost 4, at Rock Street, a distance of 2.2 miles, is out of service.

Brownsville, a distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; and (9) the D&H Wilkes-Barre Connector, from milepost A-208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, a distance of 2.5 miles; (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

The Subject Lines also consist of the following out-of-service segments: (11) the West Pittston Running Track, between milepost 0.0, at West Pittston, and milepost 3.0, at Harding, a distance of 3.0 miles, and between milepost 186.4, at West Pittston, and milepost 190.2, at Wyoming, a distance of 3.8 miles, and between milepost 194.2, at Wyoming, and milepost 194.4, in Kingston, a distance of 0.2 miles; (12) the Nanticoke Industrial Track, between milepost 0.0, at Ashley, and milepost 2.6 at Central Scrap, a distance of 2.6 miles; (13) the Harry E. Breaker Spur, between milepost 0.1, at Maltby Junction, and milepost 0.5, a distance of 0.4 miles; (14) the Miner's Mills Industrial Track, between milepost 173.6, at North Wilkes-Barre, and milepost 176.1, at Hudson, a distance of 2.5 miles; (15) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, a distance of 0.759 miles.

A map of the Subject Lines is enclosed as Exhibit A.

All of the RJC/LS Leased Lines are included in the Subject Lines.

RJC/LS agrees to the transfer of its leasehold common carrier operating authority and to the change of operators and will cease its operations in coordination of the transition of operations expected to be on November 23, 2026, following the effective day of this Supplemented and Revised Notice.

Notice

In accordance with 49 C.F.R. §1150.33, WBT hereby provides the following information:

(a) The full name and address of Applicant:

Wilkes-Barre Terminal Railway Company
26 S. 4th St. Hamburg PA, 19526

(b) Applicant's Representatives:

Justin J. Marks	Eric M. Hocky
Clark Hill PLC	Clark Hill PLC
601 13th Street N.W.	Two Commerce Square
Suite 600	2001 Market St. Suite 2620
Washington, DC 20005	Philadelphia, PA 19103
(202) 772-0916	(215) 640-8523
jmarks@clarkhill.com	ehocky@clarkhill.com

(c) Statement of Agreement:

On Tuesday, September 29, 2026, LCRA voted to approve the selection of WBT to acquire the Subject Lines and operating rights. WBT intends to enter into an agreement with LCRA/LCRC for the acquisition of the Subject Lines and operating rights. The parties intend to complete the transaction for operations to commence on November 23, 2026, following the effective date of this Notice.

Separately, RJC/LS has consented to being replaced as the common carrier on the Leased Lines at such time as WBT acquires the Subject Lines (which encompass all off the Leased Lines) in keeping with the termination of its leasehold interest in the Leased Lines, such that RJC/LS's common carrier status over the Leased Lines will terminate upon consummation of the WBT's acquisition of the Subject.

(d) The Operator of the Property:

The current operator of the Leased Lines is RJC/LS. The remaining

segments of the Subject Lines are not currently being operated. Following the transaction, WBT will hold all of the common carrier rights to operate the Subject Lines (including the Leased Lines). In a separate filing on September 29, 2026, in Docket No. FD 36959, RBMN filed for Board authority to allow WBT to grant local trackage rights to RBMN over the in-service segments of the Subject Lines. The trackage rights authority will be effective as of October 29, 2026, and will allow RBMN to provide immediate service to customers as soon as WBT completes its acquisition from LCRA and LCRC, and RJC/LS concurrently ceases its operations, to ensure that there will be no disruption in service to customers.

(e) Brief Summary of the Proposed Transaction:

WBT will enter into an agreement to acquire the Subject Lines and operating rights from LCRA/LCRC. On July 29, 2026, LCRA issued a request for proposal ("RFP") for the sale of the Subject Lines and operating rights. On September 29, 2026, LCRA selected WBT as the winning bidder of the LCRA RFP. The parties intend to enter into an agreement for WBT's acquisition of the Subject Lines and operating rights effective November 23, 2026, following the effective date of this Notice.

RJC/LS agrees to the change of operators to WBT/RBMN consistent with the expiration of its leasehold in the Leased Lines and the termination of its common carrier status with respect to the same. As a result, RJC/LS will be released from its common carrier status with respect to the Leased Lines upon WBT's consummation of its acquisition of the Subject Lines without the need for RJC/LS to seek separate discontinuance authority.

i. The name and address of the agencies selling the Subject Lines:

Luzerne County Redevelopment Authority
Luzerne County Rail Corporation
16 Luzerne Avenue, Suite 210
West Pittston, PA 18643

The name and address of the current operator transferring its leasehold common carrier authority:

R.J. Corman Railroad Company / Luzerne & Susquehanna Line, LLC
101 RJ Corman Dr.
Nicholasville, KY 40356-2697

ii. The proposed schedule for consummation of these transactions is after the effective date of this Notice.

iii. Mileposts:

The Subject Lines consist of the following segments: (1) the Dunmore Secondary Track, between milepost 6.5, at Avoca, and milepost 10+/- North side Montage Road Crossing, a distance of 4.5 miles[4]; (2) the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 6.5, at Avoca, a distance of 4.7 miles[5], including the connection with the track of Reading Blue Mountain & Northern Railroad Company ("RBMN") between "LB" Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles;

[4] The Dunmore Secondary Track, between milepost 8.6, at Rocky Glen, and milepost 10+/- north side Montage Road crossing, a distance of 1.4 miles, is out of service.

[5] The Avoca Industrial Track, between milepost 1.8, at No. 7 Junction, and milepost 4, at Rock Street, a distance of 2.2 miles, is out of service.

(3) the Suscon Industrial Track, between milepost 154.5, at Suscon, and milepost 158.7, at Hillside, a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, and milepost 185.5, at Pittston, a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, a distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; and (9) the D&H Wilkes-Barre Connector, from milepost A-208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, a distance of 2.5 miles; (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

The Subject Lines also include the following out-of-service segments: (11) the West Pittston Running Track, between milepost 0.0, at West Pittston, and milepost 3.0, at Harding, a distance of 3.0 miles, and between milepost 186.4, at West Pittston, and milepost 190.2, at Wyoming, a distance of 3.8 miles, and between milepost 194.2, at Wyoming, and milepost 194.4, in Kingston, a distance of 0.2 miles; (12) the Nanticoke Industrial Track, between milepost 0.0, at Ashley, and milepost 2.6 at Central Scrap, a distance of 2.6 miles; (13) the Harry E. Breaker Spur,

between milepost 0.1, at Maltby Junction, and milepost 0.5, a distance of 0.4 miles; (14) the Miner's Mills Industrial Track, between milepost 173.6, at North Wilkes-Barre, and milepost 176.1, at Hudson, a distance of 2.5 miles; (15) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, a distance of 0.759 miles.

iv. The total mileage to be acquired is approximately 41.79 miles of in-service track and 17.86 miles of out-of-service track.[6]

(f) Attached as Exhibit A to this Notice is a map of the Subject Lines.

(g) WBT certifies that its projected revenues as a result of the transaction will not result in the creation of a Class II or Class I rail carrier.

(h) Interchange Commitment: WBT certifies that there is no agreement that imposes or includes an interchange commitment.

(i) Attached as Exhibit C is a list of current shippers served by RJC/LS. Pursuant to 49 C.F.R. §1150.32(b), WBT is serving a copy of this Notice on each of the shippers shown on Exhibit C. Also, because WBT seeks authorization under the Board's change of operator procedures under Section 1150.32(b), WBT also hereby certifies that it has conferred with representatives of RJC/LS (including its counsel, upon which a copy of this notice is being served) concerning the forthcoming termination of RJC/LS's common carrier status over the Leased Lines, and that RJC/LS has consented to the change of operator arrangement as detailed herein.

[6] The out-of-service segments are to be included as part of the transaction. WBT has found no regulatory history to suggest that these segments have been abandoned. Although these segments are unlikely to be placed back into active service, WBT recognizes that it will hold a common carrier obligation over the out-of-service segments.

Labor Protection

Pursuant to 49 U.S.C. §10901(c), approval of this transaction may not be subjected to labor protection.

Labor Notice Certification

WBT certifies that its projected annual revenue following the transaction will not exceed $5 million per year, and therefore no advanced notice to labor is required.

Environmental and Historic Reports

Pursuant to 49 C.F.R. §1105.6(c)(2), no environmental documentation should be required because this proceeding involves an acquisition of the Subject Lines and operating rights that will not result in significant changes to carrier operations, and as a result the changes will not exceed the thresholds established in 49 C.F.R. §1105.7(e)(4) or (e)(5). Further Board approval is required for WBT to discontinue or abandon service, and there are no plans to dispose of or alter properties subject to the Board's jurisdiction that are 50 years old or older. Accordingly, no environmental or historic documentation is required. *See* 49 C.F.R. §1105.6(c)(1); 49 C.F.R. §1105.8(b)(1).

Caption Summary

Attached hereto as Exhibit B is the caption summary required by 49 C.F.R. §1150.34.

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Conclusion

Accordingly, WBT requests that the Board issue a Notice authorizing WBT to acquire the Subject Lines from LCRA and LCRC, and in so doing, terminating RJC/LS's common carrier status over the Leased Lines upon consummation of WBT's purchase of the Subject Lines, effective 30 days from the filing date.

Respectfully submitted,



Justin J. Marks
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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

Attorneys for Wilkes-Barre Terminal Railway Company

Dated: October 23, 2026

VERIFICATION

I, Andy Muller, CEO of Wilkes-Barre Terminal Railway Company, verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file the foregoing document.

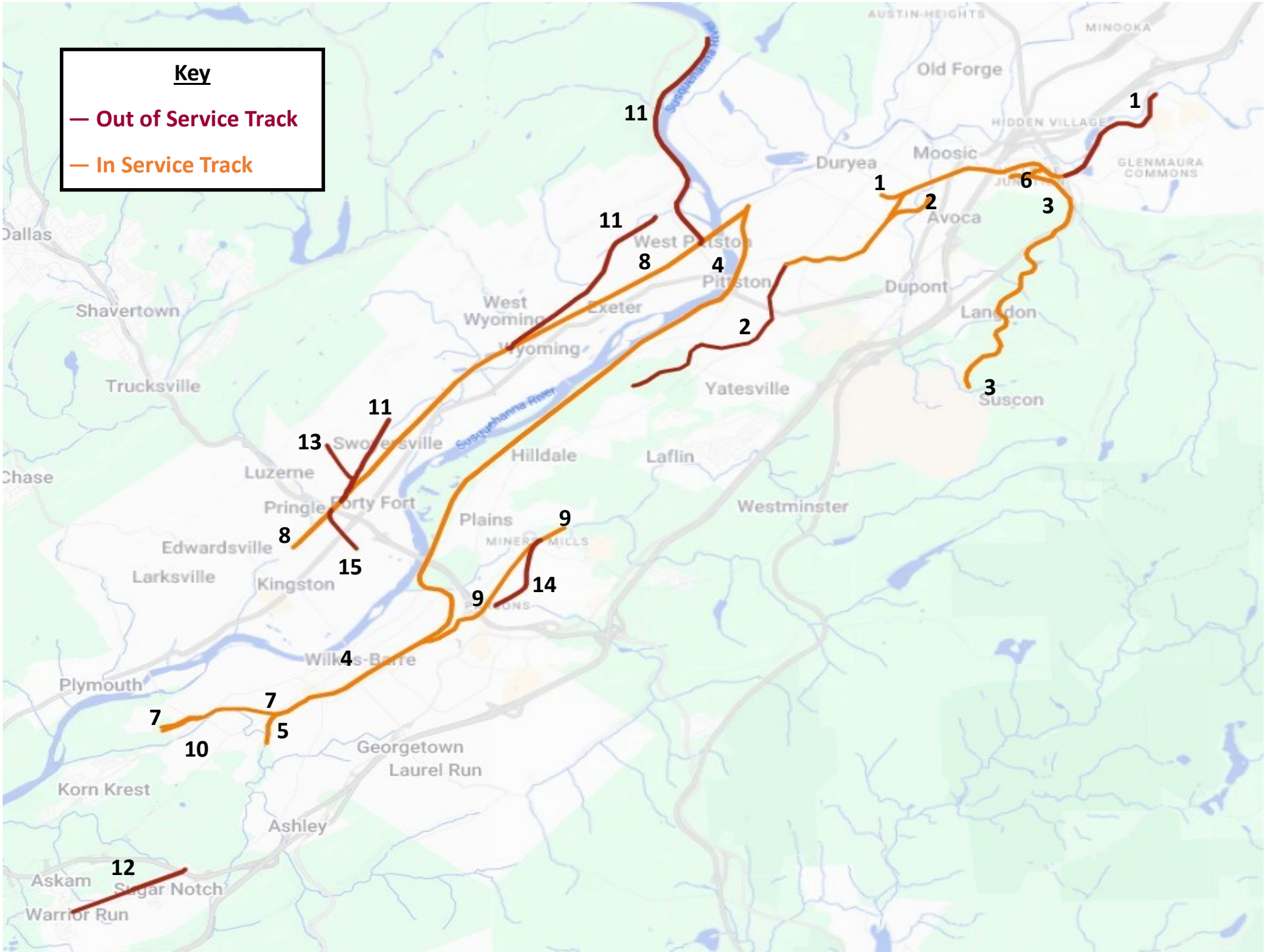
Executed on October 23, 2026.



Andy Muller
CEO

EXHIBIT A

MAP


Key
Out of Service Track
In Service Track
Old Forge
Moosic
Duryea
Avoca
Dupont
Langdon
Suscon
West Pittston
Pittston
West Wyoming
Exeter
Wyoming
Yatesville
Hilldale
Laflin
Westminster
Plains
Swoyersville
Luzerne
Pringle
Forty Fort
Edwardsville
Larksville
Kingston
Wilkes-Barre
Plymouth
Georgetown
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Korn Krest
Ashley
Askam
Sugar Notch
Warrior Run
Dallas
Shavertown
Trucksville
Chase
Susquehanna River
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EXHIBIT B

CAPTION SUMMARY

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB Docket No. FD 36958

WILKES-BARRE TERMINAL RAILWAY COMPANY
– ACQUISITION, OPERATION AND CHANGE OF OPERATOR EXEMPTION –
LUZERNE COUNTY REDEVELOPMENT AUTHORITY AND
LUZERNE COUNTY RAIL CORPORATION, AND
R.J. CORMAN RAILROAD COMPANY / LUZERNE & SUSQUEHANNA LINE, LLC

VERIFIED NOTICE OF EXEMPTION
UNDER 49 U.S.C. § 10901 AND 49 C.F.R. § 1150.31

Wilkes-Barre Terminal Railway Company ("WBT"), a non-carrier, files this Notice of Exemption to exempt from regulation its acquisition of approximately 59.65 miles of rail line (the "Subject Lines") from the Luzerne County Redevelopment Authority ("LCRA") and LCRA's non-operating subsidiary Luzerne County Rail Corporation's ("LCRC") operating rights, and in so doing, terminating RJC/LS's common carrier status over the Leased Lines. RJC/LS has consented to being replaced as common carrier on the Leased Lines (the proposed change of operators) at such time as WBT acquires the Subject Lines (which encompass all off the Leased Lines) such that RJC/LS's common carrier status over the Leased Lines will terminate upon consummation of the WBT's acquisition of the Subject Lines. The Subject Lines consist of the following in-service segments: (1) the Dunmore Secondary Track, between milepost 6.5, at Avoca, and milepost 10+/- North side Montage Road Crossing, a distance of 4.5 miles[7]; (2) the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 6.5, at Avoca, a distance of 4.7 miles[8],

[7] The Dunmore Secondary Track, between milepost 8.6, at Rocky Glen, and milepost 10+/- north side Montage Road crossing, a distance of 1.4 miles, is out of service.

[8] The Avoca Industrial Track, between milepost 1.8, at No. 7 Junction, and milepost 4, at Rock Street, a distance of 2.2 miles, is out of service.

including the connection with the track of Reading Blue Mountain & Northern Railroad Company ("RBMN") between "LB" Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the Suscon Industrial Track, between milepost 154.5, at Suscon, and milepost 158.7, at Hillside, a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, and milepost 185.5, at Pittston, a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, a distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; and (9) the D&H Wilkes-Barre Connector, from milepost A-208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, a distance of 2.5 miles; (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

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176.1, at Hudson, a distance of 2.5 miles; (15) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, a distance of 0.759 miles.

Comments must be filed with the Board and served on WBT's representative:

Justin J. Marks
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601 13th Street N.W.
Suite 600
Washington, DC 20005
(202) 772-0916
jmarks@clarkhill.com

The Notice is filed under 49 C.F.R. §1150.31. If the Notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. §10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

Board decisions and notices are available at www.stb.gov.

Decided: _____, 2026.

By the Board, Anika S. Cooper, Chief Counsel, Office of Chief Counsel

EXHIBIT C

CURRENT SHIPPERS

ABE N SOLOMON INC
701 S MAIN ST
PO BOX 1305
WILKES BARRE, PA 18703-1305

BASF CORP
100 PARK AVE
FLORHAM PARK, NJ 07932

BERRY GLOBAL INC
2 COMMERCE ROAD
PITTSTON, PA 18640

GMS PILING PRODUCTS LLC
827 SANS SOUCI PKWY
WILKES BARRE, PA 18702

GRAPHIC PACKAGING INTERNATIONAL LLC
20 COMMERCE ROAD
PITTSTON, PA 18640

THE LION BREWERY INC
700 N PENNSYLVANIA AVENUE
PO BOX GS
WILKES BARRE, PA 18705

LUCKNOW-HIGHSPIRE TERMINALS LLC
675 SUSCON ROAD
PITTSTON, PA 18640

MILAZZO INDUSTRIES INC
1609 RIVER RD
PITTSTON, PA 18640

MODERN GAS SALES INC
428 YORK AVE
DURYEA JCT, PA 18642

PETROGAS TERMINALS
428 YORK AVENUE
DURYEA, PA 18642

PETROLEUM PRODUCTS CORP
3 Commerce Rd
DUPONT, PA 18640

UTLX INTNAT'L C/O PROCOR LTD
585 MICHIGAN DR UNIT #2
OAKVILLE, ON L6L 6G1
CANADA

SAFETY-KLEEN SYSTEMS INC
600 STEWART RD
HANOVER TOWNSHIP, PA 18706

CERTIFICATE OF SERVICE

I hereby certify that on this 23rd day of October, 2026, the foregoing document was served by first-class mail or email upon I hereby certify that on this 21st day of September 2026, the foregoing document was served by first-class mail or email upon the following the shippers listed under Exhibit C and:

Robert A. Wimbish
Fletcher & Sippel LLC
29 North Wacker Drive, Suite 800
Chicago, IL 60606
rwimbish@fletcher-sippel.com
Counsel for R.J. Corman Railroad Company / Luzerne & Susquehanna Line, LLC



_____
Justin J. Marks.