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

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ENTERED
Office of Chief Counsel
March 18, 2026
Part of
Public Record

RE: Lampwrights LLC Notice of Exemption
Operation Exemption
Line in Jefferson County, PA
Surface Transportation Board Finance Docket 36911

Docket No. FD 36911

To Whom it May Concern,

I am writing today to submit comments concerning the Lampwrights, LLC, Notice of Exemption submitted to the Surface Transportation Board (STB). I would like to voice my opposition to the Petition. Thank you for the opportunity to submit this written comment.

There are two reasons the STB should stay or revoke the notice of exemption filed by Lampwrights, LLC on February 25, 2026: 1) the Notice of Exemption involves a controversial issue with a large public opposition, and 2) the Notice of Exemption is misleading.

1. Controversial Issue

The waste transfer station being proposed by Lampwrights, LLC has been met with a large amount of community opposition. When Noble Environmental, Inc., through their subsidiary Greentree Rail, LLC, filed with the Pennsylvania Department of Environmental Protection to have the same waste transfer station approved in May of 2025, a public hearing was scheduled for October 9, 2025. Approximately 200 people attended that meeting. Attached is an article from the local newspaper, The Courier Express, dated October 17, 2025 concerning the public meeting. Prior to the meeting, a petition was circulated amongst the residence of Snyder Township and Brockway, Pennsylvania to indicate whether there was opposition to the waste transfer station. The signatures gathered are attached to this letter, and amount to over 700 signatures from concerned citizens opposing the transfer station at issue. Hundreds of pages of written comments were submitted to the Pennsylvania Department of Environmental Protection in opposition to the waste transfer station. I submitted a written statement as well, which is attached to this letter. Now, Noble Environmental, Inc. is attempting to create the same waste transfer station through their subsidiary Lampwrights, LLC.

Simply put, this waste transfer station is not a routine situation. This proposed exemption will need additional review and scrutiny under the rail transportation policy at 49 U.S.C.A. § 10101, specifically subsection “(8) to operate transportation facilities and equipment without detriment to the public health and safety.”

2. Misleading Information

I would like to point out three different assertions made in the Verified Notice of Exemption that are misleading. The first is found on page 3, at paragraph (c), wherein Lampwrights, LLC states that they have acquired the track and surrounding property from Buffalo and Pittsburgh Railroad, Inc. This statement is misleading in that it implies that a chain of title has been established and that a fee simple ownership in the land has been transferred. This is not true.

Lampwrights, LLC purchased nothing more than a Quitclaim Deed from Buffalo and Pittsburgh Railroad, Inc. The quitclaim deed is attached to this letter. When Greentree Rail, LLC filed with the Pennsylvania Department of Environmental Protection to have the waste transfer station approved, it was required to establish good title. Greentree Rail, LLC was not able to do so. The quitclaim deed only transfers the property interests that Buffalo and Pittsburgh Railroad, Inc. had in the property, even if Buffalo and Pittsburgh Railroad had no ownership interest.

The second misleading statement is found on page 3, at paragraphs (C) and (d). Lampwrights, LLC indicates that Buffalo and Pittsburgh Railroad, Inc. operated the sidetrack to facilitate coal loading. This statement gives the impression that this railroad was been used in the recent past. This is not true. I have lived very near the sidetrack in question since 2012. I have never seen cargo being loaded or unloaded from this sidetrack. For as long as I have lived here, there has been no activity. The only use the railroad has had over the last 13 years has been the Owens Illinois glass plant train, consisting of two locomotives and two or three hopper cars, that pass by two to three days a week on the main rail line, not the sidetrack. I do remember that at one point in time there was a line of hopper cars that were parked on the sidetrack for an extended amount of time, possibly up to a year, without being moved. Other than this, the railroad has not been used for facilitating coal loading or any other activity.

The third misleading statement is found at page 6 under the heading, Environmental and Historic Reports. Here, Lampwrights, LLC claims that no environmental documentation should be required because converting railroad sidetrack to common carrier operations will not exceed the thresholds established in 49 C.F.R. §1105.7(e)(4) or (e)(5).

The reason Lampwrights, LLC asserts that subsection (e)(5) is not applicable is due to their assertion that the transfer station will have less than 8 trains per day. Subsection (e)(5)(i) states:

(5) *Air.*

(i) If the proposed action will result in either:

(A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or

(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under [49 U.S.C. 10901](#) (or 10502) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

Lampwrights, LLC's argument that less than 8 trains per day makes subsection (e)(5) inapplicable is misleading. Subsection (e)(5) has several requirements, and Lampwrights, LLC only addresses Subsection (e)(5)(i)(A)'s comment about 8 trains per day. Lampwrights, LLC does not address the remainder of Subsection (e)(5)(i)(A) or subsections (e)(5)(i)(B) or (C).

Subsection (e)(5) does apply to the transfer station at issue in Lampwrights, LLC's Notice of Exemption. As stated previously, there has been no rail activity on the rail sidetrack for several years. The proposed activity of one train per day is well over a 100% increase in rail traffic on the segment of rail line leading to the proposed transfer station. The proposed transfer station will result in an increase in rail yard activity of at least 100%. The truck traffic will increase by more than 10% for the road leading from State Route 219 to and from the transfer station site. These increases in activity satisfy the thresholds of Subsection (e)(5)(i)(A), (B), and (C). Also, Lampwrights, LLC does not establish that the rail spur, side track, or private track has ever been abandoned. To the contrary, the tracks are used by the Owens Illinois glass plant train two to three times a week, as previously described. Lampwrights, LLC asserts as much in the next paragraph of page 6 of the Notice of Exemption, when it states, "No historic report under 49 C.F.R. §1105.8(b)(1) should be required because this Notice of Exemption merely involves the acquisition of operating authority to conduct switching and transloading services as a rail common carrier on tracks that were previously operated as a railroad owned sidetrack, and Board approval will be required to discontinue or abandon any service." I am not aware of the Board approving any abandonment at this site. Therefore, the language regarding eight trains per day for abandoned lines is not applicable, and Subsection (e)(5)(i)(A), (B), and (C) are applicable.

Lampwrights, LLC does not state in the Notice of Exemption how long the daily trash trains will be, or how many train cars are contemplated. There is no indication of hours of operation or number of trucks per day that will travel to and from the proposed transfer station site. In short, the STB is not provided with enough information to know what exactly they are asked to approve. Without this information, the STB could approve a 24-hour, 7 day a week transfer station that would dramatically alter the environment and living situation for all of Snyder Township, Jefferson County, Pennsylvania.

Conclusion

I thank you for taking the time to read my statement. I can only hope that this letter, and the points outlined above, adequately show the concern we as a community have for our homes and the environment in which we raise our children. There is real harm to be done by the proposed transfer station, and the impact on the local residents is not to be minimized.

I look forward to the Board's decision. Thank you for your consideration on a matter most pressing to me and my family.

Sincerely,



Joshua Dean, Esq.

cc: Parties of Record: Charles Marchiori, a.noble.cause.219@gmail.com
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https://www.thecourierexpress.com/news/hundreds-gather-to-oppose-trash-transfer-facility-in-snyder-township/article_3f79325e-896c-441f-9ac7-acfd2699d305.html

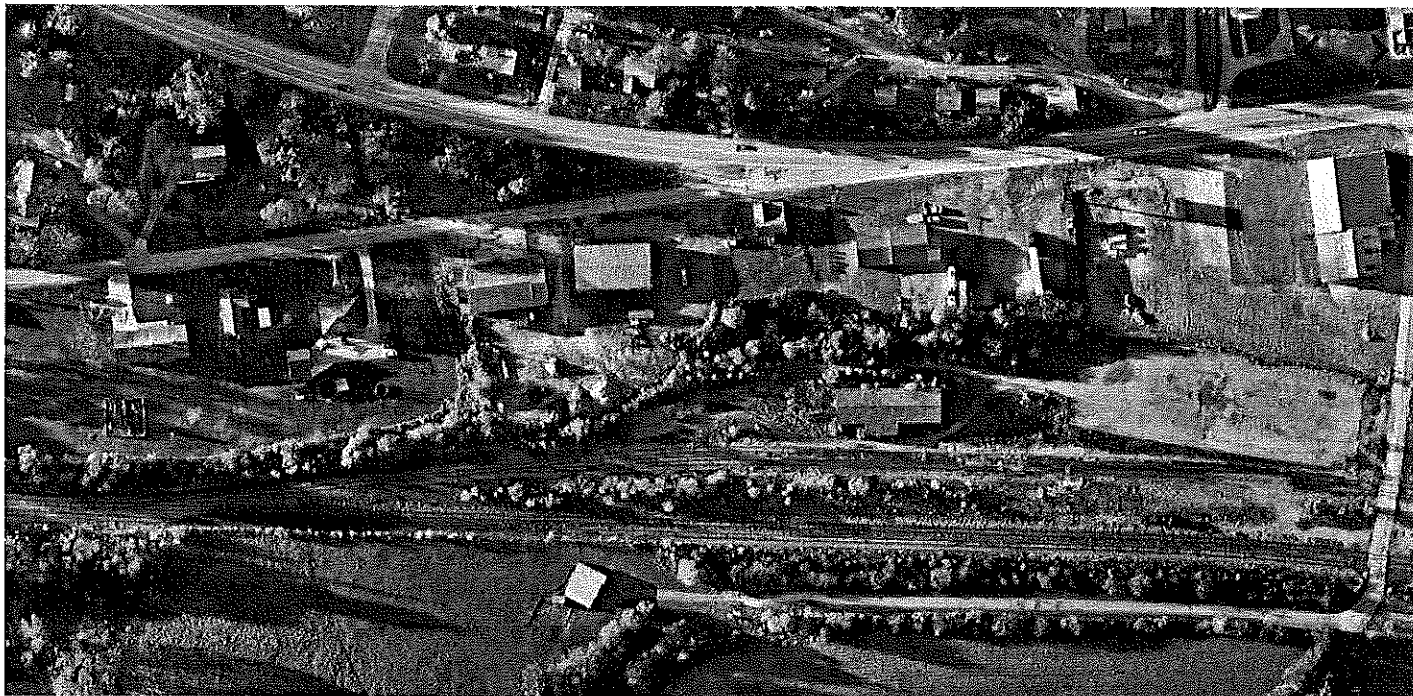
FEATURED

Hundreds gather to oppose trash transfer facility in Snyder Township

By Brianne Fleming bflaming@thecourierexpress.com

Oct 17, 2025

1 of 2



Jeremy Banfield with ThermaFlight Drone Services LLC captured this drone image of where Greentree Rail LLC seeks to open a municipal waste transload facility, with the site located on the far right (lower portion) of this photo.

ThermaFlight Drone Services LLC



BROCKWAY — Around 200 people gathered at the Brockwayville Depot on Oct. 9 for a public hearing/meeting with the Pennsylvania Department of Environmental Protection (DEP) regarding the proposal for a municipal waste transfer facility in Snyder Township.

This meeting/public hearing was requested by "A Noble Cause," a group of landowners, residents



founding member of the group, said that today, A Noble Cause has 400-500 members fighting for this cause and is only continuing to grow.

“Greentree Rail LLC seeks to operate a municipal waste transfer facility where train cars carrying sealed waste containers will enter the facility via the rail spur. The sealed waste containers will be unloaded and placed onto waste hauling vehicles and hauled to Greentree Landfill for disposal,” according to the DEP’s presentation. “The proposed operation is on approximately 15 acres of land with an existing rail spur, located near 2520 Pittsburgh-Buffalo Highway in Snyder Township, Jefferson County.”

Noble Environmental, parent company to Greentree Rail, owns and operates seven landfills, three transfer stations and waste collection companies in Pennsylvania, Ohio and Maryland.



A sizable crowd is shown at the Oct. 9 Pennsylvania Department of Environmental Protection (DEP) public hearing about the proposed "trash train" transfer station in Snyder Township.

Photo by John Puhala

In attendance were representatives from Noble Environmental, the DEP, public officials, including state Rep. Mike Armanini and Rep. Brian Smith, and many concerned citizens.

Residents speak up

Sandy Preston, who resides on Bond Street Extension, described the location for the proposed facility as “where Bond Street Extension meets Route 219, just outside of Brockway.”

Preston, a member of A Noble Cause and neighboring property of the site, has taken a strong stance on this for many reasons, one of them being that she did not receive notice about it as a property owner. She learned about plans for the facility on social media, then looked into it herself and obtained a copy of the permit.

In the permit, it states that all of the property owners were notified, and there are eight listed. Preston said some of the names listed are incorrect, noting one of them is her father, who died in May 2024. The permit reportedly claims he was notified on May 2, 2025.

Preston requested the DEP reject the permit simply based on the fact that property owners were not notified as required. She added that the names of the neighbors who live right beside her are not on the permit application, either.

Citizens have several other concerns, including that the transload facility would be in a residential area and a nuisance to the neighborhood.

“They refer to it as an ‘industrial area’ in the application; that isn’t true,” said Preston. “This is a residential neighborhood.”

Preston said they are worried about the noise, the smell, operating hours, etc., although they are told the trash will be in sealed containers to control odor.

In addition, Preston explained that Noble claims by adding this transfer station, truck traffic in that area would increase by only two percent. It’s actually about a 37-percent increase, she said at the meeting.

“There was a lot of concern about traffic. Within a quarter mile of the site, about 35 students get on buses,” said Preston.

They are also concerned about the railroad trestle that the train would be going over, she said, describing it as being in poor condition and “crumbling.”

Citizens also addressed environmental aspects, including the wetlands in the area, fishing, etc.



Noble Environmental Inc. representatives

Photo by John Puhala

In addition, a representative from the Brockway Area Historical Society spoke at the meeting about historical properties, including Hafner Cemetery and the Sager house, located in close proximity to the proposed transfer station.

Property owners and members of A Noble Cause, who live approximately 650 feet from the proposed transfer station site, wrote a letter to the DEP regarding the landfill application.

"We immediately feared a situation in which litter and vermin become a constant presence in our lives, where foul odors and excessive noise make it impossible to enjoy the outdoors and our lawns, and where truck traffic and train traffic become such a constant presence that little to no quiet remained. Simply put, we fear our home will no longer be the home we have enjoyed and invested in over the last 13 years, and our neighborhood would no longer be a desirable location to raise a family."

The lengthy letter addresses several permit concerns:

- Historic rail siding –The permit states the site is “a historic rail siding that has been used to transfer locomotive cargo for over 100 years.” This, the letter says, is not true, as residents have only seen the railroad used by the Owens Brockway glass plant train for quite some time.
- “Misleading language” used in the permit used to characterize the environment surrounding the transfer station.
- Significant changes in train travel patterns –“Any train reaching the proposed transfer station would have to spend a significant amount of time maneuvering in and around Brockway and Snyder Township.”
- Right of entry –“There is a private road over which all transfer station traffic must run that has not been included in the application, and there is no clear permission or right of use shown for the private road.”
- Greentree Rail LLC is required to notify mail owners and occupants of land “contiguous to the site or the proposed permit area.” One of the eight landowners listed died in May 2024.
- Floodplain concerns
- Danger to quality of water and streams –The proposed trash transfer station site is “surrounded by quality waterways,” including Whetstone Branch, Little Toby Creek, etc., areas that provide fishing, swimming, and other recreation.
- Property line concerns according to Pennsylvania code
- “A new transfer station may not be located within 300 yards of a park or playground. The Brockway Youth Soccer Association fields are located immediately adjacent to thee railroad tracks.”
- Nuisance control –odors, dust, noise, etc.
- Several traffic control issues –The application proposes “30 trucks at five trips per truck per day for 150 trucks per day; this is a drastic change in the traffic pattern at this site, among others.”
- Railroad capacity

In summary, the letter states that the “harms” of the proposed transfer facility drastically outweigh the benefits, noting “increased risk for traffic accidents, train blocking emergency personnel, exposure to radiation and failure of the old train trestle,” harm to local waterways and recreation, unpleasant smell, noise, etc. The benefits of the transfer station are “limited to jobs.” The station will employ up to 32 people, it states.

Snyder Township supervisors

Jeremy Bassetti, Snyder Township supervisor, said they gave a speech at the Oct. 9 meeting, and stated, “We are no longer going to cooperate with this permitting process,” requesting the DEP end the review immediately.

This stance, he says, comes from listening to the substantial concerns Snyder Township residents, and the supervisors themselves, have about the transfer station. He noted the houses and businesses in that residential area, including his own –The Hut Family Restaurant on Route 219 – and echoed concerns for the hours of operation, noise, odor and traffic.

Bassetti said supervisors are doing what they can to help with this –reaching out to others for advice, communicating with state representatives, etc. They encourage people come to attend Snyder Township meetings with their concerns, which are held on the last Thursday of every month in the Snyder Township building.

DEP

The DEP has relayed to concerned citizens the review for the project will take six to nine months. Tom Decker, DEP regional communications manager, said 22 people spoke and provided testimony for the DEP's consideration.

"The DEP will now begin its technical review of the proposed permit. Testimony presented to the DEP during the hearing, and any additional testimony sent directly to the DEP, will be reviewed. A comment response document will then be created and sent to all those who submitted testimony when a decision is made."

Decker noted that the DEP was happy with the turnout.

"Community members raised a lot of good points that we will take into consideration when conducting the technical review of the permit application."

Noble Environmental did not respond to a request for comment from the Courier Express.

Those who would like to learn more about and join the cause can find the "A Noble Cause" group on Facebook and email a.noble.cause.219@gmail.com.

The DEP is still accepting feedback for review. Email Tom Decker at thomadecke@pa.gov, reference number "101741."



State Rep. Mike Armanini and Rep. Brian Smith were in attendance at the public hearing.

Photo by John Puhala

Petition in Opposition to Trash Transfer Station

To the Pennsylvania Department of Environmental Protection: The undersigned hereby wish to express our opposition to the Municipal Waste Landfill Application #101741 wherein Greentree Rail, LLC plans to operate a transfer facility in Snyder Township, Jefferson County, Pennsylvania. We oppose the transfer facility due to the residential nature of the surrounding area, increased noise, foul odors, high concentration of traffic, and high potential for contamination of our waterways. We believe a municipal waste transfer station would decrease our quality of life, lower property values, and create a nuisance for the surrounding community.

Printed Name	Address	Signature
DEANNA STARR		Deanna Starr
BARBARA J PISARCHICK		Barbara J Pisarchick
ED PISARCHICK		E Pisarchick
Mr Ed Pisarchick		Barb Pisarchick
Gerry Bray		Gerry Bray
Jac. Bray Rachelle Bray		Rachelle Bray
Cooper Bray		Cooper Bray
Michelle Snyder		Michelle Snyder
Ronda Carpenter		Ronda Carpenter
John Carlson		John Carlson
Orlan Cosensce		Orlan Cosensce
FRAN FAITH		Fran Faith
CAROLE MCCARRIE		Carole McCarrie
Valerie Barraclough		Valerie Barraclough
Theresa Bisson		Theresa Bisson
GARY BISSON		GARY BISSON
GREGORY MARCHIO		GREGORY MARCHIO
EDWARD JAMISON		Edward Jamison
Debi Hynds		Debi Hynds
Donna Lindenmuth		Donna Lindenmuth
GORDON BAZARD JR		Gordon Bazard Jr
BRUCE SCHWEIDER		Bruce Schneider
GARY AMATROVE		GARY AMATROVE
John Capelli		John Capelli
TERRY HOOK		Terry Hook

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Printed Name	Address	Signature
Kenneth Fabrizio		Kenneth R Fabrizio
Kathleen Shugars		Kathleen Shugars
NICK SHUGARS		Nick Shugars
GenneBrens		GenneBrens
Dave Eltringham		Dave Eltringham
CLCte. GRAZIOli		Clote Graziole
Becky Graziole		Becky Graziole
SANDRA SERAFINI		Sandra Serafini
Ben Hynels		Ben Hynels
DAVE ZAMROSKI		Dave Zamroski
DARRELL BRANDT		Darrell Brandt
Theresa ZAMROSKI		Theresa Zamroski
Darlene Marshall		Darlene C. Marshall
Ryan Booser		Ryan Booser
Dorothy Reed		Dorothy Reed
Richard M. Reed		Richard M. Reed
Michael T. Ross		Michael T. Ross
MARILYN S. ROSS		Marilyn S. Ross
Keith Palmer		Keith Palmer
Connie Palmer		Connie Palmer
LARRY Youngdahl		Larry Youngdahl
LINDA BECK		Linda Beck
Jeff Wilcox		Jeff Wilcox
Richard Wilcox		Richard Wilcox
Carroll Wilcox		Carroll Wilcox

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Printed Name	Address	Signature
megan Lindan		Megan Hill
Melissa Dotts		Melissa P. Dotts
Jordan Donahue		Jordan J. Donahue
LARRY SAWKEY		Larry Sawkey
Heather Lerner		Heather Lerner
Chad miller		Chad miller
Jesse Shuddebecke		Jesse Shuddebecke
Haley Town		Haley Town
Jeremy Charles		Jeremy Charles
MARK J Palmer		Mark J. Palmer
Alexis Lichvarcik		Alexis Lichvarcik
Kyle Young		Kyle Young
Vincent Foringer		Vincent Foringer
Kelli Barrick		Kelli Barrick
Kerrie Welsh		Kerrie Welsh
John DeSantis		John DeSantis
Robbin Baker		Robbin Baker
Jordan Struss		Jordan Struss
Scott Lichvarcik		Scott Lichvarcik
Carrie Reesman		Carrie Reesman
Brandy Marsh		Brandy Marsh
Vicky Kuhn		Vicky Kuhn
Marlana Decker		Marlana Decker
John White		John White
Therese Himes		Therese Himes

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Printed Name	Address	Signature
MIKE FEIL		Mike Feil
DAWN REITZ		Dawn Reitz
Kenny Polanco		Kenny Polanco
Rich Trunzo		Rich Trunzo
Jennifer Cativera		Jennifer Cativera
Eve Cativera		Eve Cativera
Arthur Coder		Arthur Coder
Brandi Benden		Brandi Benden
Joe Benden		Joe Benden
Tiffany Logan		Tiffany Logan
R. Michael Penellton		R. Michael Penellton
Douglas Pifer		Douglas P. Pifer
JOHN Penellton		John Penellton
Melissa Penellton		Melissa Penellton
Jim Buffa		Jim Buffa
Lisa Knight		Lisa Knight
Jim Spellen Jr		Jim Spellen Jr
William Knight		William C. Knight
Dorothy Knight		Dorothy Knight
Ken Johnson		Ken Johnson
Charles Sabatose		Charles Sabatose
William J. Sabatose		William J. Sabatose
JAY A SABATOSE		Jay A. Sabatose
RANDALL LOUDON		Randall Loudon
SUSAN LOUDON		Susan M. Loudon

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Printed Name	Address	Signature
Jess N Collins		Jess N Collins
Ethan G Starr		Ethan G Starr
Judy Wymore		Judy Wymore
Pat Cartwright		Pat Cartwright
LOUI ANDERSON		Lori Anderson
Gloria Lyle		Gloria Lyle
Anne Paterson		
Flora Bennett FLA		Flora Bennett
Marsha Johnson		Marsha Johnson
RITA KENDRICK		Rita Kendrick
CLAUDIA LYLE		Claudia Lyle
FRANK VHL		Frank Vhl
John Marnett		John Marnett
RICK BARBER		Rick Barber
FR JOHN PETISCH		John Petisch
Marsha Johnson		Marsha Johnson
Samuel Hawkins		Samuel Hawkins
Ann Munkley		Ann Munkley
Sandy Amati		Sandy Amati
ELLEN BERDEL		Ellen Berdel
SADEY MCODE		SADEY MCODE
David Facchine		DAVIDA FACCHINE
Paul Morelli		PAUL MORELLI
Debra Merrill		Debra Merrill

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Printed Name	Address	Signature
Mark Tami		Mark Tami
Matt Kosko		Matt Kosko
Ginger Patterson		Ginger Patterson
Adam Springer		Adam Springer
Art Coder		Art Coder
Blayne Zavaleta		Blayne Zavaleta
Rich Foradori		Rich Foradori
Karli Chamberlin		Karli Chamberlin
Chick McFadden		Chick McFadden
Rev Bullers		Rev Bullers
Allie Moyer		Allie Moyer
Matt Rhee		Matt Rhee
Ron Dittmore		Ron Dittmore
Jimmy Holt		Jimmy Holt
Joe Powell		Joe Powell
Eric Lundberg		Eric Lundberg
Chris Puhala		Chris Puhala
Zane Puhala		Zane Puhala
John Seneau		John Seneau
Wayne Work		Wayne Work
Karissa Holt		Karissa Holt
Jeremy Crawford		Jeremy Crawford
Joshua Crawford		Joshua Crawford
Allison Faulk		Allison Faulk
Mike Puhala		Mike Puhala

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Printed Name	Address	Signature
SAM REPISCAK		Sam Repiscak
Zoe Puhala		Zoe Puhala
Weston Pisarchick		Weston Pisarchick
Michael Pisarchick		Michael Pisarchick
Cody Jordan		Cody Jordan
Steve Allen		Steve Allen
Edwin Botwright		Edwin Botwright
Carter Nichols		Carter Nichols
Bill Gibson		Bill Gibson
Ben Kuhar		Ben Kuhar
Gordon Cense		Gordon Cense
Ryan Forsythe		Ryan Forsythe
Dann Gelmette		Dann Gelmette
JOHN PUHALA		John Puhala
Cindy Puhala		Cindy Puhala
DAVID BRITTEN		David Britten
Ray Hattel		Ray Hattel
Brandon Macie		Brandon Macie
Randy P. Foringer		Randy P. Foringer
SHAWN BEUBAKER		Shawn Beubaker
MIKE SNYDER		Mike Snyder
Nicole Snyder		Nicole Snyder
Cindy Boyer		Cindy Boyer
CHRIS LINDEMUTH		Chris Lindemuth
Rudy Bullens		Rudy Bullens

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Printed Name	Address	Signature
Amanda Spencer		5824 Amanda Spencer
Carla Bullers		5824 Carla Bullers
Amber Ellis		PA 15824 Aul Eoff
Amanda Ross		way PA 15824 Arch
Katie Benson		PA 15821 Katie Benson
Nicole Slattery		53 Nicole Slattery
Kristina Keith		A 15824 Kristina Keith
Marisa Purdy		5801 Marisa Purdy
Cassandra Ford		Cassandra Ford
Kim Schmader		Kim Schmader
Joseph Spencer		15824 Joseph Spencer
REBECCA DEAN		5824 Rebecca Dean
Craig Ellis		PA 15824 C. Ellis
Angela Kelly		PA 15824 Angela Kelly
Scott A Kelly		Scott A Kelly
Joshua Dean		John Dean
Byron R. HANBY		Byron H
Malissa S Martin		Malissa Martin
Kimberly Markley		Kimberly Markley
Heather Banfield		Heather Banfield
Amanda Murray		Amanda Murray
Joe Eisman		Joe Eisman
Margaret Eisman		by Margaret Eisman
JEFF CRAFT		Jeff Craft
Debra A. Spencer		Debra A. Spencer

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<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
Andrew P Meredith		Andrew P Meredith
LINDA MEREDITH		Linda Meredith
Amy Cherubini		Amy Cherubini
William Cherubini Jr		William Cherubini Jr
Marrigan Decker		Marrigan Decker
Jake Foradori		Jake Foradori
Christ A Chenk		Christ A Chenk
Sandra h Cherubini		Sandra h Cherubini
RICHARD C PETRILLO SR.		Richard C. Petrillo
Robert L. Muth		Robert L. Muth
Keith S Jones		Keith S Jones
ROBERT STRAUB		Robert Straub
Michael Scroggs		Michael Scroggs
THOMAS B LINGENFELTER		Thomas B Lingenfelter
Kerry Fries		Kerry Fries
Roger Manning		Roger Manning
CARLY MANNING		Carly Manning
Ed L Lockwood		Ed L Lockwood
Paul Fritz		Paul Fritz
Jeremy Yurchis		Jeremy Yurchis
Daniel Straub		Daniel Straub
Kevin Boyle		Kevin Boyle
John Palano		John Palano
JAMES WOOD		James D. Wood Jr
Cody Kuntz		Cody Kuntz

Petition in Opposition to Trash Transfer Station

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Printed Name	Address	Signature
Ed HAU		Ed HAU
Ken Pisarcik		Ken
Jerry Ross		Jerry Ross
Ronald Wells		Ronald Wells
Mark Briner		Mark Briner
Ed Jamison		Ed Jamison
LEO TODD		Leo Todd
ERIC DAVEY		Eric Davey
BRYAN CAMPBELL		Bryan R. Campbell
KEN INZANA		Ken Inzana
JEFF TAYLOR		Jeff Taylor
Christine Rafferty		Christine Rafferty
Hope Abel		Brookway, Pa. 15021
Stan Curcio		BROCKWAY, PA
Dave Crawford		Dave Crawford
Bethany Veiter		Bethany Veiter
TAMMY JOHNSON		Tammy Johnson
JEFF DUSCH		Jeff Dusch
DALE BARRACLOUGH		Dale Barracough
Keith Burns		Keith Burns
Whitney Arroyo		Whitney Arroyo
Yu FENG PORTER		Yu Feng Porter
Jenny Dusch		Jenny Dusch
Shermy Snyder		Shermy Snyder
Michael Snyder		Michael Snyder

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Printed Name	Address	Signature
Anne Trunzo		Anne Trunzo
Marie Ritz		Marie Ritz
Tim Ritz		Tim Ritz
Alan Buzad		Alan Buzad
FRAN IRAMA		FRAN IRAMA
Heather Ross		Heather Ross
CLAY ROSS		CLAY ROSS
Carol Miller		Carol Miller
Jerry Ross		Jerry Ross
LARRY SAMICK		LARRY SAMICK
BRODY LYONS		BRODY LYONS
Gage Lyons		Gage Lyons
MIKE BOSCHINI		MIKE BOSCHINI
Kristen Banks		Kristen Banks
Sherry Ritz		Sherry Ritz
Jon Winters		Jon Winters
John Lupelli		John Lupelli
LUKE TAMBURLIN		LUKE TAMBURLIN
Michelle Tamburlin		Michelle Tamburlin
ALAN KEISTER		ALAN KEISTER
Hugo Cenn		Hugo Cenn
FRN FRACCIONE		FRN FRACCIONE
George Valtari		George Valtari
Rick Battaglia		Rick Battaglia
DANIEL VIZZI		DANIEL VIZZI

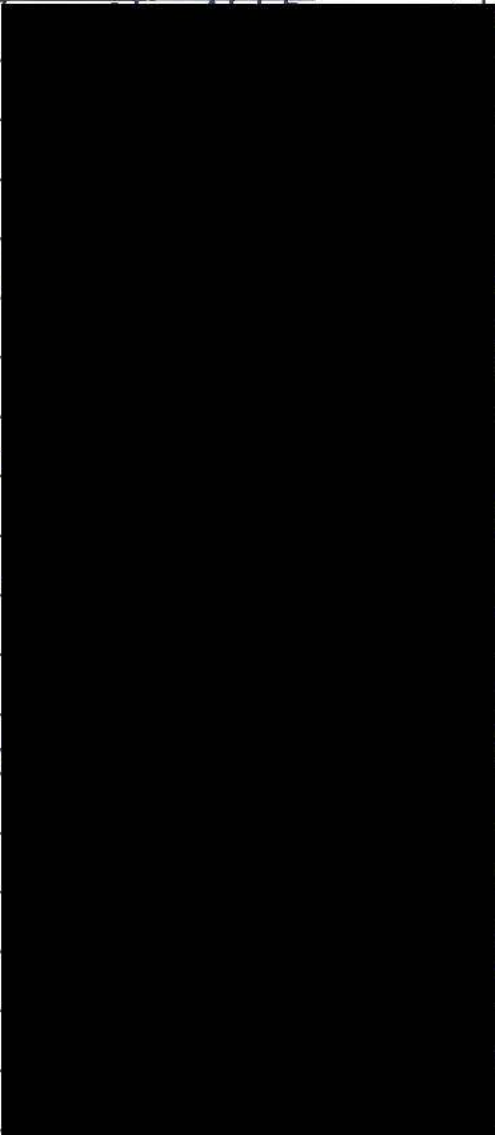
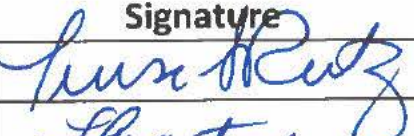
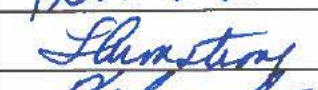
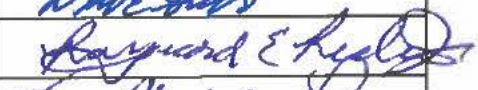
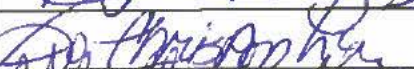
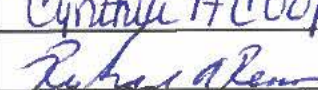
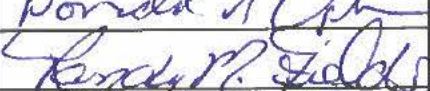
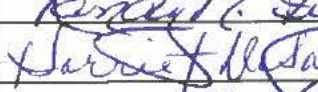
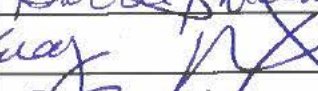
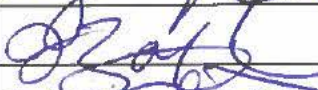
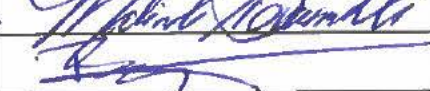
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Printed Name	Address	Signature
Enrique Cruz		Enrique Cruz
Brandon Smith		Brandon Smith
Joel St. Clair		Joel St. Clair
George Weisner		George Weisner
Misty Schaberl		Misty Schaberl
Sammy Palmer		Sammy Palmer
Mike Morrison		Mike Morrison
Phil Smith		Phil Smith
Charice Britten		Charice Britten
Deb Drall		Deb Drall
Alex Drutz		Alex Drutz
Zachary Drall		Zachary Drall
SHERRY KEMMEL		Sherry Kemmel
Adam Stine		Adam Stine
Terri Johns		Terri Johns
Michael Palmer		Michael Palmer
Erik Rodgers		Erik Rodgers
Ryan Johnson		Ryan Johnson
Melissa Zavaleta		Melissa Zavaleta
Nick Geneuro		Nick Geneuro
Zach Dahrouge		Zach Dahrouge
Dave Elkenberger Jr		Dave Elkenberger Jr
Mike Arthur		Mike Arthur
Steve Arthur		Steve Arthur
Jane Hutchinson		Jane Hutchinson

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Printed Name	Address	Signature
Teresa L Reitz		
Linda Armstrong		
Derek Smith		
RAM RECKNER		
JOHN CHRISTOPHER		
Gabrielle Burt		
Cynthia A COOPER		
Richard A Remick		
Joe Boyer		
Donald A Ogden		
Barry Fields		
Harriet DeSantis		
Renee Allenbaugh		
Jessica Zaffaro		
JENNIFER DONATHUE		
DANA DONATHUE		
Dawn Watts		
Malinda Giovannelli		
Taylor Kritz		

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Printed Name	Address	Signature
Samantha Davis		Samantha Davis
Kyra McKay		Kyra McKay
Lacey Kohler		Lacey Kohler
Stephen Crawford		Stephen Crawford
Shelly Himes		Shelly Himes
Johnny Reed		Johnny Reed
Dillon Park		Dillon Park
Braden Seaton		Braden Seaton
Bradley Tanbe		Bradley Tanbe
Dylan D Kraisely		Dylan D Kraisely
Rich Rummel		Rich Rummel
Tommi Greenwalt		Tommi Greenwalt
Brandon L. Lennick		Brandon L. Lennick
Kyle Hynds		Kyle Hynds
Lacy Cain		Lacy Cain
Scott Ward		Scott Ward
Courtney Crawford		Courtney Crawford
Andy Park		Andy Park

Petition in Opposition to Trash Transfer Station

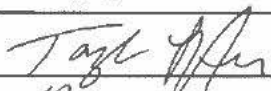
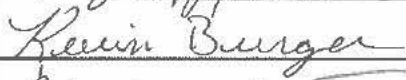
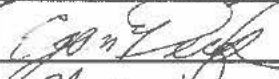
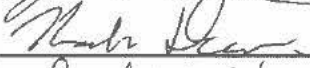
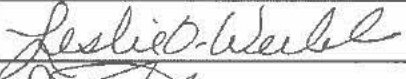
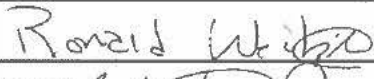
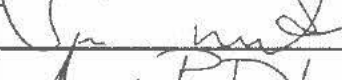
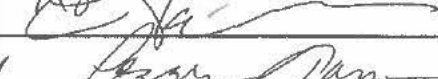
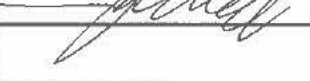
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Printed Name	Address	Signature
Amy Glasl		Amy Glasl
Tom Glasl		Tom Glasl
Patti KRINER		Patricia Kriner
Paula Dixon		Paula Dixon
CARL Colson		
Mark Kriner		Mark A. Kriner
Georganne Ullinger		Georganne Ullinger
ERIC MARCONI		Eric Marconi
Sandy Sorafer		Sandy Sorafer
Garnet Westover		Garnet Westover
MATT STAHLMAN		Matt Stahlman
Stephanie Sprague		Stephanie Sprague
Brent Sprague		Brent Sprague
BRIAN WOLFE		Brian Wolfe
PAT MOORE		Pat Moore
DARRELL BRANDT		Darrell Brandt

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<u>Printed Name</u>	<u>Address</u>	<u>Signature</u>
Austin Moore		
Tanya Anderson		
Kevin Burger		
Caleb Elmas		
Jack Volpe		
Egon Teck		
Kadin Danch		
Les O. Weible		
Tom Weible		
Ronnie Weible		
John Weible		
Tom Witskarski		
Amanda Decker		
CHARL TAMIN		
PEGGY TAMIN		
JERRY V. BAER		

②

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[illegible]

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[illegible]

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[illegible]

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[illegible]

1. *Chlorophyll a* (Chl a) and *Chlorophyll b* (Chl b) are the primary photosynthetic pigments in green plants. They are responsible for capturing light energy and converting it into chemical energy through the process of photosynthesis. Chl a is the most abundant pigment, while Chl b is present in smaller amounts. Both pigments are found in the chloroplasts of green plants.

[illegible]

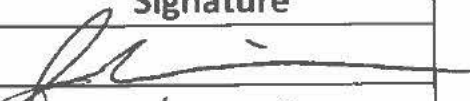
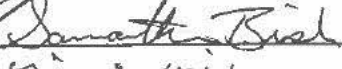
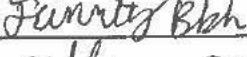
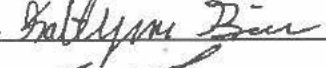
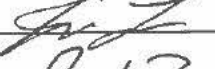
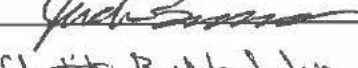
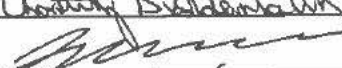
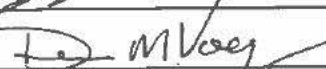
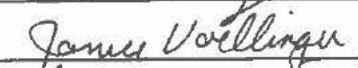
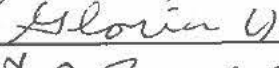
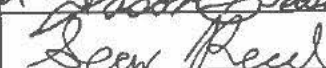
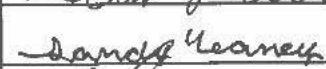
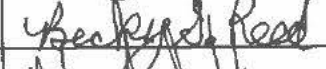
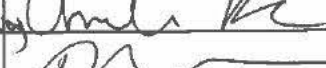
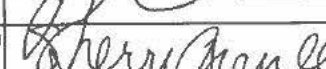
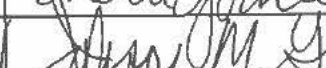
Petition in Opposition to Trash Transfer Station

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Printed Name	Address	Signature
Jack Wisor		
Samantha Bish		
Trinnity Bish		
Kathlyn Bish		
James Logie		
Jade Fremer		
Chastity Buddenbohn		
Jeremiah Mason		
DENNIS VOELLINGER		
JANICE VOELLINGER		
Robert Mucci		
Gloria Whit		
John Whit		
Rodney Brack		
Ann Wakelman		
Jason Brack		
Sean Reed		
Sandra Yeane		
Don Fetzke		
Becky Reed		
Mark Hill		
Amber Routh		
Jamie Johnston		
Sherrill Gurney		
John M. Gurney		

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Printed Name	Address	Signature
Travis Ruschol		<i>Travis Ruschol</i>
Waldi Cuello		<i>Waldi Cuello</i>
CHRISTINA ARMSTRONG		<i>Christina Armstrong</i>
John Armstrong		<i>John Armstrong</i>
Adele Hessler		<i>Adele Hessler</i>
Christina Sharp		<i>Christina Sharp</i>
GARY WINGARD		<i>Gary Wingard</i>
Patricia Sedlock		<i>Patricia Sedlock</i>
BOB & SHARON		<i>Bob & Sharon</i>
Marcia Weitzel		<i>Marcia Weitzel</i>
INA KEITH		<i>Ina Keith</i>
MARY JO MEREDITH		<i>Mary Jo Meredith</i>
Lena Oroshek		<i>Lena Oroshek</i>
Kathy Seaman		<i>Kathy Seaman</i>
Tom Mitchell Jr		<i>Tom Mitchell Jr</i>
Shirley King		<i>Shirley King</i>
Craig Manhart		<i>Craig Manhart</i>
Ed P. Sarchie		<i>Ed P. Sarchie</i>
Scott P. Williamson		<i>Scott P. Williamson</i>
James P. Williamson		<i>James P. Williamson</i>
Jeffrey Schaff		<i>Jeffrey Schaff</i>
Ashley Montinski		<i>Ashley Montinski</i>
Diane Geneviro		<i>Diane Geneviro</i>
Brian Miller		<i>Brian Miller</i>
Paula Deep		<i>Paula Deep</i>

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Printed Name	Address	Signature
SCOTT BOVAIRP		Scott Bova
Tawnya Pruszk		Tawnya Pruszk
ASHLEY WATT		Ashley Watt
Emilee Schuster		Emilee Schuster
Keith VanCordale		Keith VanCordale
RUSSELL EISMAN		Russell Eisman
Misty Anzinger		Misty Anzinger
Amber Rauten		Amber Rauten
Shauna Peters		Shauna Peters
Carolynn Overbeck		Carolynn Overbeck
Katie Reed		Katie Reed
John Allison		John T. Allison
Kasie Fields		Kasie Fields
Brenda Inzana		Brenda Inzana
Chris BAKA		Chris Baka
Diana Spinda		Diana Spinda
Jolene Mottern		Jolene Mottern
Lauren Rendas		Lauren Rendas
Danica Andrews		Danica Andrews
Brett Snyder		Brett Snyder
John Jones		John Jones

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[illegible]

Petition in Opposition to Trash Transfer Station

To the Pennsylvania Department of Environmental Protection: The undersigned hereby wish to express our opposition to the Municipal Waste Landfill Application #101741 wherein Greentree Rail, LLC plans to operate a transfer facility in Snyder Township, Jefferson County, Pennsylvania. We oppose the transfer facility due to the residential nature of the surrounding area, increased noise, foul odors, high concentration of traffic, and high potential for contamination of our waterways. We believe a municipal waste transfer station would decrease our quality of life, lower property values, and create a nuisance for the surrounding community.

[illegible]

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[illegible]

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Printed Name	Address	Signature
Anissa Hoover		Anissa Hoover
DARRIN PRESTON		Darrin Preston
Lyndsey Tamburlin		Lyndsey Tamburlin
ERVIE HAVES		Ernie Haves
James Crawford		James Crawford
Linda Brasky		Linda Brasky
Shelia Pagliaro		Shelia Pagliaro
John Pagliaro		John Pagliaro
Robert Olson		Robert F. Olson
Julia Olson		Julia Olson
Dan Gerg		Dan Gerg
Taylor Kuntz		Taylor Kuntz
John Coder		John Coder
Jim Carlson		Jim Carlson
Cindy Graves		Cindy Graves
Wan Hicks		Wan Hicks
Brittany Dittmore		Brittany Dittmore
Kim Sweitzer		Kim Sweitzer

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Printed Name	Address	Signature
Diane Lyle		Diane Lyle
Eric O'Rourke		E. O'Rourke
Amy O'Rourke		Amy O'Rourke
Judy Perrin		Judy Perrin
Sam Perrin		Sam Perrin
Lori Krug		Lori Krug
Katie Frumer		Katie Frumer
Tom Peles		Tom Peles
Kim Faulk		Kim Faulk
Tim Hutchins		Tim Hutchins
PT Piccirillo		PT Piccirillo
Chad Guaglianone		Chad Guaglianone
Sherry Benavaria		Sherry Benavaria
Josh Czant		Josh Czant
Bonny Barrackough		Bonny Barrackough
Matt Sknecht		Matt Sknecht
Josh Inzana		Josh Inzana
Debra Shannon		Debra Shannon
Christina Inzana		Christina Inzana
Alissa Carnahan		Alissa Carnahan
Kevin Carnahan		Kevin Carnahan
Carl Carnahan		Carl Carnahan
Ronald Lyle		Ronald Lyle
Jane Oldknow		Jane Oldknow
Janett Faulk		Janett Faulk

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Printed Name	Address	Signature
Fay Trentini		Fay M. Trentini
Frances Trentini		Frances Trentini
Carly Toler		Carly Toler
Ryan David Toler		David Toler
RITA MILLER		Rita Miller
Thomas Miller		Thomas Miller
Sherry Munson		Sherry Munson
Alleasha Hook		Alleasha Hook
Ray Hook		Ray Hook
Megan Bussard		Megan Bussard
Ashley Borden		Ashley Borden
LISA GRECCO		Lisa Grecco
Christine Hoskavich		Christine Hoskavich
Holly Grecco		Holly Grecco
KEVIN GRECCO		Kevin Grecco
PATRICIA Hoskavich		Patricia Hoskavich
Kim Gortina		Kim Gortina
Mike Hoskavich		Mike Hoskavich
Kevin Rush		Kevin Rush
Breanna Rush		Breanna Rush
Deborah A Scott		Deborah A Scott
Jerry D. Claar		Jerry D. Claar
Kim CLARK		Kim Clark
RUTH WYMER		Ruth Wymer
Jerry Wymer		Jerry Wymer

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Printed Name	Address	Signature
Charles Marchioni		Charles Marchioni
William Thompson		William Thompson
Tom Pisoni		Tom Pisoni
Brian Smith		Brian Smith
Amy McCluer		Amy McCluer
Scott Lovenduski		Scott Lovenduski
Joe Aiello		Joseph Aiello
Alex Breindel		Alex D. Breindel
Mike Rupperecht		Mike Rupperecht
MITCHELL PFAFF		Mitchell Pfaff
Jacob Chileski		Jacob Chileski
CARTER D'ARALO		Carter D'Arallo
Josh Craig		Josh Craig
Austin Gaudrow		Austin Gaudrow
Garret Gregori		Garret Gregori
DAVE BUNDY SR		Dave Bundy Sr
BEN CAPPIELLO		Benjamin K. Cappiello
DAVE JONES		Dave Jones
Eric Pickles		Eric Pickles
Stephen L. FELDBAUM		Stephen L. Feldbaum
BRUCE R. JOHNSON		Bruce R. Johnson
Philip N Shipe		Philip N. Shipe
THOMAS PAROLARI		Thomas Parolari
Andy Daugherty		Andy Daugherty
Sheri Daugherty		Sheri Daugherty

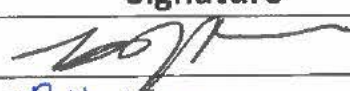
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Printed Name	Address	Signature
DEAN KNIGHT		Dean Knight
Brenda Hook		Brenda L. Hook
STEVE ROWE		Steve Rowe
Carol Mazzocchi		Carol Mazzocchi
Christie Williams		Christie Williams
Andrew Wales		Andrew Wales
Lisa Reed		Lisa Reed
EVONNE LUEWE		Evonne Luewe
Joe Suckeri		Joseph E. Suckeri
William Hrinys		William Hrinys
Laura Pierce		Laura A. Pierce
MARY ANDREAS		Mary Andreas
Chrystana Shelley		C.M. Shelley
Samantha Greenalch		Samantha Greenalch
Kathleen MacDuffan		Kathleen MacDuffan
Anthony MacDuffan		Anthony MacDuffan
Larry Scull		Larry Scull
Dana Boschini		Dana Boschini
Mike Boschini		Michael Boschini
Sarah Grace Budek		Sarah Grace Budek
Catherine Taube		Catherine Taube
Maria Lewis		Maria Lewis
Shil Jolley		Shil Jolley
Teresa Henry		Teresa Henry
Mark Klein		Mark Klein

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Printed Name	Address	Signature
Kirsten Prebble		
Rebecca Kustich		R Kustich
LINDA MCKAY		Linda McKay
BRIAN SHUGARTS		Brian Shugarts
Tasha Roszko		Tasha Roszko
Lisa Barackman		Lisa Barackman
Ginger Johnson		Ginger Johnson
Amanda Tyler		Amanda Tyler
Susan Berlin		Susan Berlin
Donna L Crawford		Donna Crawford
Carrie Calhoun		Carrie Calhoun
Robin Butters		Robin Butters
Jennifer Snelick		Jennifer Snelick
John Kwapp		John Kwapp
Lester BAUER		Lester Bauer
Kim Catanzarito		Kim Catanzarito
Marlene Cook		Marlene Cook
William Aravich		William Aravich
Becky Reed		Becky Reed
Brian Buganz		Brian Buganz
Adrienne Aderson		Adrienne Aderson
Carla Cross		Carla Cross
Charice Bitten		Charice Bitten
Kelly Taylor		Kelly Taylor
TAMMY Johnson		Tammy Johnson

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Printed Name	Address	Signature
Ryan Deemer		Ryan Deemer
Steven Rode		Steven Rode
ZACHARY LINDENMUTH		Zachary Lindenmuth
Josh Walker		Josh Walker
MATT RETTECH		Matt Rettech
FRANK LUKE JA		Frank Lukeja
DAVE RHOD		Dave Rhod
Roy Lewis		Roy Lewis
Jonathan Wood		Jonathan Wood
MATT MELLING		Matt Melling
Josh Jessup		Josh Jessup
Bill Sabatone		Bill Sabatone
Tim Kimberling		Tim Kimberling
GARRETT MCLINTICK		Garrett McLintick
Alex Lindenmuth		Alex Lindenmuth
Zach Puhala		Zach Puhala
MIKE SITOSKY		Mike Sitosky
Bryan A Snyder		Bryan A Snyder
Daniel Buffone		Dan Buffone
Jesse Anderson		Jesse Anderson
ARMANDO MAZZOCCA		Armando Mazzocca
MIKE CROSBY		Mike Crosby
Josh Anderson		Josh Anderson
Devon Park		Devon Park
Chris Repusciak		Chris Repusciak

Joshua Dean, Esq.
2239 Bond Street
Brockway, PA 15824
(330) 524-4624

Mr. Tom Decker
Department of Environmental Protection
Northwest Regional Office
230 Chestnut Street
Meadville, PA 16335

RE: Municipal Waste Landfill Application 101741

Mr. Decker,

I am writing today to submit comments concerning the Greentree Rail, LLC, Brockway Transload Facility Transfer Station Permit Application (hereinafter "Application") submitted to your office. I would like to voice my opposition to the establishment of such a facility. Thank you for the opportunity to submit this written comment. I will attempt to keep my comments as brief as necessary.

Before referencing specific code provisions, I want to express the overarching concerns that brought me to write to you today. My wife and I, and our four children, live approximately 650 feet from the site of the proposed transfer station. We purchased our home in 2012 and the neighborhood has been everything a family should want from a small-town community. The area is quiet, with a large number of school aged children. Our street is lined with single family homes with clean well cared for lawns. The property owners have taken great pride in their properties.

The news that a trash transfer station was being proposed directly behind our homes on a little used rail line was shocking to my household as well as to our close neighbors. We immediately feared a situation in which litter and vermin became a constant presence in our lives. Where foul odors and excessive noise made it impossible to enjoy the outdoors and our lawns. And where truck traffic and train traffic became such a constant presence that little to no quiet remained. Simply put, we fear our home will no longer be the home we have enjoyed and invested in over the last 13 years, and our neighborhood would no longer be a desirable location to raise a family.

After reading the Application, I feel those fears are now more justified than I had realized. The Application uses language to minimize or disregard concerns about the residential nature of the neighborhood and the drastic change this new use of an old rail spur would cause.

Historic Rail Siding

I would like to point to two primary uses of wording that the Application uses that are most concerning. The first is the description used throughout the Application stating that the site is "an historic rail siding that has been used to transfer locomotive cargo for over one hundred years". This language gives the impression that the site is currently or recently used for transferring cargo, and has been used as such for a very long time. This is not a correct impression. As stated before, I have lived 650 feet from this site since 2012. I have never seen cargo being loaded or unloaded from this site. For as long as I have lived here, there has been no activity at the site. The only use the railroad has had over the last 13 years

has been the Owens Illinois glass plant train, consisting of two locomotives and two or three hopper cars, that pass by three days a week. I do remember that at one point in time there was a line of hopper cars that were parked on the rail spur for an extended amount of time, possibly up to a year, without being moved. Other than this, the railroad is not used. Having had discussions with local families in town, I have not found anyone who can remember the last time the transfer site was used in a manner similar to the one being proposed in the Application. The best I can find would be in the 1970s when the site was likely used to transport coal. Much has changed since that time, with new houses built and a much more residential nature taking hold. Please do not assume that because the railroad exists, or because a transfer facility was used several decades ago, that the proposed use described in the Application would not be a significant change. It would most certainly be a substantial change, and out of character for the surrounding community.

Staged v. Storage

The second use of wording that the Application uses that is misleading is the word “staged”. The Application consistently uses the word staged or staggering instead of “storage” when describing the time frame for moving the trash containers. The application states that waste containers may be staged for a period of 48 hours after being offloaded. This is no different than storage. The Application avoids any use of the word storage and the statutory requirements that are involved with such activity. However, I urge you to consider storage of waste containers over night to be simply that, storage. There is no minimum time requirement under the 25 Pa. Code § 271.1 definition of storage.

There are several other instances where I believe the language of the Application is misleading or fails to properly characterize the surrounding environment. I will do my best to point them out in my comments below.

Train Travel Pattern

Finally, before discussing the code provisions in detail, I wish to also point out the impact of the type of activity this Application is proposing on the town of Brockway and the surrounding Snyder Township. As you may know, the railroad track used to enter the proposed site is one that is not easily accessed. I have included a map of the railroad as Exhibit 1. You can see that any train accessing the site must cross over the rather old train trestle that spans State Route 219 and Rattlesnake Creek. In order to cross this old trestle, any train must first travel up the rail spur behind Broad Street that then curves around to Arch Street. If a train is coming from the north, the trash must pass through the middle of Brockway, travel over Main Street and then down one side of Broad Street until it is entirely out of Brockway, then travel back north along the opposite side of Broad Street back into Brockway until the train is entirely beyond the trestle, and then finally travel in a westerly direction back across the trestle and to the proposed site. This requires two changes in the direction of travel for any train traveling from the north. A train traveling from the south would have to change direction once.

As a result of the travel pattern, any train reaching the proposed transfer station site would have to spend a significant amount of time maneuvering in and around Brockway and Snyder Township. The train would not simply drive in and out of the transfer facility. There would be considerable trash train presence for extended periods of time while each train is required to change directions and park along Broad Street and Arch Street before reaching the old trestle. As a result, a large portion of Brockway would be exposed to the noise, smell, and litter created by a train of trash passing through town on a daily basis. This transfer station does not simply impact that small corner of town shown on the maps in

the Application. The impact will be felt by everyone living along any portion of the railroad, including Broad Street, Arch Street, Bond Street, and portions of Main Street and those living and running businesses downtown.

Specific Code Provisions

Having pointed out the above preliminary concerns, I will now direct the remainder of my comments to the specific code provisions contained within the Pennsylvania Code.

1. **25 Pa. Code § 271.123. Right of Entry.** As a threshold matter, Greentree Rail, LLC must show that they have a legal right of entry to the proposed transfer site. There are two complications with their right of entry: first, the railroad has not shown they are the fee simple landowners of the site, and second, there is a private road over which all transfer station traffic must run that has not been included in the Application and there is no clear permission or right of use shown for the private road.

The Application contains Form E, Contractual Consent of Landowner. In that form, under Section B, on page 1, the form specifically requires the deed book and page number for the recorded deeds for the proposed transfer facility site. However, the form only contains a parcel number 33-250. Attached as Exhibit 2, are two maps provided by the Jefferson County Assessment Office. Those maps show that no deed number is assigned to the parcel. As you can see from Exhibit 2, each parcel contains a number that starts out with 33-250 and then contains a four-digit identifier. For example, the parcel to the north of the proposed site is identified as 33-250-0183. There is not a full parcel number for transfer facility site. There is no way to look up a deed from the parcel number given in Form E. It is likely that the railroad only owns a right of way, and not a fee simple interest in proposed site. The railroad cannot transfer to Greentree Rail, LLC what it does not own.

It is important for DEP to hold Greentree Rail, LLC to the requirements of Form E and 25 Pa. Code § 271.123(a). If the railroad only owns a right of way, the contractual limitations on that right of way will apply to Greentree Rail, LLC. If the railroad is the landowner, a deed number should be placed on Form E. If the railroad is not the landowner, but only holds an interest in a right of way, the document establishing the right of way and any limitations should be produced or referenced by deed book and page number if recorded. I encourage you to call the Jefferson County Tax Assessment Office to discuss the matter, as they indicated to me that Jefferson County does not collect any land taxes on this parcel as it is considered a right of way.

In addition to the issue of ownership of the land, there is the issue of access to the site. The only method of accessing the site of the proposed transfer station is by way of a private road that runs through the property of two adjoining property owners. There is no indication of such private road on Form E, and no mention of permission to use the private road anywhere in the Application.

2. **25 Pa. Code § 271.141. Public Notice by Applicant.** As an applicant for a new permit, 25 Pa. Code § 271.141(b) requires Greentree Rail, LLC to notify by certified mail owners and occupants of land contiguous to the site or the proposed permit area. The Application lists 19 contiguous land owners in Form MRW-C Compliance History, Attachment B – Contiguous Landowner

Summary. However, the Application only contains proof that eight of those landowners were served by Greentree Rail, LLC. One of the eight landowners served is Gordon Wood of 2256 Bond Street, however Mr. Wood died on May 4, 2024. There is no mention of the current owners of 2256 Bond Street.

3. **25 Pa. Code § 279.202(a)(1) Floodplain.** The Application states that the site of the proposed transfer station is not within a floodplain. Although this is true in that the immediate permitting area is not within a floodplain, it should be noted that the area surrounding the proposed transfer station site is within a floodplain. Exhibit 3 contains a map showing the floodplain. The floodplain includes a vast area surrounding the transfer station site and includes much of the railroad track that would be used by the trash train for access to the site and for parking while the train is loaded and unloaded. As the trash train is being loaded or unloaded, the trash train must sit idle within the floodplain. The Application does not specify how long a train may take to load or unload or how often a train may be required to site on a track before loading or unloading may begin. Simply put, the activity of the transfer station will require use of train tracks within the floodplain for longer periods of time than just transportation through the floodplain.
4. **25 Pa. Code § 279.202(a)(4). Perennial Stream.** Brockway and Snyder Township are home to a number of waterways and the various recreational activities that naturally occur therefrom. Although Little Toby Creek does not have a special designation, there are other waterways close to the proposed transfer station site that do have such designations.

Whetstone Branch is an Exceptional Value Stream. It is located approximately 1.47 miles from the transfer station site. See Exhibit 4 for a map reference.

Three Trout Natural Reproduction streams are located near the proposed transfer station site: Walburn Run, Rattlesnake Creek, and Whetstone Branch. See Exhibit 5 for a map reference. It is my understanding that although these streams have not been designated as Exceptional Value streams, the wetlands hydrologically connected to these Trout Natural Reproduction Streams is considered to be Exceptional Value.

Also, the proposed transfer station will have an impact on the Environmental Justice Community located south of Brockway. Any trash train traveling from the southern approach to Brockway must pass through DuBois and along the train tracks next to State Route 219. This area is an Environmental Justice Community, or located within the 0.5-mile buffer zone surrounding the Environmental Justice Community. See Exhibit 6 for a map reference.

The proposed trash transfer station site is surrounded by quality waterways that are recognized by the Commonwealth of Pennsylvania as having special significance. Besides the designations listed above, the waterways provide fishing, swimming, canoeing, and various other recreational activities to residents and tourists. The proposed transfer station would endanger not only the quality of the water within those streams, but also the air quality by increased odors, insects, and noise. No one wants to swim or fish near a trash transfer station. Any train accessing the site of the proposed transfer station will have to cross over Rattlesnake Creek and Little Toby Creek to get to the site, and any train loading or unloading will have to park across Walburn Run just north of the site. The Application Attachment D-1: Narrative Response to Environmental Assessment Criteria, at section G on page 15 of 22 states, "this project will not impact any

recreational areas or facilities within one mile of it.” That is not true.

5. **25 Pa. Code § 279.202(a)(5). Property Line.** Pennsylvania Code requires 50 feet set back from the property line for any processing or storage of waste outside of an enclosed facility. The Application has not satisfied this requirement for the reasons stated in Paragraph 1 above. The Application has not shown an ownership interest in the land. If there is no title to the property, and there is only a right of way, then there is no property boundary established at this point in time. The Application Attachment D-1: Narrative Response to Environmental Assessment Criteria, at section (a)(5) on page 3 of 22 states, “Within the purchase agreement between Noble and the railroad, it is understood that operations will occur within 50’ of the property boundary.” Since Greentree Rail, LLC will be operating within the 50’ boundary, it is very important to know exactly where the boundary is located. A deed setting the property boundary of any ownership by railroad is vital. I encourage DEP to require proof of land ownership and proper boundaries thereof before allowing this permit to be considered further.
6. **25 Pa. Code § 279.202(a)(6). School, Park, or Playground.** A new transfer station may not be located within 300 yards (900 feet) of a park or playground. The Brockway Youth Soccer Association (BYSA) soccer fields are located immediately adjacent to the railroad tracks approximately 1,950 feet northeast of the proposed waste transfer station site. See Exhibit 7 for a map reference. I am very familiar with these fields, as I have coached soccer for several years for BYSA. Any train loading or unloading from the waste transfer site will have to travel down the railroad tracks toward the BYSA fields, and beyond if the train is long. This increase in train traffic and foul odors will have a large impact on the BYSA organization and its ability to hold competitive and safe youth soccer games. I have personally witnessed children running toward the Owens-Illinois glass plant trains on this track out of ignorance of the danger they create. More train traffic will mean more potential for disaster. The foul odors, flies, and rodents created by a nearby trash transfer station will create an undesirable playing environment for the children as well as an unpleasant spectator experience.
7. **25 Pa. Code § 279.107. Nuisance Control Plan.** The Application must contain a plan to prevent and control hazards or nuisances from vectors, odors, noise, dust, and other nuisances not otherwise provided for in the permit application. Unfortunately, the Application does not have any such plan. The Application Attachment D-1: Narrative Response to Environmental Assessment Criteria, at section M.4. on page 21 of 22 states, “No, the facility does not have an existing air program, nor is an air program expected to be necessary for the proposed operations.” Under section M.5., the application states, “An air plan approval application has not been submitted for this project.”

The application simply relies on the idea that sealed containers do not stink, attract flies, or attract vermin. Yet, the Application fails to define “sealed containers” in any way. A sealed container may simply be a gondola car with a cloth covering, or an intermodal equipment car with containers that are not sealed besides have doors that are closed. The Application Attachment D-1: Narrative Response to Environmental Assessment Criteria, at section M.1. on page 20 of 22 states, “The waste transferred at this facility will be transported in sealed containers, and will not emit volatile organic compounds, toxic air compounds, fugitive particulate emissions, or other air pollutants.” See also Attachment O-1, Section G, at page 7 of 7. This statement defies logic. Trash stinks. There is no refusing that trash smells bad and certain kinds of insects and vermin are attracted to it. A cloth covering or shut doors will not

eliminate the foul odors or flies.

What is worse, is that the Application refuses to provide a plan of action for when their assumptions prove false. 25 PA. Code § 279.107 states, "The plan shall provide for the routine assessment of vector infestation and shall also provide for countermeasures." I have seen no plan in the Application which would assess odors, flies, or vermin. And I have not seen anything to indicate countermeasures for such issues. It seems the only air pollution Greentree Rail, LLC is equipped to address is dust. There is nothing in the Application which indicates that Greentree Rail, LLC will be able to comply with 25 Pa. Code § 279.219 – Nuisance Minimization and Control or 25 Pa. Code § 279.218 – Air Resource Protection.

8. **25 PA. Code § 279.125. Compliance Information.** The Application contains a summary of violations incurred by Noble and its subsidiaries. The table below summarizes the number of violations per entity and gives a total of the fines incurred by each:

Facility Name	Number of violations	Oldest	Newest	Total of Fines Listed	Total Fines (non-Duplicative)
Southern Alleghenies Landfill Inc.	14	2/23/2010	3/22/2024	\$ 7,500.00	\$ 7,500.00
Westmoreland Sanitary Landfill, Inc.	95	8/16/2007	9/26/2024	\$ 1,110,352.00	\$ 382,852.00
Chestnut Valley Landfill, LLC	33	7/1/2003	4/26/2024	\$ 183,750.00	\$ 183,750.00
NEI Pennsylvania, LLC	26	2/4/2009	5/17/2018	\$ 23,000.00	\$ 16,750.00
Boyd Roll-Off Services, LLC	5	10/17/2022	5/4/2023	\$ -	\$ -
Sandy Run Landfill, LLC	13	5/21/2003	8/7/2023	\$ 50,264.00	\$ 50,264.00
Diller Transfer Station, LLC	17	6/30/2003	9/6/2023	\$ 10,468.00	\$ 6,084.00
Greentree Landfill, LLC	28	1/13/2012	4/13/2022	\$ 2,464,487.00	\$ 651,487.00
Totals:	231			\$ 3,849,821.00	\$ 1,298,687.00

The table above shows that Noble has incurred over \$1.29 million dollars in fines over 231 violations. One entity, Boyd Roll-Off Services, LLC, incurred 5 violations in just 7 months of operation. The Diller Transfer Station, LLC incurred violations of the exact type I am concerned about for the present Greentree Rail, LLC transfer station: litter not collected, waste accepted after hours, discharge violations, and discharge limits exceeded for Manganese and Ammonia in April of 2019 and then again in July of 2019. These violations demonstrate that Noble and Greentree LLC are not the type of companies that should be trusted to operate a waste transfer station close to a residential community and with so many natural water ways nearby.

9. **25 Pa. Code § 279.212. Access Control.** Pennsylvania Code requires Greentree Rail, LLC to maintain a gate or other barrier at potential vehicular access points and a fence or other suitable barrier around the site sufficient to prevent unauthorized access. The Application Attachment O-1: Transfer Facilities Operation Plan at section D.1. states, "The site does not currently have a gate, nor would one be feasible since the access road is utilized by other property owners to the south and southwest. Since the waste will be in sealed containers, unauthorized access will be of minimal concern."

Essentially, Greentree Rail, LLC is choosing not to comply with 25 Pa. Code § 279.212 because it is of minimal concern. However, access to the proposed waste transfer site is not of minimal concern. The railroad track that will be used for the waste transfer site is currently used by trains very little. As a result, there is consistent use of the railroad by dirt-bikes, ATVs, Side-by-Sides and other recreational vehicles. It is often used by the public for recreational walking and to access fishing holes along local creeks. Having lived near the railroad for over 12 years now, I have witnessed this traffic myself. Without some solid barrier, there will be members of the

public that access the waste transfer site during non-business hours. Compliance with 25 Pa. Code § 279.212 should not be considered minimal.

10. **25 Pa. Code § 279.222.** Radiation Monitoring and Response. The Application contradicts itself when it addresses radiation monitoring and response. The Form O: Transfer Facilities, Attachment O-1: Transfer Facilities Operations Plan, Section B.16. states. "There will be no radiation monitoring equipment at the facility. All radiation monitoring activities will take place at Greentree Landfill using their radiation monitoring equipment." However, Attachment X-1, Radiation Protection Action Plan, Section 3.1, Stationary Radiation Monitoring Equipment, states, "Greentree Rail will install a radiation monitoring system with a readout located along each rail siding where the containers will enter the permit area. Containers will be required to pass slowly between the detectors when entering the site." These are two exactly opposite statements contained within the Application. There is a map attached to the end of Attachment X-1 which show the location of the radiation monitors by the use of red dots along the sides of the railroad.

Assuming that Attachment X-1 is correct, containers detected of having radiation levels above permissible limits will be required to stay on site until a PA DOT Exemption is obtained, or for containers that cannot get a PA DOT exemption, the Area Health Physicist shall be contacted for instructions on how to proceed. Therefore, the container stays at the site on the train. Any radiation detection above certain limits results in containers being stored on the railroad directly behind residential houses until a plan is formed for its removal. I cannot tell you how distressing this sounds. As a resident of the area, living 650 feet from the proposed transfer facility site, how will I be notified if a train carrying high levels of radiation are stored near my home? The plan does not specify any type of notification to the public.

The DEP permit should not be granted unless the clear contradiction is corrected and a safe radiation plan is implemented that includes public notification and storage away from residences.

Having addressed the top 10 Code provisions that I find most concerning, I would like to briefly touch on two additional issues that do not fit neatly into the Code provisions. Those issues are traffic control and railroad capacity.

Traffic

The proposed transfer station site presents several issues with traffic control. As previously stated, the site does not have direct access to State Route 219, but must share a private road with other residences. The Application Attachment O-1: Transfer Facilities Operations Plan at Section B.7. on page 3 of 7 states that the transfer station's proposed maximum daily tonnage is 3,000 tons per day, using 30 waste hauling vehicles making 5 round trips per day. Section B.14. of the same attachment states that the transfer station will operate 7 days a week from 4:00 a.m. to 8:00 p.m., Monday through Sunday. Yet, the Application also claims that "traffic will not increase significantly from historic trucking from this facility." See Attachment D-1: Narrative Response to Environmental Assessment Criteria, Section D.1.c. at page 11 of 22. This statement could not be more wrong.

The current truck traffic going to and from the proposed transfer station is zero per day. I have lived near this site for 12 years, and in that time, there has been no truck traffic or commercial activity.

The Application is proposing 30 trucks at 5 trips per truck per day for 150 trucks per day. This is a drastic change in the traffic pattern at this site. Not only will this dramatically affect the daily lives of the residents nearby, and those sharing the private road with the transfer station, but it will also impact the safety of State Route 219 at the junction with the private road.

The private road servicing the proposed transfer station site meets State Route 219 approximately 600 feet north of the junction of Bond Street and State Route 219. See Exhibit 8 for a map reference. When traveling north on State Route 219, there is a large hill that vehicles must climb as they travel out of Brockway. This hill peaks at approximately 2080 State Route 219, and then descends down to the point where Bond Street intersects with State Route 219. As State Route 219 descends, it also follows a long gradual curve to the left. The result of this path is that the private road servicing the site of the proposed transfer station does not come into view of north bound traffic coming off of the hill until the traffic meets Bond Street, approximately 600 feet away. Although the speed limit in this vicinity is legally posted at 45 miles per hour, I can attest that such speed limit is rarely followed. Semitrucks often come down the hill on 219 at speeds of 55+ miles per hour. I am confident that any semitruck with a load coming down the hill on State Route 219 traveling north will not be able to stop in time to prevent a collision with a semi-truck that is just pulling out of the private road servicing the proposed transfer station. At 150 truck loads per day, there is much potential for disaster.

The Application Attachment D-1: Narrative Response to Environmental Assessment Criteria, Section J. at page 17 of 22 states, "As a continued use of an existing rail spur, this project is not anticipated to cause an increase in traffic to or from the site, and no further studies are necessary." This is incorrect. A traffic study needs to be done to assess the safety of concentrating semitruck traffic to an intersection that is at the base of a hill following a curve with no traffic lights or signals in the area. There has not been significant truck traffic at that intersection since 2012 when I moved to Bond Street. Poor visibility, high speeds, and 150+ trucks per day pulling out onto State Route 2019 from a private road are a recipe for disaster. At the very least, it should be investigated and a study completed.

Finally, as to regards to traffic, it should be noted that concentrating 150+ trucks per day in and out of the transfer station site is a drastic change in traffic for all residents residing, working, and commuting between the proposed transfer station site and the Noble landfill. It is essentially taking all of the truck traffic that approaches the landfill currently from the north, south, and east, and putting all of that truck traffic in one location. Instead of using various routes to reach the landfill, it would now be a single route. The change will not only be noticeable, it will be burdensome and possibly dangerous. I request that DEP require a traffic study to look into the impact this amount of additional traffic will have on local residents as well as to first responders in case of emergencies.

Railroad Capacity

The second issue is railroad capacity. As stated above, any train accessing the proposed transfer station site must pass over State Route 219 and Rattlesnake Creek via an old railroad trestle. This trestle is approximately 750 feet in length. See Exhibit 9 for a map showing the distance of the trestle. The trestle has deteriorated drastically since built and shows signs of corrosion and wear. A small sampling of pictures is attached as Exhibit 10. Currently, the trestle is only used 3 times a week for a train to the Owens-Illinois glass plant that consists of two locomotives and two or three hopper cars. The Application describes the trash trains as 3,000 tons per day, consisting of transfer

trailers having a capacity of 18-20 tons. See Application Attachment O-1: Transfer Facilities Operations Plan at Section B.6. on page 3 of 7. If each trailer can hold 20 tons, then it would take 150 train trailers per day to make 3,000 tons per day. That is not a small train. A thorough inspection of the old train trestle would need to be done to confirm its stability. I do not believe the trestle will hold a daily train carrying 150 cars and 3,000 tons of trash in addition to the weight of the train itself. If the trestle fails, there are residences directly below the trestle, as well as a natural gas pipeline station, that would be directly impacted. See Exhibit 9 and 10.

The other issue with the railroad's capacity to accept trash trains is the size of the rail siding itself. The rail siding which the proposed transfer station plans to use is approximately 2058 feet in length. See Exhibit 11 for a map reference. A train containing 150 containers of trash would have to use only 13.72 feet of track ($2058 \div 150 = 13.72$) per container in order for the train to fit within the siding. Assuming that is not possible, every day the train will have to sit on the train tracks beyond the siding itself in order to load, unload, or wait. No other train will be able to pass and no one will be able to travel on the private road or Fermantown Road while a train sits. As the lengthy train is loaded and unloaded from the proposed transfer station, the train will have to sit on tracks behind residences along Bond Street, Caruso Road, Fermantown Road, and along the BYSA soccer fields. The size of the rail siding is not adequate to handle the size of train needed to handle 3,000 tons of trash per day.

Benefits and Harms

Given the concerns outlined above, I do not believe the benefits and harms analysis provided by the Application on Attachment D-2 is accurate. The harms include vermin, flies, odors, noise, and dust to the nearby residents. There is no plan to monitor such harms or to resolve them. The increased risk for traffic accidents, train blocking emergency personnel, exposure to radiation, and failure of the old train trestle are real and potentially tragic. The harm to local waterways and recreational activities associated with them is inevitable. The impact of daily trash trains traveling through Brockway and Snyder Township will create an unpleasant smell, litter, and flies which will decrease the enjoyment of our neighborhoods and environment in general.

The benefits are limited to jobs. The transfer station will employ up to 32 people. The Application does not mention how many truck driving jobs will be eliminated by using trash trains instead of conventional over the road transportation. The Application claims that tax revenue from real estate taxes will benefit the local economy. However, as mentioned previously, the land upon which the transfer station is to be located is categorized as a right of way and no land taxes are paid for that lot. The Application also claims that using trains is more efficient mode of transportation. However, the Application does not state what route a train would have to take to get to Brockway versus the route a truck would take. The Pennsylvania Department of Transportation's Railroad Map shows all active railroads in Pennsylvania. There is no direct route to Brockway from the east. A train may not be as efficient if it must travel for longer periods of time and at a greater distance to get to the same point.

Conclusion

I thank you for taking the time to read my statement. I know that your responsibilities and legal standards are not fully known to me, and I do not pretend to know all of the requirements for DEP approval. I can only hope that this letter and the points outlined above adequately show the

concern we as a community have for our homes and the environment in which we raise our children. I have heard of several local residents already planning to sell and move out of the area. Such news is very disappointing, but their actions are understandable. Resisting a trash transfer station that is funded by a company with over a hundred million dollars at their disposal seems fruitless and ineffective.

However, I also know that such companies are subject to the rule of law. It is my belief that the issues outlined above indicate areas where the law is in direct contrast to the trash transfer station being proposed by the Application. The purpose of the law and DEP is to protect unrestrained development that would harm the environment and citizens living nearby. There is real harm to be done by the proposed transfer station, and the effect on the local residents is not to be minimized.

I look forward to our public meeting on October 9, 2025 and having the opportunity to speak publicly about my concerns. Thank you for your consideration on a matter most pressing to me and my family.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua Dean", written in a cursive style.

Joshua Dean, Esq.
2239 Bond Street
Brockway, PA 15824
(330) 524-4624

EXHIBIT 1
Railroad Map of Brockway



EXHIBIT 2 – Tax Assessment Maps
No Deed Number for the Parcel in question.

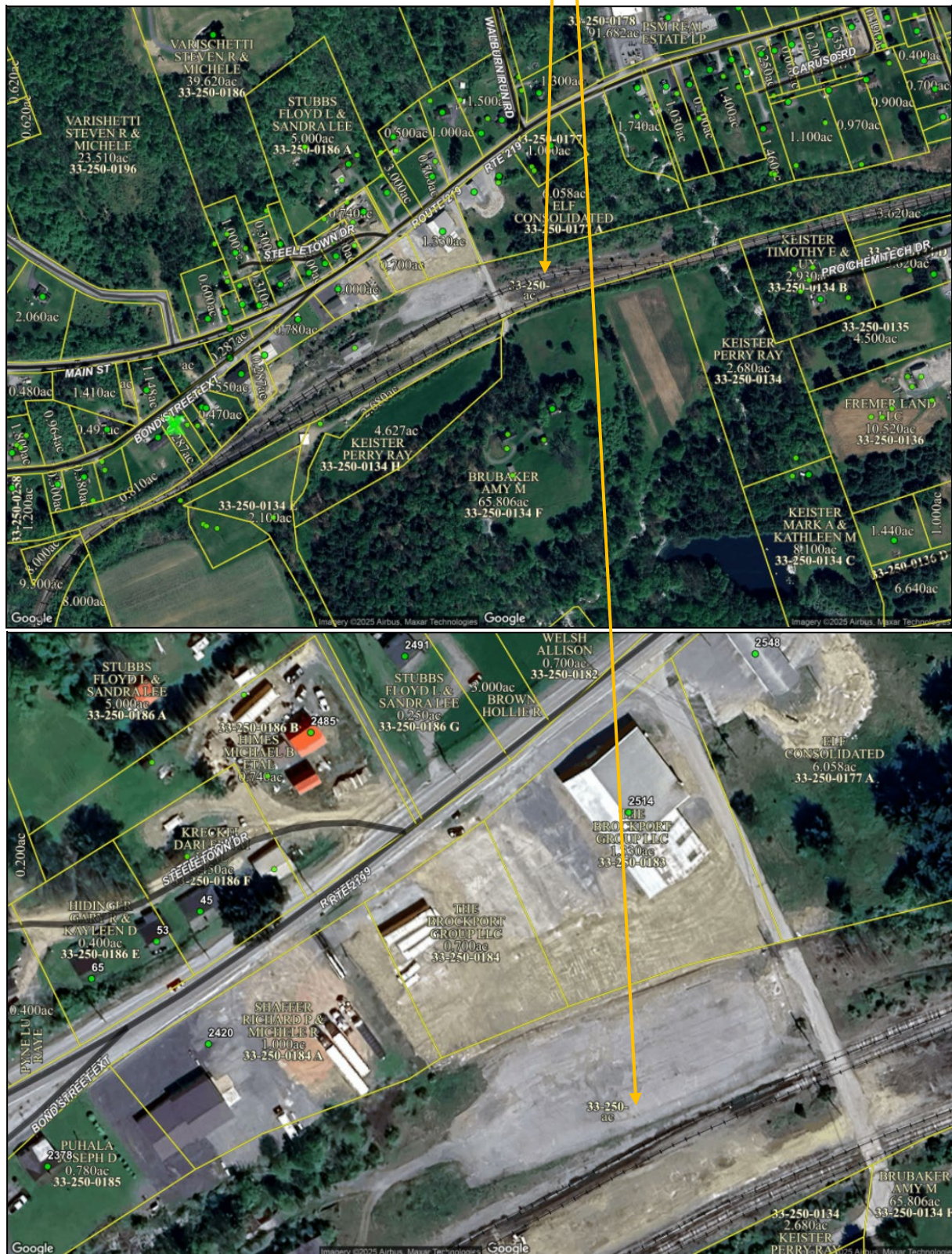
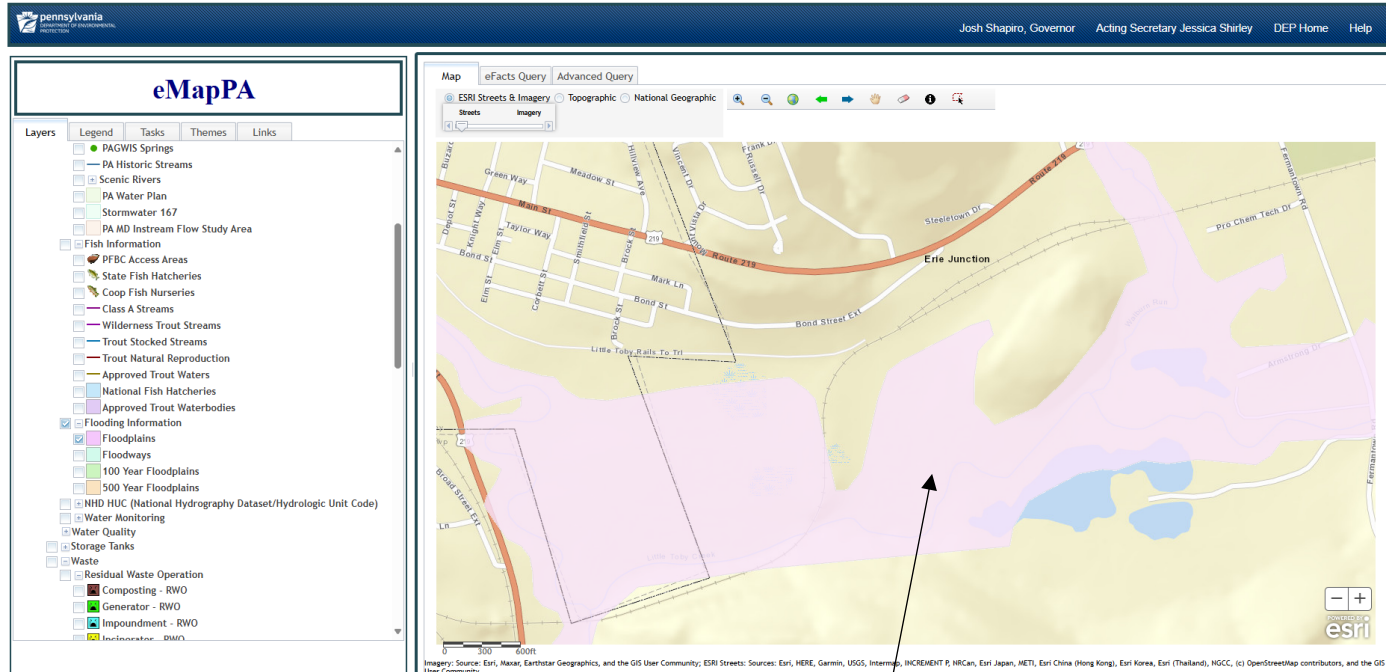


EXHIBIT 3

Floodplain Map



Floodplain

EXHIBIT 4

Whetstone Branch Map

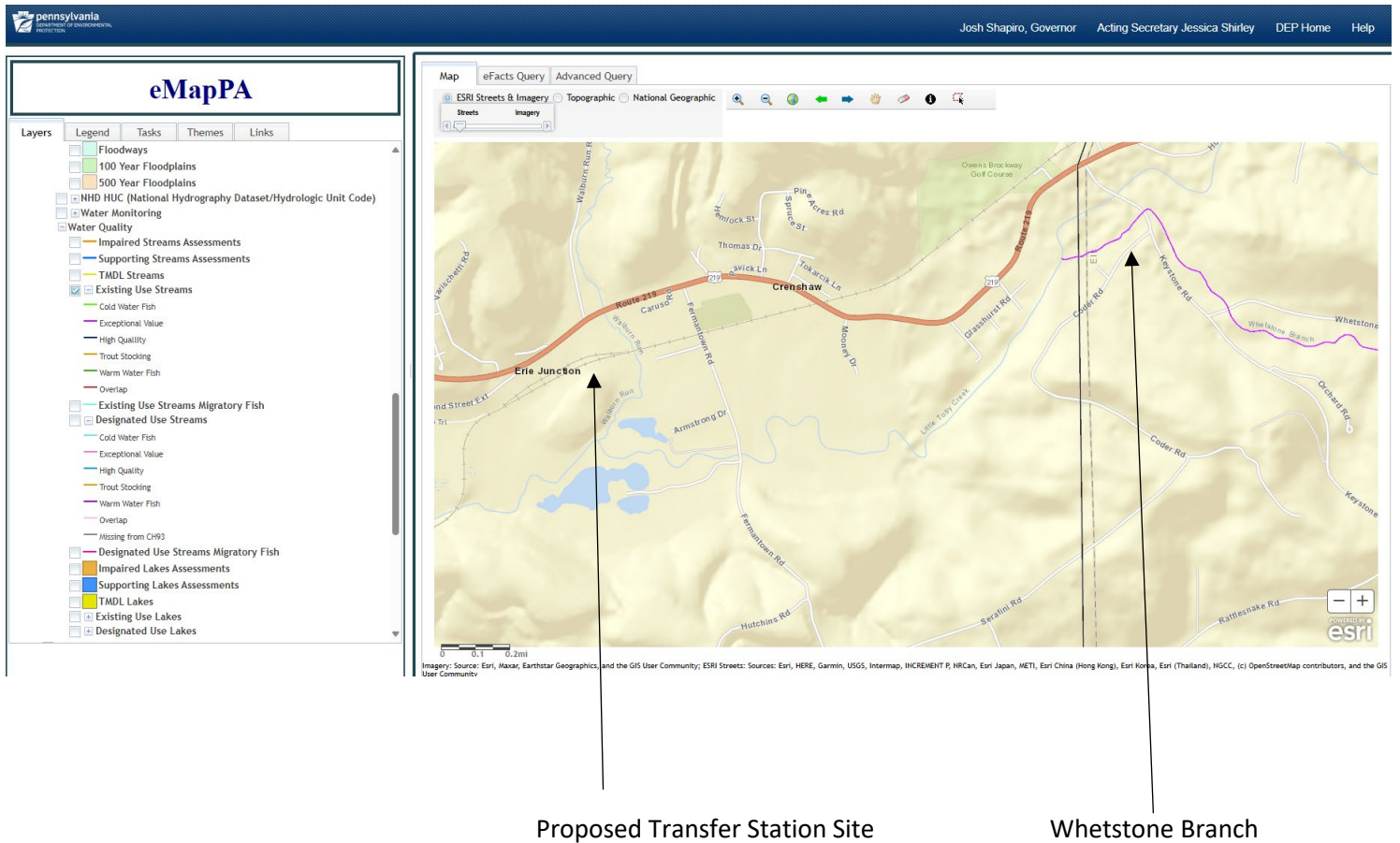
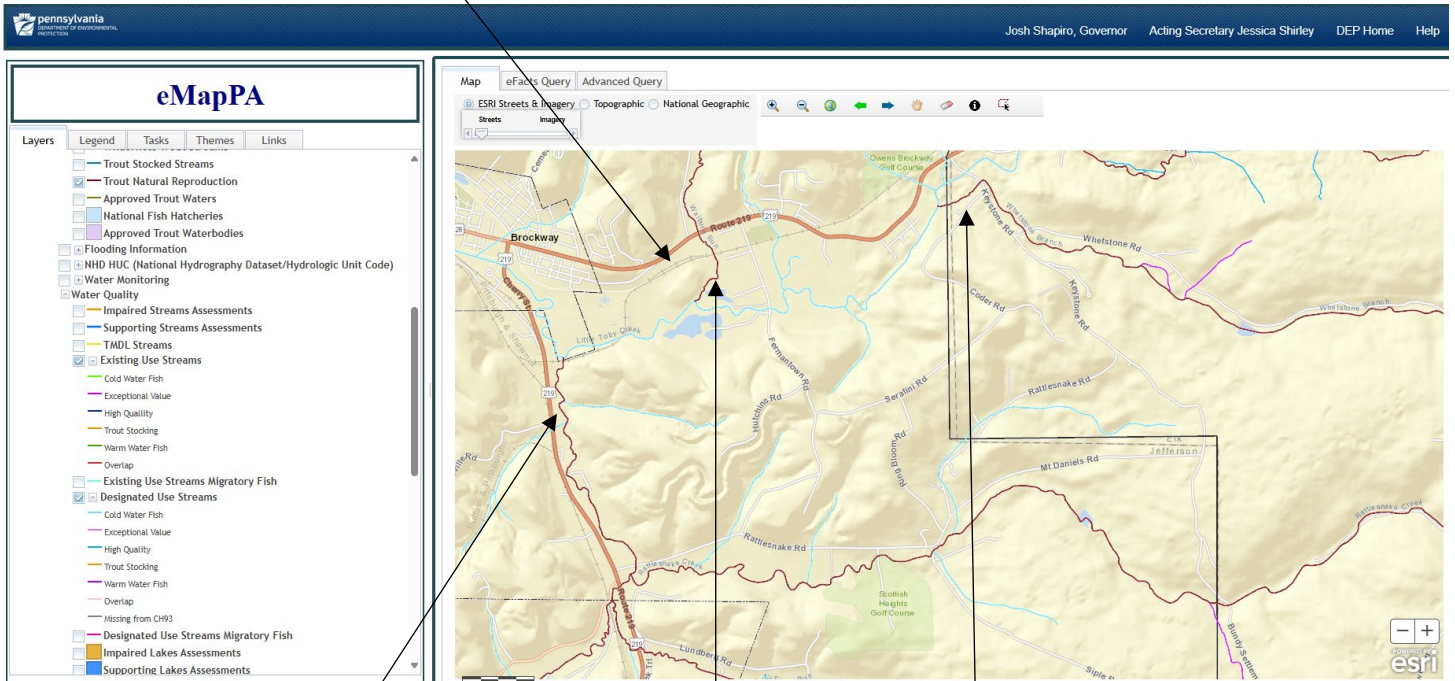


EXHIBIT 5

Trout Natural Reproduction Streams

Trash Transfer Station Site



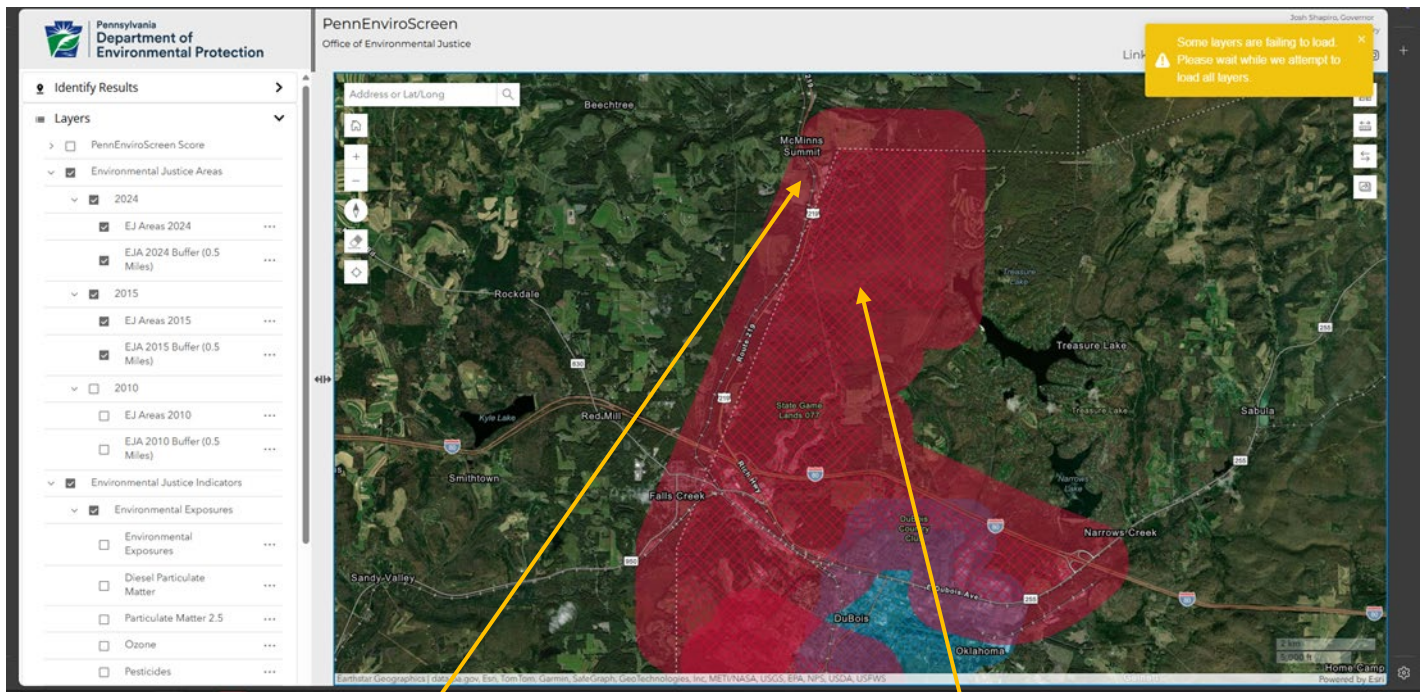
Rattlesnake Creek

Walburn Run

Whetstone Branch

EXHIBIT 6

Environmental Justice Community Map

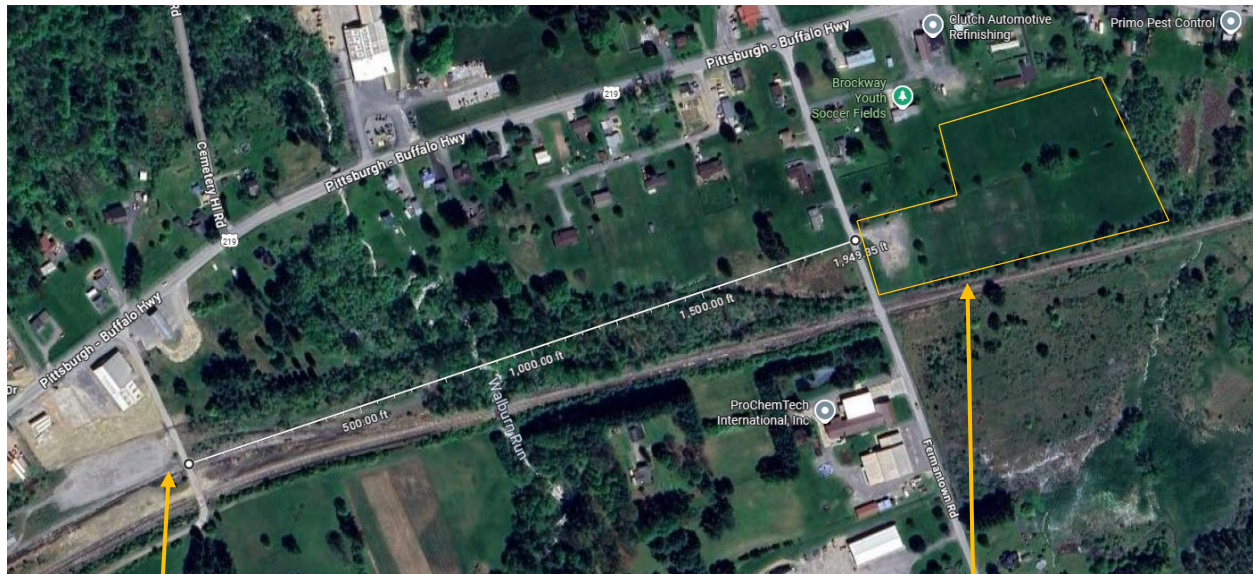


Train Tracks Leading to Brockway

Environmental Justice Community

EXHIBIT 7

Brockway Youth Soccer Association Fields



Transfer Station Site

BYSA Soccer Fields

EXHIBIT 8

Road Map of Bond Street and Private Road

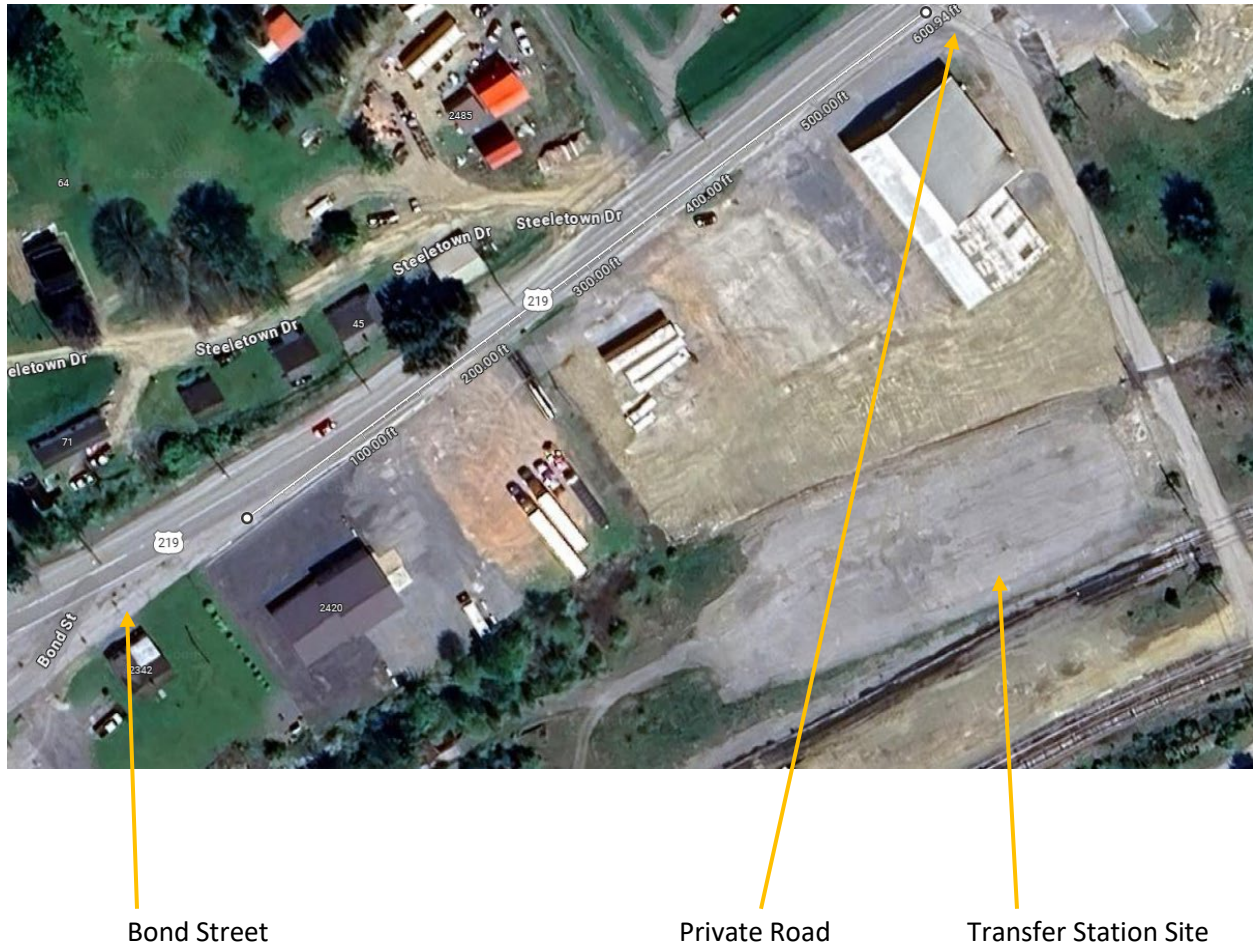


EXHIBIT 9

Railroad Trestle Length

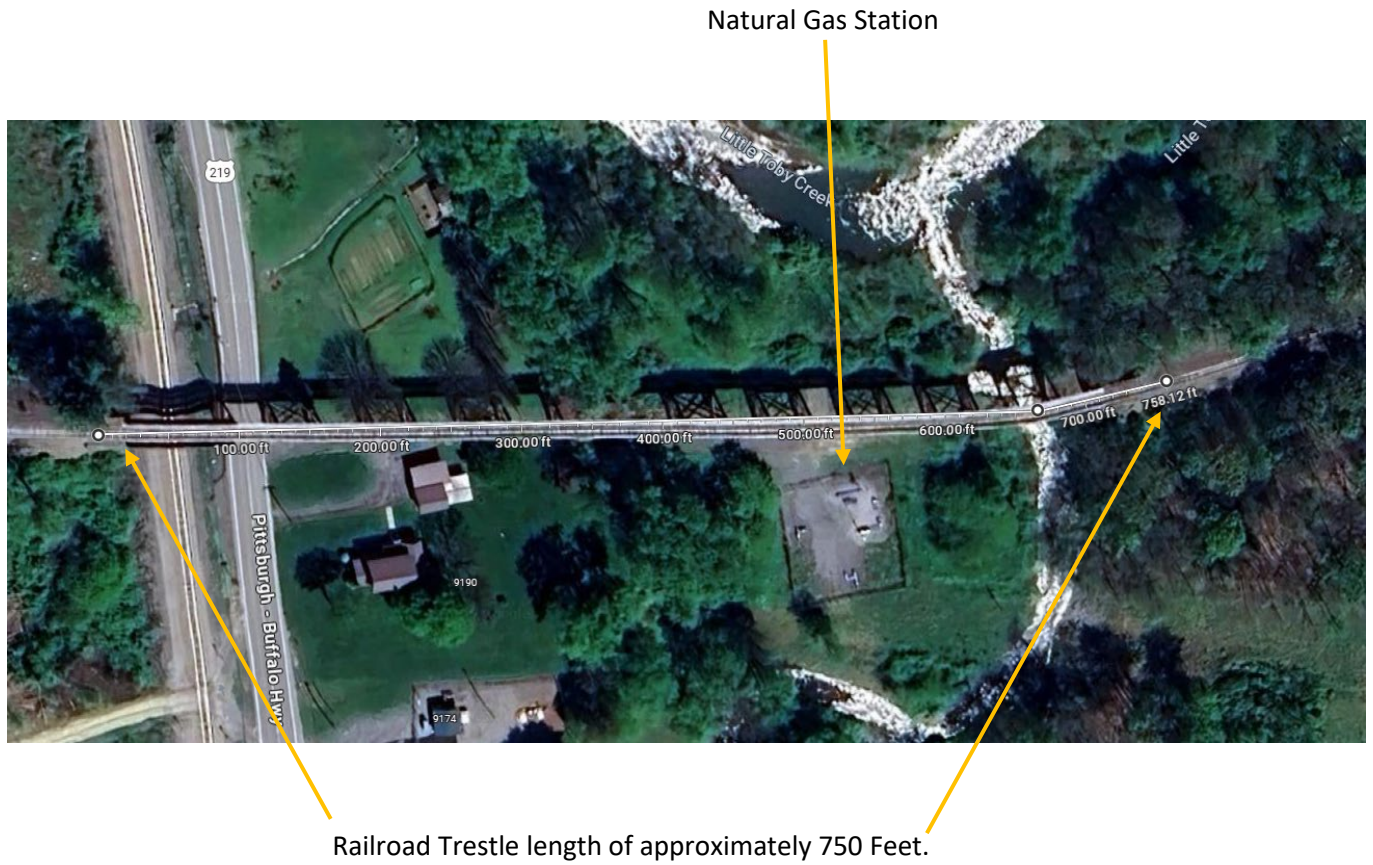


EXHIBIT 10

Railroad Trestle Pictures



Natural Gas Station located below the old Railroad Trestle.

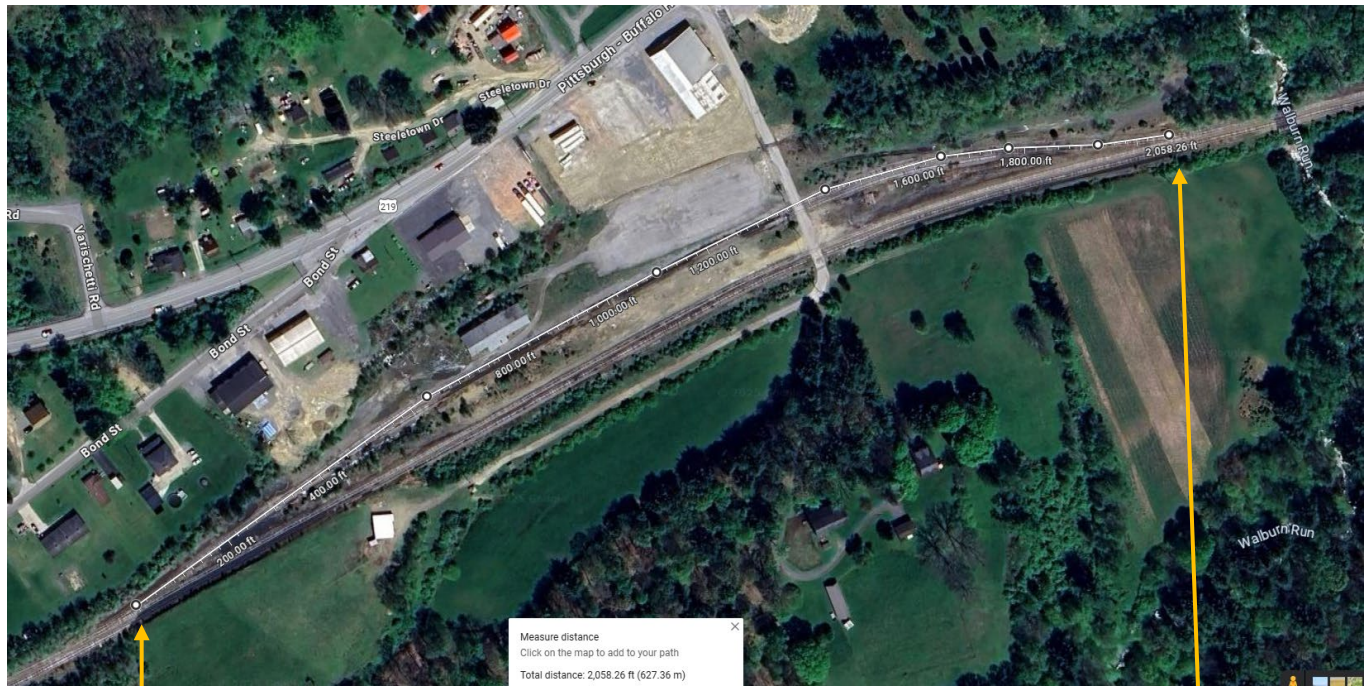






Exhibit 11

Railroad Siding Length



Railroad Siding Beginning

Railroad Siding Ending

2026-000101

JEFFERSON COUNTY

Brianna Bullers

Register, Recorder and Clerk of Orphans' Court

200 Main Street

Brookville, PA 15825

(814) 849-1610

Instrument Number 2026-000101

Instrument Type DEED

Receipt Date 1/13/2026

Receipt Time 12 17 41

Receipt No 1215290

Receipt Distribution

Fee/Tax Description	Payment Amount
---------------------	----------------

DEED	13 00
DEED - WRIT	50
DEED - RTT STATE	3,500 00
BROCKWAY AREA SD	1,750 00
SNYDER TOWNSHIP	1,750 00
DEMOLITION FEE	15 00
J C S / A T J	41 25
CO IMPROVEMENT FND	2 00
REC IMPRVMT FUND	3 00
EXTRA PAGES	8 00

Paid By Remarks. LAND SERVICES USA INC
LAMPWRIGHTS LLC

JS

Check# 39528	\$82 75
Check# 405897	\$3,500 00
Check# 405898	\$3,500 00

Total Received \$7,082 75

I hereby CERTIFY that this document is
recorded in the Recorder of Deeds office
of Jefferson County Pennsylvania

Brianna Bullers
BRIANNA BULLERS
Recorder of Deeds

Certification Page

DO NOT DETACH

This page is now part of this legal document

NOTE Some information subject to change during the verification process and may not be reflected on this page

AFTER RECORDING RETURN TO

LAMPWRIGHTS, LLC
6000 Town Center Blvd STE 145
Canonsburg PA 15317

QUITCLAIM DEED

Buffalo & Pittsburgh Railroad, Inc, a Delaware corporation, successor to Pittsburgh & Shawmut Railroad, Inc pursuant to Certificate of Merger dated December 18 2003 and filed with the Delaware Secretary of State on December 22 2003 whose address is C/O Genesee & Wyoming Railroad Services Inc 13901 Sutton Park Dr South, Suite 270, Jacksonville, FL 32224 ('Grantor ') releases and quitclaims to **Lampwrights, LLC** a Delaware limited liability company whose address is 6000 Town Center Blvd , Ste 145 Canonsburg PA 15317 ('Grantee ') for and in consideration of Three Hundred Fifty Thousand and 00/100 Dollars (\$350 000 00) and other good and valuable consideration the receipt of which is hereby acknowledged, all of Grantee s right, title and interest in and to all of that certain real property situated in the County of Jefferson, Commonwealth of Pennsylvania, as more particularly described in Exhibit A attached hereto and incorporated herein (the 'Land '), together with any buildings, structures and improvements located on the Land (the 'Buildings'), all and singular rights interests, benefits, privileges alleys ways, waters easements, tenements hereditaments, and appurtenances thereon or in any way appertaining to the Land (collectively, 'Appurtenances'), and any and all of Grantor s rights, title and interest in any tangible personal property and fixtures of any kind, including the tracks and other appurtenances located thereon, owned by Grantor and attached to or used exclusively in connection with the ownership maintenance or operation of the Land or the Buildings (the 'Personal Property ') (the Land, Buildings Appurtenances and Personal Property collectively referred to herein as the 'Premises ')

UNDER AND SUBJECT ONLY TO those certain items and matters set forth on Exhibit B attached hereto and made a part hereof (the 'Permitted Exceptions ')

TO HAVE AND TO HOLD the said Premises unto the Grantee its successors and assigns forever

Grantee acknowledges that the Premises conveyed hereunder have been historically used for railroad industrial operations and are being conveyed for use only as industrial or commercial property Grantee, by acceptance of this Deed hereby covenants that it its successors heirs, legal representatives or assigns shall not use the Premises for any purpose other than industrial or commercial purposes and that the Premises will not be used for (a) any residential purpose of any kind or nature (residential use shall be defined broadly to include without limitation any use of the Premises by individuals or families for purposes of personal living, dwelling or overnight accommodations, whether such uses are in single family residences, apartments duplexes, or other multiple residential dwellings, trailers, trailer parks camping sites motels, hotels, or any other dwelling use of any kind) (b) any public or private school day care or any organized long-term or short-term child care of

any kind or (c) any recreational purpose (recreational use shall be defined broadly to include, without limitation, use as a public park hiking or biking trail athletic fields or courts or public gathering place) By acceptance of this Deed Grantee further covenants that it its successors heirs, legal representatives or assigns shall not use the groundwater underneath the Premises for human consumption irrigation or other purposes

Grantee, by acceptance of this Deed hereby covenants that it, its successors heirs, legal representatives or assigns shall maintain the existing drainage on the Premises in such a manner as not to impair adjacent railroad operating property drainage and not to redirect or increase the quantity or velocity of surface water runoff or any streams into Grantor s drainage system or upon the railroad operating property or other lands and facilities of Grantor If the Premises or existing drainage are modified or improved Grantee agrees to construct and maintain, in accordance with all applicable statutes ordinances building and subdivision codes, covenants and restrictions an adequate drainage system from the Premises to the nearest public or non-Grantor owned drainage or storm sewer system in order to prevent the discharge of roof, surface stream and other drainage waters upon railroad operating property or other adjacent lands and facilities of Grantor

Grantee, for itself its successors and assigns, hereby covenants and agrees that for so long as the property adjacent to the Premises contains an operated and operable track and line of railroad, neither Grantee, nor its successors and assigns, shall erect, or cause to be erected any building or structure on that portion of the Premises within a distance of 250 feet from the intersection of the centerline with Grantor s track with the centerline of Keister Street/Road (DOT # 265281U), in order to maintain proper sight clearance for the safe operation of Grantor s trains, locomotives and rail equipment, nor shall Grantee its successors and assigns, amend alter or modify any survey description of the clear sight area, nor cause the same to be amended, altered or modified

Grantee hereby agrees as additional consideration for the conveyance of the Premises, to defend, indemnify and hold Grantor harmless from and against any and all liability loss, cost and/or expense, including reasonable attorney fees, arising out of or in connection with any and all suits or causes of actions instituted by third parties against Grantor or Grantee as a result of the failure of title to any portion of the Premises

The above covenants shall run with the title to the Premises conveyed and bind upon the Grantee, Grantee s heirs, legal representatives and assigns, or corporate successors and assigns and anyone claiming title to or holding the Premises through Grantee

In construing this Deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and individuals

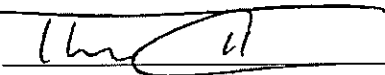
NOTICE -- THIS DOCUMENT MAY NOT/DOES NOT SELL CONVEY, TRANSFER, INCLUDE OR INSURE THE TITLE TO THE COAL AND RIGHT OF SUPPORT UNDERNEATH THE SURFACE LAND DESCRIBED OR REFERRED TO HEREIN,

AND THE OWNER OR OWNERS OF SUCH COAL MAY HAVE/HAVE THE COMPLETE LEGAL RIGHT TO REMOVE ALL OF SUCH COAL AND, IN THAT CONNECTION, DAMAGE MAY RESULT TO THE SURFACE OF THE LAND AND ANY HOUSE, BUILDING OR OTHER STRUCTURE ON OR IN SUCH LAND THE INCLUSION OF THIS NOTICE DOES NOT ENLARGE, RESTRICT OR MODIFY ANY LEGAL RIGHTS OR ESTATES OTHERWISE CREATED TRANSFERRED, EXCEPTED OR RESERVED BY THIS INSTRUMENT [This notice is set forth in the manner provided in Section 1 of the Act of July 17, 1957, P L 984 as amended and is not intended as notice of unrecorded instruments if any]

Witness the hand and seal of the Grantor

Buffalo & Pittsburgh Railroad, Inc

a Delaware corporation successor to
Pittsburgh & Shawmut Railroad Inc pursuant to
Certificate of Merger dated December 18 2003
and filed with the Delaware Secretary of State on
December 22, 2003

By 

Name Thomas R Cullen

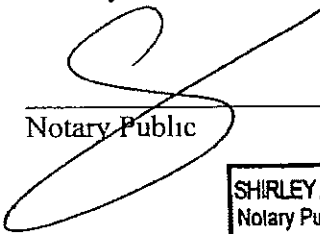
Title Secretary

STATE OF Connecticut
COUNTY OF Fairfield

)
) SS Darten
)

On this the 22nd day of December 2025, before me a notary public the undersigned officer personally appeared **Thomas R Cullen** the Secretary of Buffalo & Pittsburgh Railroad, Inc a Delaware corporation, successor to Pittsburgh & Shawmut Railroad Inc pursuant to Certificate of Merger dated December 18 2003 and filed with the Delaware Secretary of State on December 22 2003 known to me (or satisfactorily proven) to be the person whose name is subscribed to the within instrument and acknowledged that he/she executed the same for the purposes therein contained

IN WITNESS WHEREOF, I hereunto set my hand and official seal

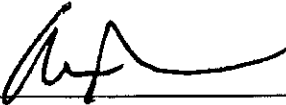

Notary Public

MY COMMISSION EXPIRES

SHIRLEY A. REINOSO BALAREZO
Notary Public State of Connecticut
My Commission Expires 06/30/2030

NOTICE—THE UNDERSIGNED, AS EVIDENCED BY THE SIGNATURE(S) TO THIS NOTICE AND THE ACCEPTANCE AND RECORDING OF THIS DEED, (IS, ARE) FULLY COGNIZANT OF THE FACT THAT THE UNDERSIGNED MAY NOT BE OBTAINING THE RIGHT OF PROTECTION AGAINST SUBSIDENCE, AS TO THE PROPERTY HEREIN CONVEYED, RESULTING FROM COAL MINING OPERATIONS AND THAT THE PURCHASED PROPERTY, HEREIN CONVEYED, MAY BE PROTECTED FROM DAMAGE DUE TO MINE SUBSIDENCE BY A PRIVATE CONTRACT WITH THE OWNERS OF THE ECONOMIC INTEREST IN THE COAL THIS NOTICE IS INSERTED HEREIN TO COMPLY WITH THE BITUMINOUS MINE SUBSIDENCE AND LAND CONSERVATION ACT OF 1966, AS AMENDED 1980, P L 874, NO 156 §1

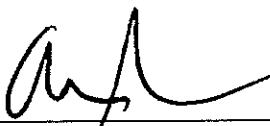
LAMPWRIGHTS LLC,
a Delaware limited liability company

By 
Name Alexander S. Koush
Title President

CERTIFICATE OF RESIDENCE

The Undersigned hereby certifies as follows

- 1 The address for the Grantee for the purpose of mailing real estate tax statements is 6000 Town Center Boulevard, Suite 145, Canonsburg, PA 15317
- 2 The address of Grantee for the purpose of mailing notices of assessment changes is 6000 Town Center Boulevard, Suite 145, Canonsburg, PA 15317



For Grantee

EXHIBIT A

LEGAL DESCRIPTION OF LAND

PARCEL NO 7

BEGINNING AT A CAPPED REBAR FOUND BEING A POINT ON LINE OF CRAIG C & AMBER ELLIS AS DEPICTED ON PLAN ENTITLED ALTA / ACSM LAND TITLE SURVEY OF PITTSBURG SHAWMUT RAILROAD INC SNYDER TWP, JEFFERSON CO, PA THENCE ALONG LAND N/F PITTSBURG SHAWMUT RAILROAD, INC THE FOLLOWING THREE (3) COURSES

- ❖ N 61°58'58" E A DISTANCE OF 256 17' TO A CAPPED REBAR SET,
- ❖ N 42°19'39" E A DISTANCE OF 280 59' TO A CAPPED REBAR SET,
- ❖ N 19°20'27" W A DISTANCE OF 12 00' TO A CAPPED REBAR SET

THENCE ALONG LAND N/F BROCKWAY BOROUGH MUNICIPAL AUTHORITY, SCOTT A & ANGELA E KELLY, AND CRAIG C & AMBER ELLIS S 50°29'00" W A DISTANCE OF 532 92' TO A CAPPED REBAR FOUND, WHICH IS THE POINT OF BEGINNING

HAVING AN AREA OF 11,790 SQUARE FEET 0 271 ACRES

PARCEL NO 3

BEGINNING AT A CAPPED REBAR SET BEING A COMMON CORNER OF PITTSBURG SHAWMUT RAILROAD, INC AS DEPICTED ON PLAN ENTITLED ALTA / ACSM LAND TITLE SURVEY OF PITTSBURG SHAWMUT RAILROAD, INC SNYDER TWP, JEFFERSON CO, PA THENCE ALONG LAND N/F PITTSBURG SHAWMUT RAILROAD, INC THE FOLLOWING THREE (3) COURSES

- ❖ S 19°20'27" E PASSING OVER A POINT AT 89 84 FOR A TOTAL DISTANCE OF 95 46' TO A CAPPED REBAR SET,
- ❖ S 61°58'58" W A DISTANCE OF 249 84' TO A CAPPED REBAR SET,
- ❖ N 42°19'39" E A DISTANCE OF 280 59' TO A CAPPED REBAR SET, WHICH IS THE POINT OF BEGINNING

HAVING AN AREA OF 15,090 SQUARE FEET, 0 346 ACRES

PARCELS NOS 1 & 2

BEGINNING AT A MAG NAIL SET BEING A COMMON CORNER OF PITTSBURG SHAWMUT RAILROAD INC, JOSEPH D PUHALA AS DEPICTED ON PLAN ENTITLED ALTA / ACSM LAND TITLE SURVEY OF PITTSBURG SHAWMUT

RAILROAD, INC SNYDER TWP, JEFFERSON CO, PA THENCE ALONG LAND N/F BROCKWAY BOROUGH MUNICIPAL AUTHORITY S 19°20'27" E A DISTANCE OF 102 09' TO A CAPPED REBAR SET

THENCE ALONG PITTSBURG SHAWMUT RAILROAD INC THE FOLLOWING THREE (3) COURSES

- ❖ S 19°20'27" E PASSING OVER A CAPPED REBAR SET AT 12 00 FOR A TOTAL DISTANCE OF 101 84' TO A POINT,
- ❖ N 62°24'32" E A DISTANCE OF 679 87' TO A CAPPED REBAR SET
- ❖ WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 296 33', WITH A RADIUS OF 2918 01', WITH A CHORD BEARING OF N 64°53'31" E, WITH A CHORD LENGTH OF 296 20' TO A MAG NAIL SET
- ❖ WITH A COMPOUND CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 447 23', WITH A RADIUS OF 2918 01' WITH A CHORD BEARING OF N 72°11'32" E WITH A CHORD LENGTH OF 446 79', TO A CAPPED REBAR SET,
- ❖ N 76°34'39" E A DISTANCE OF 1523 76' TO A MAG NAIL SET,

THENCE ALONG THE CENTERLINE OF FERMANTOWN ROAD N 20°41'38" W A DISTANCE OF 151 22' TO A MAG NAIL SET,

THENCE ALONG LAND N/F JOHN WINEBERG, ALECIA M VARISCHETI, MONICA A DRAGICH ALLEN JAMES & ARLENE DOLORES BECKER, THOMAS J & BEVERLY J CARUSO AND ELF CONSOLIDATION S 76°34'39" W A DISTANCE OF 1502 70' TO A REBAR FOUND,

THENCE ALONG LAND N/F ELF CONSOLIDATION THE FOLLOWING TWO (2) COURSES

- ❖ WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 477 06', WITH A RADIUS OF 3062 61', WITH A CHORD BEARING OF S 72°07'37" W, WITH A CHORD LENGTH OF 476 58' TO A REBAR FOUND,
- ❖ N 20°58'02" W A DISTANCE OF 50 01' TO A MAG NAIL SET,

THENCE ALONG LAND N/F VONDELL F SIPLE, RICHARD P SIPLE, CHERYL S PISARCIK, STEVEN C SIPLE AND RICHARD P SIPLE II & EILEEN L SIPLE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 310 94', WITH A RADIUS OF 3118 01', WITH A CHORD BEARING OF S 65°15'57" W, WITH A CHORD LENGTH OF 310 81', TO A CAPPED REBAR SET

THENCE ALONG LAND N/F RICHARD P & MICHELE R SHAFFER AND JOESPH
D PUHALA S 62°24'32" W A DISTANCE OF 651 00' TO A MAG NAIL SET, WHICH
IS THE POINT OF BEGINNING

HAVING AN AREA OF 491,294 SQUARE FEET, 11 279 ACRES

EXHIBIT B

PERMITTED EXCEPTIONS

- 1 All existing public roads fiber optic facilities and public utilities as shown on Buyer's Survey or of public record
- 2 Any zoning ordinances and subdivision regulations and laws applicable to the Premises
- 3 Any real estate taxes and assessments, both general and special which first become due and payable after the date of Closing
- 4 All existing encroachments, ways and servitudes, howsoever created and whether recorded or not
- 5 Possible additional tax increase based on additional assessments
- 6 Rights the public may have to use any waterways, roads, streets etc crossing property conveyed as in Record Book 66 page 528
- 7 Responsibility incumbent unto the grantee for the maintenance and restoration etc of all rail facilities situated on property conveyed as in Record Book 66 page 528
- 8 Reservation of coal rights and the reservation of the right of support beneath the land as in Record Book 66 page 528
- 9 Notes, etc found on the maps made part of Record Book 66 page 528
- 10 Conveyance together with property described all rail facilities on or adjacent to property conveyed and all grantors interest in any and all agreements specified here in, but reserving unto the grantor all interest income or rentals due under said agreements by the day this instrument was executed as in Deed Book 438 page 464
- 11 Order of the United States Bankruptcy Court for the Northern District of Ohio Eastern Division made part of Deed Book 438 page 464
- 12 Agreement and plan of merger recorded 5/8/1968 in Record Book 387 page 661
- 13 Consummation order of United States District Court for the Northern District of Ohio Eastern Division recorded 2/25/1983 in Record Book 485 page 658
- 14 Right of way granted to National Fuel Gas Distribution Corporation recorded 11/7/1980 in Record Book 467 page 914
- 15 Coal and coal bed methane gas and mining rights and all rights incident to the extraction or development of coal or coal bed methane gas heretofore conveyed, excepted and reserved by instruments of record, the right of surface, lateral or subjacent support or any surface subsidence
- 16 Oil, gas, minerals (including but not limited to oil shale) and all rights incident to the extraction or development of oil and gas or minerals heretofore conveyed, leased, excepted or reserved by instruments of record

March 18, 2026

VIA E-FILING
Chief of Case Administration
Office of the Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Lampwrights LLC – Operation Exemption – Line in Jefferson County, PA*, STB FD No. 36911

Dear Sir or Madam:

I have attached for e-filing a Petition to Reject or Revoke Lampwrights' Notice of Exemption and a Petition for Stay in the above-referenced proceeding.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Rebekka L. Dean". The signature is written in a cursive, flowing style.

Rebekka L. Dean
P.O. Box 158
Bond Street
Brockway, PA 15824
(330) 238-0576
rebekka.lidal@gmail.com

Enclosure

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. FD 36911

LAMPWRIGHTS LLC
-OPERATION EXEMPTION-
LINE IN JEFFERSON COUNTY, PA

PETITION TO REJECT OR REVOKE NOTICE OF EXEMPTION and
PETITION FOR STAY

This petition respectfully requests that the Surface Transportation Board reject the verified notice of exemption under 49 U.S.C. §10901 filed pursuant to 49 C.F.R. §1150.31 by Lampwrights, LLC (hereinafter Lampwrights) on February 25, 2026, and/or stay the effective date of the exemption.

Petitioner is a resident of Bond Street, Snyder Township, within one-quarter mile of the proposed rail facility described in the notice of exemption. Additional residents within one-quarter mile of the facility supporting this filing are listed in Exhibit 1.

Procedural Status/Background

On February 25, 2026, Lampwrights, a non-carrier, filed a notice of exemption under 49 C.F.R. §1150.31 to exempt from regulation under 49 U.S.C. §10901, its operation of 2,269 feet of existing private railroad track to convert it into a common carrier transloading facility. Lampwrights seeks to utilize another 1,674 feet of track as railroad sidetrack under 49 U.S.C. §10906. Lampwrights also appears to be declaring that its proposed facility will not fall under the Clean Railroads Act of 2008, but nevertheless, seeks Board authority to operate the facility subject to the Surface Transportation Board's exclusive jurisdiction under 49 U.S.C. §10501(b).

Notice of Exemption

Pursuant to 49 C.F.R. §1150.32(c), an exemption is void *ab initio* “[i]f the notice contains false or misleading information.” “[N]otices of exemption may be false or misleading by assertion or omission, and...to be found void *ab initio*, the false or misleading information must be material.” *Eastside Cmty. Rail, LLC – Acquis. & Operation Exemption-GNP Rly Inc*, FD 35692 et al., slip op. at 3-4 (STB served December 22, 2020).

Lampwrights’ notice of exemption omitted material information as follows:

1. Lampwrights mischaracterizes its past attempts to obtain authorization to operate a transload facility. Lampwrights states that Noble Environmental “originally considered that its subsidiary Greentree Rail, LLC (“Greentree Rail”) would operate the track as a non-carrier transloading facility,” and submitted a permit application to the Pennsylvania Department of Environmental Protection (PA DEP) on May 14, 2025. However, Lampwrights fails to disclose that Greentree Rail, LLC received a deficiency letter from the Pennsylvania Department of Environmental Protection (PA DEP) on December 5, 2025, identifying several problems within its application to operate a waste transfer station at the same location as Lampwrights intends to operate a common carrier transload facility. The PA DEP based its deficiency letter on, among other factors, the proposed operation of the transfer station being near occupied dwellings and found that “[t]he staging/storage and the moving of loaded railcars with waste containers to facilitate the transfer of waste is considered operating a transfer station under the Department Rules and Regulations.” See Exhibit 2. It was after this deficiency letter that Greentree Rail withdrew its application with the DEP on March 3, 2026. Exhibit 3.

2. Lampwrights' notice also fails to include an explanation that Lampwrights, LLC itself is a subsidiary of Noble Environmental, Inc., along with Greentree Rail and Greentree Landfill, LLC.
3. The notice mischaracterizes the 2,269 feet of common carrier rail line and the 1674 feet of track to be used as a sidetrack. Lampwrights states that "BPRR previously operated the track as a sidetrack under 49 U.S.C. §10906 and prior to that the track and surrounding property was used to facilitate coal loading." However, this characterization ignores several decades of infrequent or nonuse. At least since 2012, when this Petitioner first moved to Bond Street adjacent to the rail siding, the siding has been infrequently or not at all utilized.¹
4. The notice does not describe the length of any expected train, the number and size of the train cars, additional information about the operation of the siding, or any details on when or how its intention to become a common carrier might be realized.

Taken together, Lampwrights mischaracterizes its operations and intentions.

Lampwrights, as a subsidiary of Noble Environmental, Inc., is seeking this exemption only after receiving a deficiency letter from the PA DEP, seemingly to avoid state regulation. Despite Lampwrights' assertions that it would provide switching and transloading services, the siding at issue is an unused sidetrack/private track. Given Lampwrights' intent to operate one train per day and the practical time constraints of unloading shipping containers, the rail line would accomplish little more than to function as a parking lot for Noble Environmental's waste

¹ The historic lack of use was recognized in Greentree Rail's Joint Application for Pennsylvania Chapter 105 Water Obstruction and Encroachment Permit to the PA DEP filed on September 2, 2025, Greentree Rail characterized the siding as "an existing, abandoned, rail spur located approximately 7 miles from the Greentree Landfill." Module S3 – Identification and Description of Potential Impacts, p.8 (emphasis added). "The proposed design repurposes an existing rail siding facility. The site will be updated as the overall site has been left unmaintained for many years." *Id.*

shipments. Lampwrights' singular purpose for obtaining the exemption is for the benefit of Noble Environmental, Inc. and in obtaining the exemption, Lampwrights would simply serve its own affiliated business without the constraints of regulatory protections.

"The Board's streamlined class exemption procedures are reserved for transactions involving routine, uncomplicated, and non-controversial matters." *Riverside Rail, Inc.-Operation Exemption-Tracks of Riverside Industrial Complex, Inc. in Bucks County, PA*, FD 36761, slip op. at 1 (STB served March 29, 2024). "A notice that raises unresolved issues or questions that require considerable scrutiny may be rejected." *Tri-City R.R.—Lease & Operation Exemption—N. Pac. Dev., LLC*, FD 36170, slip op. at 1 (STB served Mar. 21, 2018).

Here, Lampwrights' proposal to operate the siding as a transload facility for waste transport has met with strong local opposition, given the close proximity of the siding to occupied dwellings, and concerns for the safety and quality of life of local residents. On the south side of Bond Street, immediately abutting the rail siding, the rail siding is less than 200 feet from residences. Further east, the siding traverses over an access road that serves as the singular means of ingress and egress to an occupied dwelling.² Other identified areas of concern include the wetlands surrounding the siding, noise, fumes, odor, dust, litter, vectors, erosion/sediment laden runoff, and water quality issues, particularly with respect to water from the proposed operation draining into the Walburn Run and Little Toby Creek. On October 9, 2025, the PA DEP held a hearing in Brockway, Pennsylvania, where several hundred residents participated and expressed their concerns about Greentree Rails' intended operation. Residents filed comments articulating their concerns about the impact of the operation on the residential character of much of the surrounding neighborhood, as well as the environmental impact of the

² The access road has been the subject of an environmental comment filed on May 31, 2025, EI-34036 in Lampwrights' Construction and Operation Petition for Exemption filed to Finance Docket No. 36833.

operation. In response to these concerns raised, the PA DEP issued its deficiency letter as described and attached.

Lampwrights, in filing this notice of exemption, is attempting to avoid closer scrutiny, evade the protections of state environmental laws as well as the more in depth processes offered by the Board,³ and is improperly invoking the jurisdiction of the Board, despite considerable questions surrounding its ability and intent to operate as a common carrier as well as the safety of nearby residents.

Because of the material misstatements and omissions contained in the notice of exemption, as well as the unresolved questions and considerable controversy that requires additional scrutiny, Petitioner respectfully requests that the Board reject or revoke the notice of exemption filed by Lampwrights on February 25, 2026.

Stay

If the Board does not reject the notice of exemption, then this petition respectfully requests that the Board issue a stay pending the Board's closer scrutiny of the issues raised hereinabove. "The standards governing disposition of a petition for stay are: (1) whether petitioner is likely to prevail on the merits; (2) whether petitioner will be irreparably harmed in the absence of a stay; (3) whether issuance of a stay would substantially harm other parties; and (4) whether issuance of a stay is in the public interest." *City of Alameda-Acquisition Exemption-Alameda Beltline Railroad*, FD 34798, slip op. at 3 (STB served April 3, 2006).

This petition meets these standards. As stated above, the notice of exemption filed is an inappropriate vehicle for obtaining an exemption given the considerable controversy and

³ At the very least, Lampwrights should be required to provide environmental documentation and an environmental review should be conducted, as the proposed action exceeds the thresholds established in 49 C.F.R. §1105.7(e)(5), wherein the proposed action will result in an increase in rail traffic of at least 100 percent. At present, very little or no activity is taking place at the siding.

unanswered questions, and as a result, this petition to reject the notice is likely to prevail on its merits. The party seeking the stay will be irreparably harmed in the absence of a stay, wherein the community's safety, environmental, and quality of life concerns will come to fruition without any regulatory oversight in place to protect the public or the environment. The issuance of a stay will not harm Lampwrights, as Lampwrights does not currently have authorization to operate as a rail carrier and does not currently operate or provide any service by rail. Finally, the public interest is served by ensuring that the exemption process is properly used, and moreover, by an opportunity to more fully engage in the process and to allow the Board to explore the considerable questions surrounding Lampwrights' ability and intent to operate as a common carrier, as well as the safety of nearby residents.

Conclusion

Accordingly, this petition requests that the Board reject or revoke the notice of exemption filed by Lampwrights, LLC on February 25, 2026, and/or issue a stay pending the Board's closer scrutiny of the issues raised hereinabove.

Respectfully submitted,

Rebekka L. Dean

Rebekka L. Dean
P.O. Box 158
Bond Street
Brockway, PA 15824
(330) 238-0576
Rebekka.lidal@gmail.com

VERIFICATION

I, Rebekka Dean, hereby 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.

Date: *03/18/26*

Rebekka L. Dean

Rebekka L. Dean

EXHIBIT 1

We, as residents within one-quarter mile of the proposed operation located in Snyder Township, Jefferson County, Pennsylvania, join in support of this filing and respectfully request that the Surface Transportation Board reject the notice of exemption and/or stay the proceedings in this matter.

NAME	SIGNATURE	STREET	TOWNSHIP/STATE	DATE
Amanda Spencer	Amanda Spencer	Varischetti Dr.	Snyder, PA	3/18/26
Amber Ellis	Amber Ellis	Bond Street	Snyder PA	3/18/26
Natalie Fortunato	Natalie Fortunato	Varischetti Dr	Snyder	3/18/26
Armando Fortunato	Armando Fortunato	Snyder		3/18/26
Angela Kelly	Angela E. Kelly	Bond St.	Snyder	3/18/26
Craig Ellis	Craig Ellis	Bond street	Snyder PA,	3/18/26
Amy M. Brubaker	Amy M. Brubaker	Rt 219 Brockway	Snyder Twp PA	3/18/26
Darla Puhala	Darla Puhala	2541 Rt 219 Brockway	Snyder Twp. PA	3/18/26
Mike Puhala	Mike Puhala	2541 Rt 219 Brockway	Snyder Twp	3/18/26
Byron R. Hawey	Byron R. Hawey	2217 Bond St Ext		3/18/26
Craig Sanchez	Craig Sanchez	2217 Bond Street		3/18/26



Pennsylvania
**Department of
Environmental Protection**

December 5, 2025

VIA EMAIL AT: mzucatti@nobleenviro.com

Michael Zucatti
Director of Engineering
Greentree Rail, LLC
6000 Town Center Boulevard
Canonsburg, PA 15317

Re: Greentree Rail, LLC
Brockway Transload Facility
Notice of Deficiency Letter
APS ID No. 1137709, Auth: 1527839
Id. No. 101741
Snyder Township, Jefferson County

Dear Mr. Zucatti,

Upon initial review of your proposed transfer station application, the Department of Environmental Protection (Department) finds that the proposed operations will not meet the exclusionary criteria found in 25 Pa Code § 279.202 (a)(3) and 25 Pa Code § 279.202 (a)(2) related to occupied dwelling and wetlands.

The application proposes to operate a municipal waste transfer facility and store municipal waste within 300 feet of an occupied dwelling. A municipal waste transfer facility may not be operated within 300 feet of an occupied dwelling unless the owner has provided a written waiver consenting to the facility being closer than 300 feet. The staging/storage and the moving of loaded railcars with waste containers to facilitate the transfer of waste is considered operating a transfer station under the Department Rules and Regulations.

The application proposes to locate storage and processing areas within 100 feet of wetlands. 25 Pa Code 279.202(a)(2) prohibits the storage and processing of waste within 100 feet of a wetland unless the storage and processing takes place in an enclosed facility and 25 Pa. Code § 279.202(a)(2)(ii)(A or B) applies. Storage and processing are not proposed in an enclosed facility and mitigation of the wetlands under 25 Pa. Code Chapter 105 permit does not eliminate the permanent 100-foot setback.

The terms operate, transfer facility, municipal waste processing facility and processing are defined in 25 Pa. Code § 271.1 (Definitions).

Also, the Landowner Consent Form E (25 Pa. Code § 271.123) provided with the application indicates the Buffalo & Pittsburgh Railroad, Inc. as the owner of the property where the proposed transfer facility operation will take place. No specific deed information clearly showing property ownership was provided in the application. Please provide ownership

documentation for the property. Access to the facility appears to be a private driveway. Please provide documentation showing the legal right to use this location to access the facility.

As these regulatory requirements impact the above referenced permit application, you have three options:

1. Withdraw your application and consider other options related to receiving municipal waste via rail.
2. Revise your application to be consistent with the exclusionary criteria found at 25 Pa. Code § 279.202. The revision would need to be provided within sixty (60) days; otherwise, the Department will act on your application as currently submitted.
3. Request that the Department make a decision on your pending application.

This is not a final action of the Department. Please advise the Department of your choice of the above options within thirty (30) days of receipt of this notice.

Sincerely,



Shawn Peters, P.E.
Environmental Engineer Manager
Waste Management Program

cc: NWRO – OnBase
Jefferson County Commissioners (snorth@jeffersoncountypa.us)
Snyder Twp Supervisor (snydertwp@windstream.net)
Pat Wozinski (pwozinski@baigroupllc.com)
Ron Lybrook (rlybrook@pa.gov)

Exhibit 3

March 3, 2026

Mr. Shawn Peters, P.E.
Environmental Engineering Manager
Pennsylvania Department of Environmental Protection
230 Chestnut Street
Meadville, PA 16335

Subject: Greentree Rail, LLC
Brockway Transload Facility
Deficiency Letter - Response to Comments
Snyder Township, Jefferson County, Pennsylvania.

Greentree Rail, LLC submits this additional Response to Comments regarding the December 5, 2025 Deficiency Letter issued by the Pennsylvania Department of Environmental Protection (PADEP). The deficiency letter outlined several response options, including withdrawal of the application, revision to meet exclusionary criteria, or continuation of permit review as originally submitted. By correspondence dated January 5, 2026, Greentree Rail elected to revise the application within 60 days.

Following further evaluation, Greentree Rail respectfully requests withdrawal of the pending application and discontinuation of further technical review.

Should PADEP have any questions or require additional information regarding this project, please do not hesitate to contact me at (717) 448-5613.

Sincerely,

A handwritten signature in black ink, appearing to read 'MEZ', is positioned above the printed name of the sender.

Michael E. Zucatti, P.E.
Vice President of Engineering

cc: Mr. Nikolas Mermigas – Noble Environmental, Inc.
Mr. Donald Henrichs – Noble Environmental, Inc.

CERTIFICATE OF SERVICE

**PETITION TO REVOKE OR REJECT THE NOTICE OF EXEMPTION OR,
IN THE ALTERNATIVE, FOR A STAY OF EFFECTIVENESS**

The undersigned hereby certifies that I caused a copy of the foregoing to be served via email on additional parties of record.

DATED: March 18, 2026

Rebekka L. Dean

Rebekka L. Dean