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R-4915-01-P

SURFACE TRANSPORTATION BOARD

[Docket No. FD 36958 (Sub-No. 1)]

Wilkes-Barre Terminal Railway Company—Acquisition, Operation and Change of Operator Exemption—Luzerne County Redevelopment Authority and Luzerne County Rail Corporation, and R.J. Corman Railroad Company/Luzerne & Susquehanna Line, LLC

Wilkes-Barre Terminal Railway Company (WBT), a noncarrier, has filed a supplemented and restated verified notice of exemption under 49 CFR 1150.31 to acquire approximately 59.65 miles of rail line (the Line) from the Luzerne County Redevelopment Authority (LCRA) and the operating rights from LCRA's non-operating subsidiary Luzerne County Rail Corporation (LCRC), in Luzerne County, Pa. WBT also seeks authority to terminate the leasehold common carrier operations for the incumbent operator, R.J. Corman Railroad Company/Luzerne & Susquehanna Line, LLC (RJLS), for a portion of the Line that it operates. See R.J. Corman R.R. Co./Luzerne & Susquehanna Line—Change in Operators, Lease and Operation Exemption—Luzerne and Susquehanna Ry. Co. and Luzerne Cnty. Rail Corp., Docket No. FD 36429 (STB served Nov. 6, 2020).[1] The Line consists of the following in-service segments: (1) the Dunmore Secondary Track, between milepost 6.5, at Avoca, Pa., and milepost 10+/- North side Montage Road Crossing, a distance of 4.5 miles;[2] (2) the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 6.5, at Avoca, a

[1] WBT previously filed a verified notice of exemption for the acquisition and operation of the Line in Docket No. FD 36958. See Wilkes-Barre Terminal Ry.—Acquis. & Operation Exemption—Luzerne Cnty. Redevelopment Auth. & Luzerne Cnty. Rail Corp., FD 36958 (STB served Oct. 15, 2026). The supplemented and restated verified notice adds the change in operator authority for WBT to replace RJLS as a common carrier on a portion of the Line.

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

distance of 4.7 miles,[3] including the connection with the track of Reading Blue Mountain & Northern Railroad Company (RBMN) between LB Junction and the switch of the Dunmore Secondary Track, a distance of 0.123 miles, and the Langcliff Connecting Track, between milepost 0.0, at Duryea, Pa., and the connection with Norfolk Southern Railway in the middle of York Avenue, at milepost 0.867, a distance of 0.867 miles; (3) the Suscon Industrial Track, between milepost 154.5, at Suscon, Pa., and milepost 158.7, at Hillside, Pa., a distance of 4.2 miles; (4) the Wilkes-Barre Secondary, between milepost 169.2, at Ashley, Pa., and milepost 185.5, at Pittston, Pa., a distance of 16.3 miles; (5) the GWBP Industrial Track, between milepost 0.0, at Ashley, and milepost 0.5, at Hanover Industrial Track, a distance of 0.5 miles; (6) the Brownsville Industrial Track, between milepost 0.0, at Hillside, and milepost 1.0, at Brownsville, Pa., a distance of 1.0 miles; (7) the Wilkes-Barre Industrial Track, between milepost 59.9, at Ferry Street, and milepost 62.9, at Wilkes-Barre, Pa., a distance of 3.0 miles; (8) the Kingston Industrial Track, between milepost 142.7, at Pittston Junction, and Railroad Station 8594+58, a distance of 8.1 miles; and (9) the D&H Wilkes-Barre Connector, from milepost A-208.08, Hudson Yard, to Conyngham Avenue, City of Wilkes-Barre, Pa., a distance of 2.5 miles; and (10) the APC line, between milepost 0.0 and 0.6 in Wilkes-Barre, a distance of 0.6 miles.

The Line consists of the following out-of-service segments: (1) the West Pittston Running Track, between milepost 0.0, at West Pittston, Pa., and milepost 3.0, at Harding, Pa., a distance of 3.0 miles, and between milepost 186.4, at West Pittston, and milepost 190.2, at Wyoming, Pa., a distance of 3.8 miles, and between milepost 194.2, at Wyoming, and milepost 194.4, in Kingston, Pa., a distance of 0.2 miles; (2) the Nanticoke Industrial Track, between milepost 0.0, at Ashley, and milepost 2.6 at Central

[3] The portion of the Avoca Industrial Track, between milepost 1.8, at Number 7 Junction, and milepost 4, at Rock Street, a distance of 2.2 miles, is out of service.

Scrap, a distance of 2.6 miles; (3) the Harry E. Breaker Spur, between milepost 0.1, at Maltby Junction, and milepost 0.5, a distance of 0.4 miles; (4) the Miner's Mills Industrial Track, between milepost 173.6, at North Wilkes-Barre, and milepost 176.1, at Hudson, Pa., a distance of 2.5 miles; and (5) the Pettibone Branch, between milepost 0.0 and milepost 0.759, at Dorranceton, Pa., a distance of 0.759 miles.[4]

According to the supplemented and restated verified notice, WBT will enter into an agreement with LCRA and LCRC for the acquisition of the Line and operating rights to ensure continued rail service to customers. WBT states that RJLS is currently the common carrier operator for approximately 41.19 miles of the Line pursuant to a lease that has expired. According to the supplemented and restated verified notice, RJLS will be replaced as the common carrier operator, and RJLS's common carrier status over the 41.9-mile portion will terminate.

According to the supplemented and restated verified notice, WBT will grant local trackage rights to RBMN to provide immediate rail service to customers on the Line following the expiration of the incumbent operator's lease. See Reading Blue Mountain & Northern R.R.—Trackage Rights Exemption—Wilkes-Barre Terminal Ry., Docket No. FD 36959 (STB served Oct. 15, 2026), (authorizing RBMN to acquire local trackage rights over the in-service segments of the Line).[5]

According to WBT, the proposed transaction does not contain an interchange commitment. WBT certifies that its projected annual revenues resulting from the transaction will not exceed $5 million and will not result in WBT's becoming a Class I or Class II rail carrier.

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[4] According to the verified notice, the out-of-service segments are included as part of the proposed transaction because WBT has found no regulatory history to suggest that these segments have been abandoned. WBT states that, although these segments are unlikely to be placed back into active service, WBT recognizes that it will have a common carrier obligation over the out-of-service segments

[5] Upon consummation of its acquisition authority in this docket, WBT will become a Class III rail carrier. The trackage rights authority in Docket No. FD 36959 cannot be consummated until WBT has exercised its acquisition authority.

Under 49 CFR 1150.32(b), a change in operator requires that notice be given to shippers. WBT certifies that it has contacted all customers on the Lines to advise them of the planned change in operators.[6] WBT also certifies that it conferred with RJLS concerning the termination of RJLS's common carrier status and that RJLS consents to the change of operator arrangement.

The earliest this transaction may be consummated is November 22, 2026, the effective date of the exemption (30 days after the verified notice was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. § 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than November 13, 2026 (at least seven days before the exemption becomes effective).

All pleadings, referring to Docket No. FD 36958 (Sub-No. 1), must be filed with the Surface Transportation Board either via e-filing on the Board's website or in writing addressed to 395 E Street, S.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on WBT's representative, Justin J. Marks, Clark Hill PLC, 601 13th Street, N.W., Suite 600, Washington, DC 20005.

According to WBT, this action is categorically excluded from environmental review under 49 CFR 1105.6(c) and from historic preservation reporting requirements under 49 CFR 1105.8(b).

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

Decided: November 3, 2026.

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

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[6] WBT also states in its verified notice that it served each affected customer with a copy of the verified notice.

Stefan Rice,

Clearance Clerk.

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