Appendix C
Rerouting Options
REROUTING OPTIONS

Trains 38T and 39T as well as Trains 12T and 13T are manifest or merchandise trains transporting a variety of commodities and products used by industries for production or manufacturing process. Under Option 1, Trains 38T and 39T would be rerouted over Buffalo & Pittsburgh Railroad (BPRR) and the Western New York and Pennsylvania Railroad (WNYP), adding 38 miles of circuity over the current route. While 38 miles may not seem significant, using the BPRR and WNYP will cause significant delays and operational challenges as those trains will not be able to make a progressive move in the Northeast quadrant from Buffalo-Olean-WYNP-Hornell because there is not a connection between the Northeast and Southeast quadrants of the diamond. As the illustration shows, this means that a rerouted train must run-around the track and other trains before the subject train can actually advance in the direction it needs to go. This operation must be done at a very slow speed and crews must get off the train once it has completed the run-around and perform another brake test. Not only is such an operation highly inefficient, this maneuver can delay a train for several hours.

Trains 12T and 13T would add an additional 27 miles to the trip. These trains too, would have to run around the trains at Olean. Additionally, NS would need to add a new local train from Corning to Hornell, NY and back to Corning to handle blocks between the two locations for these merchandise trains as well as for Trains 38T and 39T. This means higher costs and further delays for getting the product to shippers. Moreover, NS crews are not qualified to operate from Buffalo to Olean, the route that would be used for 38T, 39T, 12T, 13T, 22K and 23K. Rerouting NS trains over this segment would require requalification of NS crews.

Trains 205 and 206 along with 22K and 23K are intermodal trains, where even the slightest delay can result in a modal shift. Therefore, the trains that could least afford to experience additional travel miles are those that comprise intermodal. Trains 205 and 206 would experience 168 additional miles of detour. These are both double-stack trains, which mean that they would have to take the long way over the only other NS east-west double stack route between the Midwest and the Northeast through Pittsburgh and Harrisburg. As for Option 2 over the CSX Water Level Route, NS has no trackage rights agreement with CSX that would allow us to seriously consider that option. Moreover, the CSX route also poses operational constrains because NS would not be able to make a progressive move through Bison on or off the CSX line. Just as important, NS crews are not qualified to operate over this route.