

11 Local Rail



Proposed rail facilities for terminal Options		
Cargo Terminal Option	Location	Rail Terminal
A1	Port Newark North	Siding on site
A2	Port Newark North	Siding on site
D1	Port Newark North	Siding on site
D2	Port Newark North	Siding on site
L1	Port Newark North	Siding on site
L2	Port Newark North	Siding on site
C1	Port Newark South	Existing terminal across Corbin Street
C2	Port Newark South	
A4	Port Newark South	Siding on site
A13	Port Newark South	Siding on site
A14	Port Newark South	Siding on site
A15	Port Newark South	Siding on site
G4	Port Newark South	Siding on site
L3	Port Newark South	Siding on site
L4	Port Newark South	Siding on site

Table 11.1
Ref : Chapter 10, Volume 1, CPIP.

Connectivity of rail terminals		
Location	Railroad system connection	Year in which congestion first occurs
Port Newark North	Conrail, Chemical Coast	2015 - 2020
Port Newark South	Conrail, Chemical Coast	2015 - 2020

Table 11.2
Ref : Chapter 10, Volume 1, CPIP.

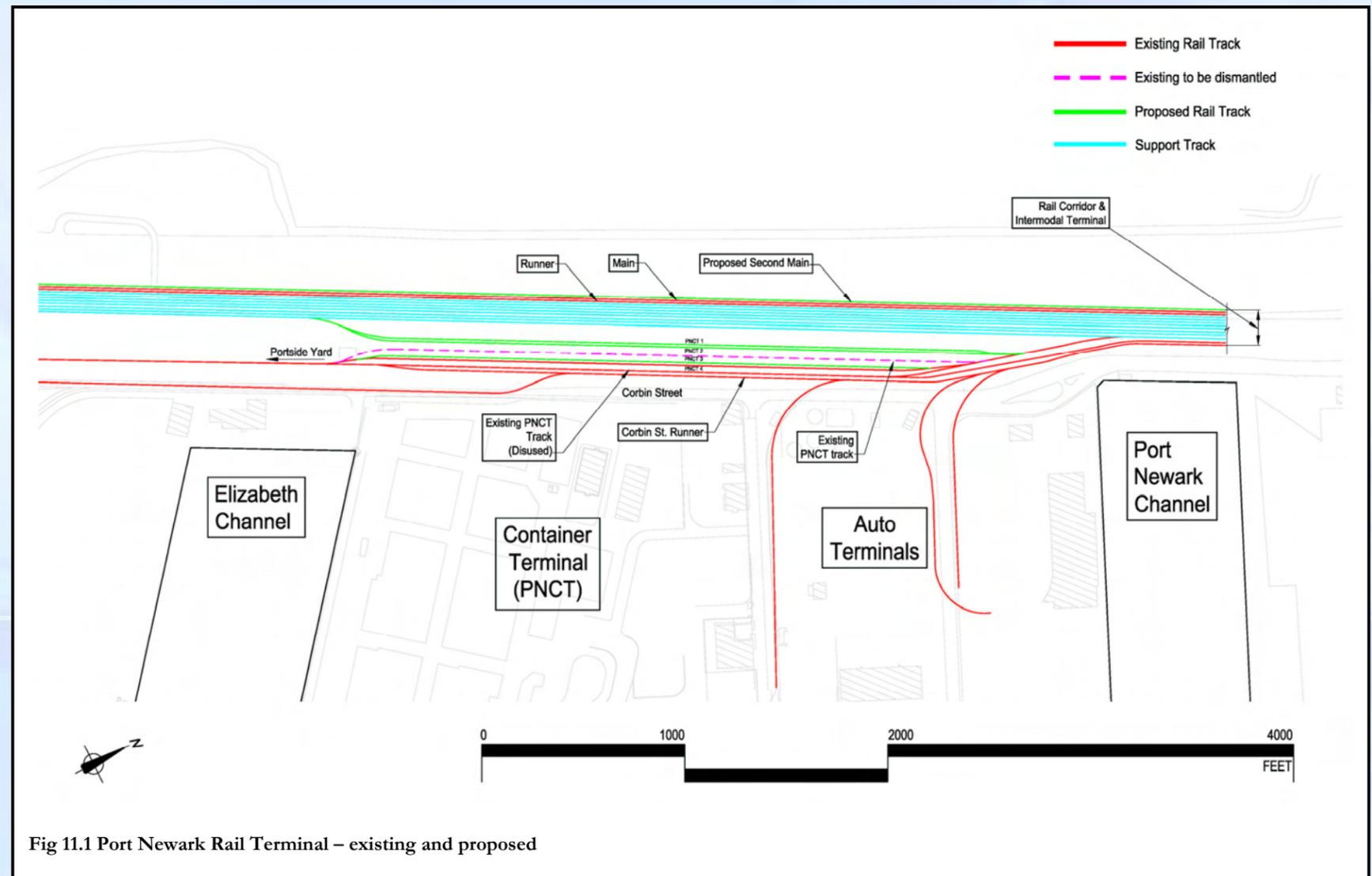


Fig 11.1 Port Newark Rail Terminal – existing and proposed

Port Newark Rail Terminal

This is sandwiched between the Corbin Street highway and the Corbin Street yards. At present this terminal has two loading tracks of 2,000 ft approximately and deals with one 4,000 ft train daily, say 234 TEU. Allowing for unloading export containers and loading import, this indicates a workload of about 275 lifts in 21 hours. With more efficient methods of working, an increase in the existing throughput of 74,160 TEU per annum is achievable.

The railyard improvements proposed for PNCT include the provision of two additional 2,000 ft tracks and improved entry/exit at the east end which will contribute much greater flexibility for trains serving the terminal. The annual capacity provided with these improvements and additional lifting capacity should rise to 289,000 TEU. This represents about double the lift rate on double the number of tracks.

Ref : Chapter 10, Volume 1, CPIP.

Proposed rail facilities for terminal Options		
Cargo Terminal Option	Location	Rail Terminal
C3	Port Elizabeth	ExpressRail on site
C4	Port Elizabeth	
C12	Port Elizabeth	
C13	Port Elizabeth	

Table 11.3

Ref: Chapter 10, Volume 1, CPIP.

Connectivity of rail terminals		
Location	Railroad system connection	Year in which congestion first occurs
Port Elizabeth	Conrail, Chemical Coast	2015 - 2020

Table 11.4

Ref: Chapter 10, Volume 1, CPIP.

Port Elizabeth/ExpressRail

Existing Arrangements

The existing rail terminal comprises nine loading tracks with a total of about 22,000ft of loading length which can accommodate in the order of 67 five-well stack cars. Each track is provided with a locomotive return line of similar length to the loading line and switches at the bottom end to allow access between the two.

The access from Chemical Coast/Corbin Street is initially planned to be single track, with an annual capacity in the order of 745,000 TEU. Double track access will provide a significant expansion of capacity to a level around 1,500,000 TEU.

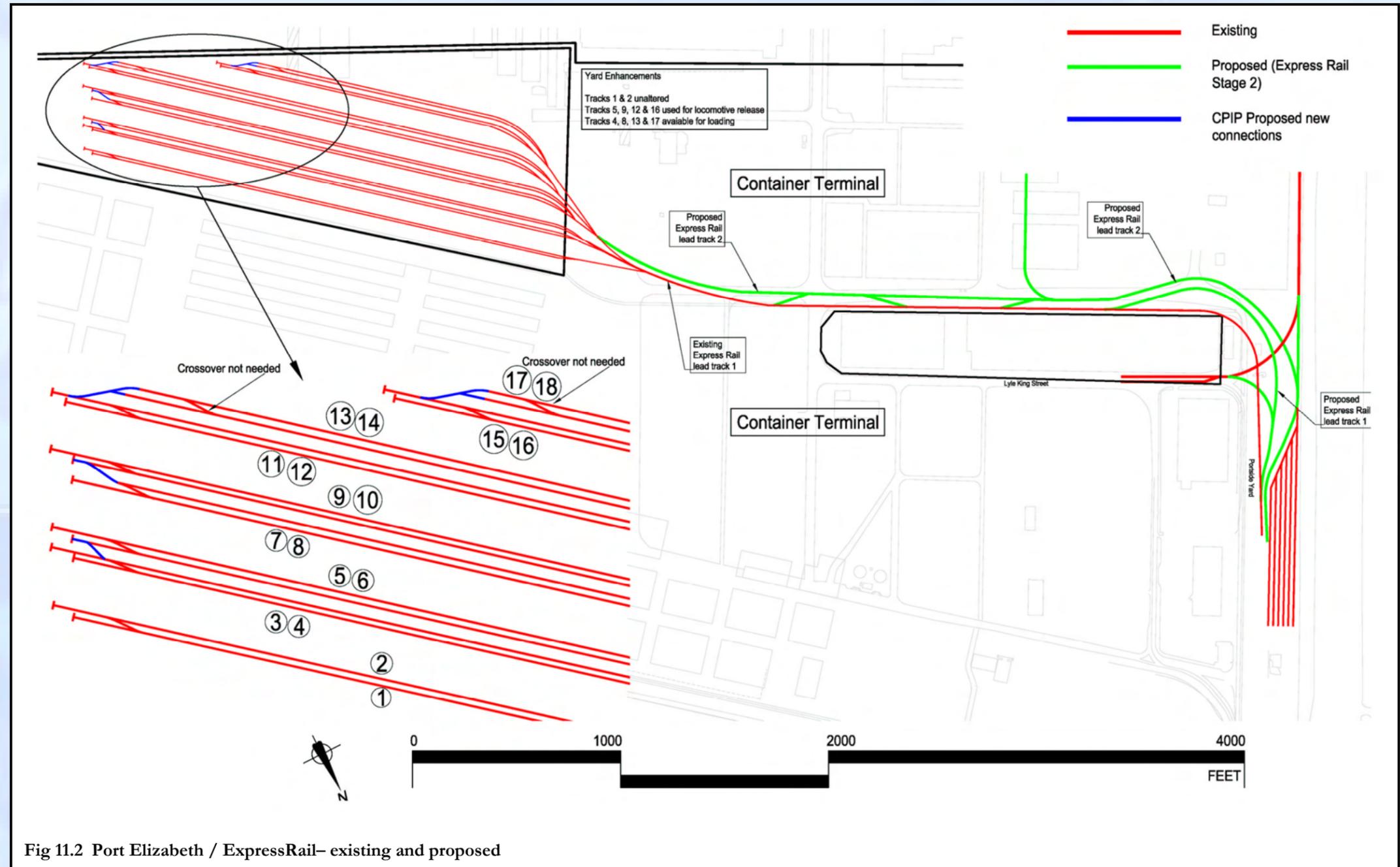


Fig 11.2 Port Elizabeth / ExpressRail- existing and proposed

CPIP Proposed Improvements

An increment to rail throughput can be achieved by the rationalization of the locomotive return tracks which requires changing the layout of switches at the bottom end of the yard. This will allow a further four loading tracks to be created from the proposed infrastructure with a total length of 9,540 ft, holding 28 stack cars. This takes ExpressRail terminal capacity up to 2.1m TEU per annum.

This proposal is part mitigated by operational practice, where shunt moves are undertaken to avoid having to keep loco return tracks empty. This practice uses more locos and crew, pushing up rail operating costs. The infrastructure solution proposed would allow the capacity to be achieved without additional ongoing operational costs.

Proposed rail facilities for terminal Options		
Cargo Terminal Option	Location	Rail Terminal
C5	Port Jersey	New on-site terminal proposed
C6	Port Jersey	
C7	Port Jersey	
C8	Bayonne	Use Port Jersey remotely
C9	Bayonne	
A8	Port Jersey	New on-site terminal proposed
A9	Bayonne	Use Port Jersey remotely
A10	Bayonne	

Table 11.5
Ref : Chapter 10, Volume 1, CPIP.

Connectivity of rail terminals			
Location	Railroad system connection	Year in which congestion first occurs	Notes
Port Jersey	Conrail, National Docks Secondary	None	Some congestion 2005 – 2015 approaching Croxton, 2015 – 2020 around Oak Island, and by 2030 on Lehigh Valley
Bayonne	Conrail, National Docks Secondary	None	Some congestion 2005 – 2015 approaching Croxton, 2015 – 2020 around Oak Island, and by 2030 on Lehigh Valley

Table 11.6
Ref : Chapter 10, Volume 1, CPIP.

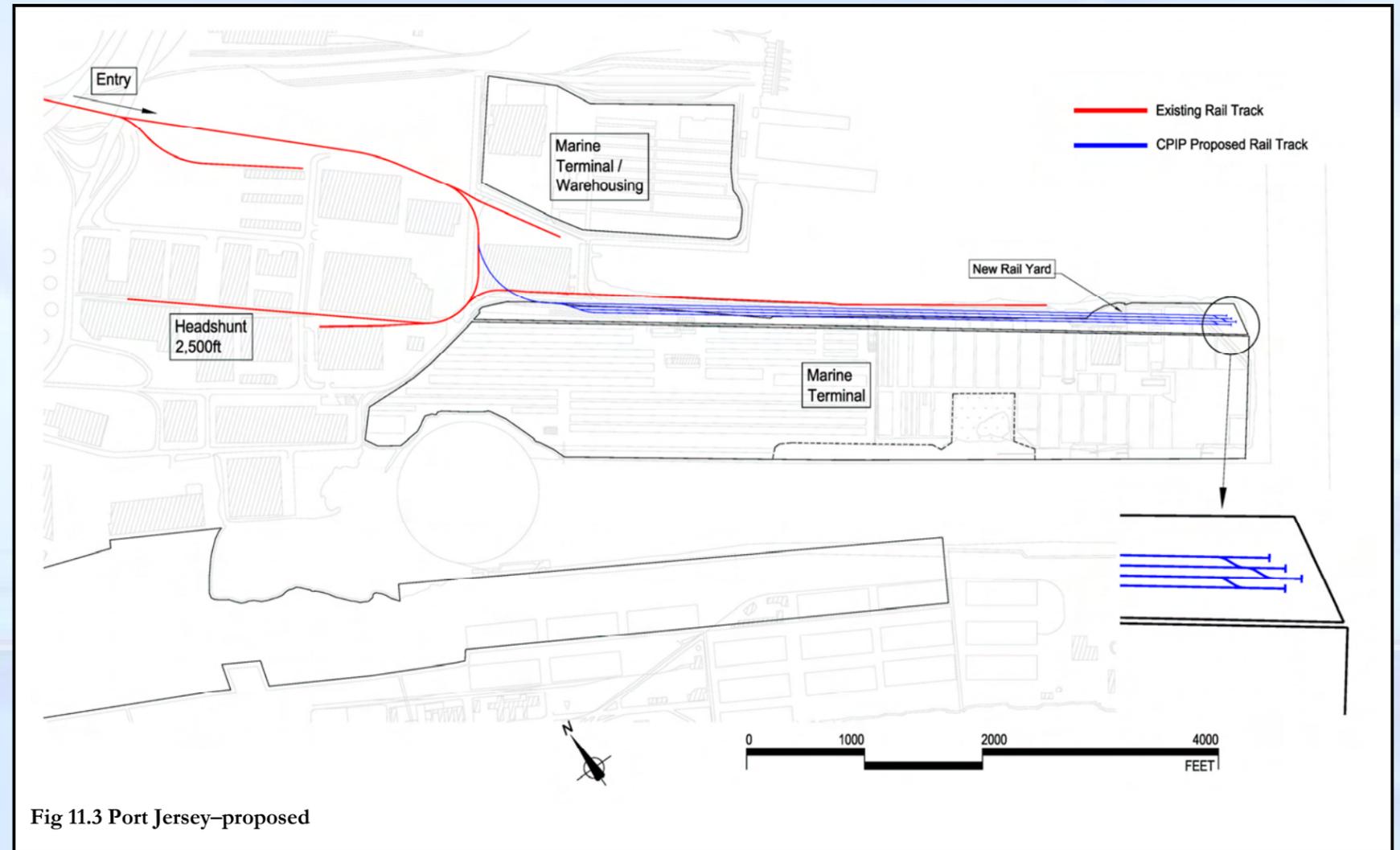


Fig 11.3 Port Jersey-proposed

Port Jersey/Bayonne Rail Terminal

Capacity in this terminal is constrained primarily by the rail operational difficulties of serving it because the present access involves reverse movements into the terminal loading tracks and the headshunt used for these moves has a length of only 2,500 ft. Rail access could be improved by the provision of direct access for undivided 6,000 ft trains, which would require the removal of at least part of a warehouse.

The length of tracks possible within the terminal itself, with 3 x 6,000 ft loading tracks plus a locomotive return, has the potential to satisfy all capacity requirements, of between 184,000 and 286,000 TEU depending on the scenario. However, the present rail access necessitates that long trains must be broken up into shorter sections.

Ref : Chapter 10, Volume 1, CPIP

Proposed rail facilities for terminal Options		
Cargo Terminal Option	Location	Rail Terminal
C10	Howland Hook	New on-site terminal proposed
C11	Howland Hook	

Table 11.7
Ref : Chapter 10, Volume 1, CPIP.

Connectivity of rail terminals			
Location	Railroad system connection	Year in which congestion first occurs	Notes
Howland Hook	Conrail, Chemical Coast	2015-2020	Congestion from 2005 southbound on Chemical Coast between Rahway Bridge and Port Reading.

Table 11.8
Ref : Chapter 10, Volume 1, CPIP.

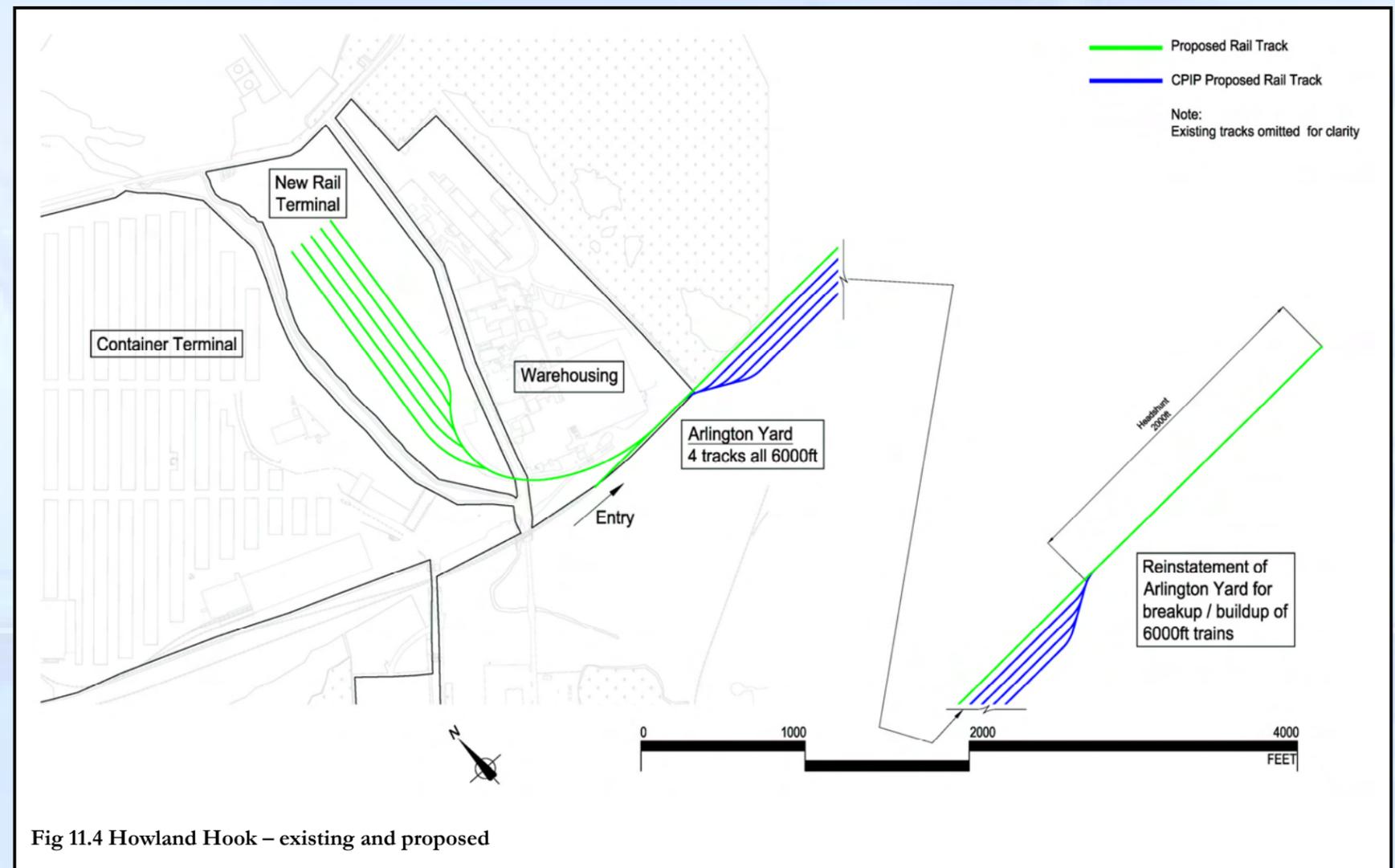


Fig 11.4 Howland Hook – existing and proposed

Howland Hook Rail Terminal

A total of eleven single ended tracks will be provided in the new on dock rail terminal at Howland Hook. The lengths of these tracks are relatively short, ranging from 1,100 to 1,800 ft. The total length amounts to some 17,000 ft and would hold 50 stack cars.

The breaking down of arriving full size train formations and the building of trains for departure will need to be carried out in reinstated facilities on the site of the former Arlington Yard, which is adjacent to Howland Hook. Without such facilities the entire access to Howland Hook will be occupied for some time as each train berths at, or prepares to leave, the terminal. It is expected that four double-ended tracks will be required, which should be capable of receiving 6,000 ft long trains. Owing to the proposed yard's proximity to the terminal there will be no rail operational constraints to limit the throughput, which will be up to 988,000 TEU per year. Because of the extent of train splitting needed to serve the terminal tracks it will be necessary to provide local switching capability. It is understood that works at Arlington Yard are at an advanced stage of planning.

Ref : Chapter 10, Volume 1, CPIP.

Proposed rail facilities for terminal Options		
Cargo Terminal Option	Location	Rail Terminal
C14	South Brooklyn	New on-site terminal proposed
A11	South Brooklyn	Siding near site
A12	South Brooklyn	Siding near site
G1	North Brooklyn	No rail proposed
G2	North Brooklyn	
G3	South Brooklyn	Siding near site
D4	South Brooklyn	Siding near site

Table 11.9
Ref: Chapter 10, Volume 1, CPIP.

Connectivity of rail terminals			
Location	Railroad system connection	Year in which congestion first occurs	Notes
South Brooklyn	New York & Atlantic, Bay Ridge Line / Cross-Harbor Railroad tunnel	none	Double stack clearance available only via Cross-Harbor tunnel. Some congestion 2005 – 2015 approaching On NJ side, Croxton, 2015 – 2020 around Oak Island, and by 2030 on Lehigh Valley

Table 11.10
Ref: Chapter 10, Volume 1, CPIP.

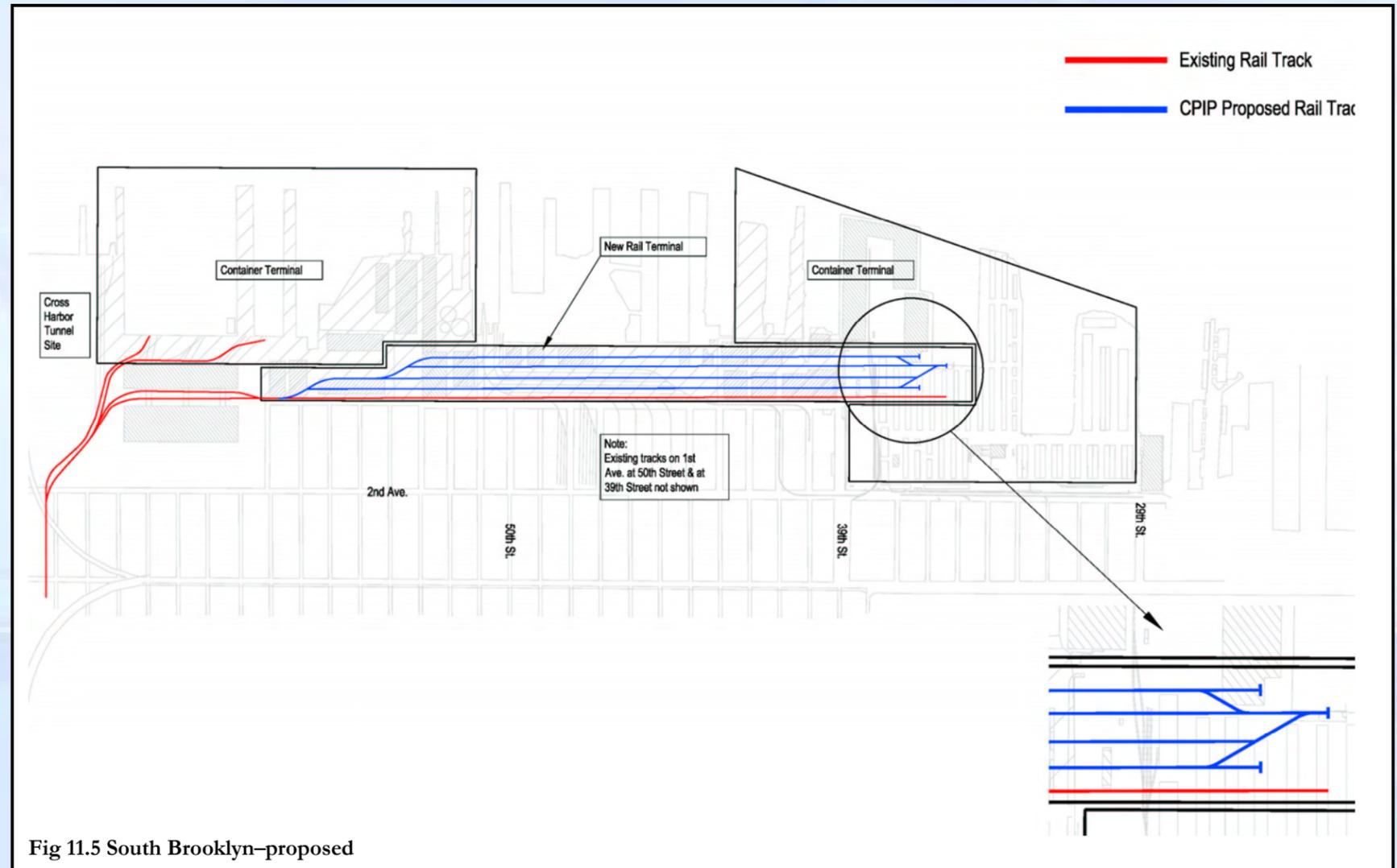


Fig 11.5 South Brooklyn—proposed

South Brooklyn Rail Terminal

For auto and dry bulk terminal Options at South Brooklyn, it is proposed to use rail sidings near the site. No rail facilities are proposed for general cargo options at North Brooklyn. C14 however requires a terminal to accommodate the rail share of container traffic from the terminal at South Brooklyn.

The proposed rail terminal has approximate dimensions of 4,000 ft length by 500 ft wide. It has been assessed that this should permit a rail terminal provided with three loading tracks of 4,000 ft and a locomotive return track. There is no possibility of accommodating 6,000 ft trains without first breaking them down into shorter blocks. This would need to be done at a remote yard, probably in New Jersey, as there is not space for an adjacent train-building yard. Each loading track will accommodate 13 stack cars, carrying 1,400 TEU daily allowing for load factor and import/export traffic. The handling of a single setting of the terminal per day would give an annual capacity of 434,000 TEU. In 2060 C14 forecasts 373,000 TEU to rail, which is well within the assessed annual capacity.

Ref: Chapter 10, Volume 1, CPIP