

# SOUTHERN DUTCHESS TRANSIT DEVELOPMENT PLAN



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## PHASE 1

- *Beacon {with Fishkill and other communities?} would legally establish a transit entity for southern Dutchess county to be named SOUTH COUNTY TRANSIT DISTRICT – SCTD {suggested name} this may be needed to secure federal funding for transit related projects*
- *with some start-up 'seed' money hire a RR consultant/engineer to evaluate/inspect current track between Beacon and Holmes in the town of Pawling – the Dutchess county section of the Beacon – Danbury branch line*
- *cost estimates to improve the line from Beacon to at least Hopewell Jct. with concrete ties, high level platform {HLP} station stops and also estimates for future improvement of the line beyond Hopewell Jct.*
- *possible site locations and cost estimates for maintenance facility in Hopewell Jct.*



The MNCRR Beacon – Danbury line  
at the north end of the old rail yard in  
Hopewell Jct.- where the old Maybrook Line,  
now the Dutchess RT, merged with this line

- *Consultant would negotiate with MTA MNCRR to purchase, or lease, the Beacon-Danbury branch line and track rights on the Hudson line – also use of the Beacon station city side track and platform*
- *cost estimates for rail and road vehicles – the BLT road vehicles would be diesel hybrid mini buses – the rail vehicles would be self propelled rail diesel coaches {RDC} initially several Budd Corp. RDCs would be purchased for use as a weekend shuttle train between Beacon and Hopewell Jct. - cost estimate and future purchase of new Euro style Diesel Multiple Units {DMU} and pending order {once funding is obtained} from Siemens Transportation in Sacramento CA {suggested manufacturer}*
- *apply for federal, and other, funding based on cost estimate for all of the above*

## PHASE 2

- *purchase several hybrid diesel mini buses for the BLT – initially these would run, as now, between Beacon and Fishkill – latter, when the shuttle train is in operation, one BLT bus would operate in a loop in Beacon and the other would operate in a loop between the station in Fishkill village and stops on US rt. 9 {Westage business center, Walmart the hotels etc.} - the shuttle train would provide weekend service between Beacon and Hopewell Jct. at first*
- *begin work on the rail transit maintenance facility in Hopewell Jct and any required immediate repair on the track between Beacon and Hopewell Jct. for safe operation of a rail vehicle*



- *old restored Mattewan Station, work with new owner for use {in part} as public station stop and improve/modify rear track-side deck, as per FRA regulations ,for use as a HLP for the shuttle train*



- *install fancy ,wrought iron-like, 4 ft. high fencing {not ugly 6 ft. high Metro North chain-link fencing} along ROW in downtown Beacon with pedestrian crossing near Beacon Falls for park and trail – install special signaling in this area and improve signaling at all grade crossings that currently have grade crossing signaling or add signaling and gates to those that do not*



- *purchase of several old Budd RDCs note: purchase cost to also include transport of same to Hopewell Jct.*

- *Get bids for RR ROW contractors to replace existing wood RR ties between Beacon and Hopewell Jct. with concrete ties*

### PHASE 3

- *purchase Budd RDCs – once delivered begin any and all repair-restoration work to full operational capability*
- *install ticket machines at station stops*
- *put into weekend service Budd RDC train between Hopewell Jct. and Beacon*
- *change route and scheduling of BLT road shuttle mini bus – one mini shuttle bus to do loop in Beacon with connection to train at the Mattewan station, and the other mini shuttle bus to do loop in Fishkill with connection to train at the Fishkill village station*
- *begin work on upgrading track and ROW with new concrete ties and grade crossing signaling, track signaling etc. **note:** track work would have to be done on weekdays*
- *have local artists in Beacon design color scheme and graphic design for new **DMU LRVs** {which should be on order at this point}*
- *name the train – as with other transit agencies who have names for some of the transit vehicles, or special routes, {the So. California **NCTD DMU** train is named the “**SPRINTER**” } the new TDR LRV could have a name – perhaps a “name the train’ contest by the local elementary school children – one possible name might be the “**MOUNTAINEER**”*



- *design new **SCTD** website with section for the BLT shuttle bus and the above LRV rail line*

### PHASE 4

- *begin test runs of above during weekdays*
- *revise schedule to include weekday AM and PM commuter connection runs with possible mid day runs*
- *notify public about new schedule and the new LRV train*
- *put into revenue operation above with official public ‘unveiling’ just prior*
- *retire old Budd RDCs from regular service*

# RESOURCES

## *RAIL VEHICLES*

**Siemens USA [Sacramento, CA]**

[www.mobility.siemens.com/usa/en/pub/about\\_us\\_1.htm](http://www.mobility.siemens.com/usa/en/pub/about_us_1.htm)

to build DMUs in the US that meet full US FRA regulations

**NCTD SPRINTER** - Desiro model DMU:

[www.gonctd.com/sprinter\\_intro.htm](http://www.gonctd.com/sprinter_intro.htm)

imported from Germany – does not meet full US FRA regulations – special restricted use

**US Rail Car [Columbus, Ohio]**

[www.usrailcar.com/](http://www.usrailcar.com/)

DMU specs:

[www.usrailcar.com/dmu-specs.php](http://www.usrailcar.com/dmu-specs.php)

meets full US FRA regulations

**Stadler Rail [Switzerland]**

**NJT River Line** – GTW 2/6 model DMU:

[www.stadlerail.com/en/references/new-jersey-transit-usa/](http://www.stadlerail.com/en/references/new-jersey-transit-usa/)

imported from Switzerland – does not meet full US FRA regulations being used on LRV only line

**Bombardier [Canada – Germany]**

VLocity 160 DMU:

[www.bombardier.com/en/transportation/products-services/rail-vehicles/commuter-and-regional-trains/diesel-multiple-units/vlocity-160-dmu?docID=0901260d80010370](http://www.bombardier.com/en/transportation/products-services/rail-vehicles/commuter-and-regional-trains/diesel-multiple-units/vlocity-160-dmu?docID=0901260d80010370)

## *ROAD VEHICLES*

**Gillig hybrid:**

[www.gillig.com/New%20GILLIG%20WEB/hybrid.htm](http://www.gillig.com/New%20GILLIG%20WEB/hybrid.htm)

City of Poughkeepsie “City BUS” 35' and 40' low floor – Gillig also manufactures a 30' model

**Azure Dynamics**

[www.azuredynamics.com](http://www.azuredynamics.com)

Fort Bragg – Ford F450 chassis mini bus van

## *FUNDING*

**FRA**

passenger:

[www.fra.dot.gov/rpd/passenger/34.shtml](http://www.fra.dot.gov/rpd/passenger/34.shtml)

**DOT recovery TIGER**

[www.dot.gov/recovery/](http://www.dot.gov/recovery/)