



# The Cape May Branch

an important **New Jersey transportation** asset

Transportation, Mobility & Economic Engine

*Presented by:*

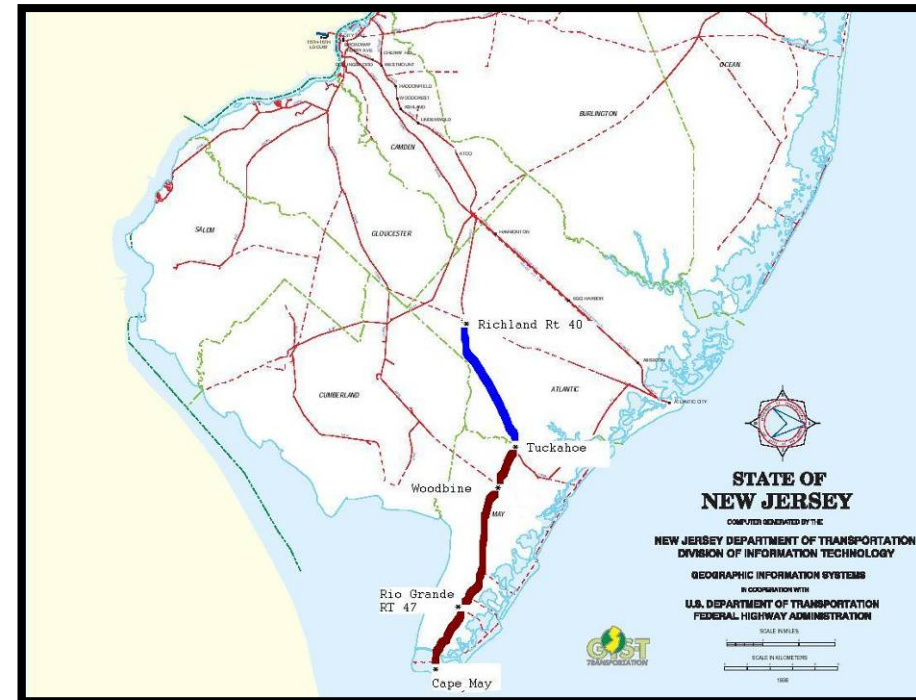
*Paul Mulligan*

**New Jersey Association of Railroad Passengers (NJ-ARP)**

# The Cape May Branch



- The Cape May Branch, owned by New Jersey Transit (NJT), is an important **New Jersey rail transportation** resource that should be optimized to serve the special tourist-based economy of Cape May City and both Cape May and Atlantic counties.
- A capital commitment to the Cape May Branch ROW (right of way), including the Cape May Canal bridge (an asset **owned by the State of NJ**), is key to facilitating transportation service in this very special part of New Jersey.



# Vision Statement



The Cape May Branch can help satisfy the transportation and mobility needs of Cape May County by providing **PASSENGER AND FREIGHT RAIL SERVICE** for:

- **Park & Ride** service for day visitors to Cape May City shopping, entertainment & tours who are staying at other regional resort towns & campgrounds
- **Freight Transportation** for light industrial development in Woodbine enhancing employment and taxable base for Woodbine & Cape May County
- Promoting the re-creation of **regional history**
- **Strategic Transport** for the delivery of supplies & building material as needed for disaster recovery
- Aid in the **evacuation** of seniors and those lacking transportation resources

# Tourism



Tourism is the engine that drives the economy of Atlantic & Cape May Counties as reported by the Atlantic City Press, March 30, 2007.

- Mobility of our visitors when they are in our region is a big image problem -- Garden State Parkway gridlock & lack of island parking.

As Atlantic City visitors stay longer they will be looking for cool things to do -- and what could be more cool than taking a vintage train from Richland to Victorian Cape May?

- For a relatively small transportation investment in an asset **owned by the State of NJ** -- the Cape May Branch -- we can make a big impact on the economy of the region.

## The Press OF ATLANTIC CITY

*Key to success in tourism industry: More ooohs, ahhs and ohhs*

*By MAYA RAO Staff Writer, (609) 272*

*Published: March 30, 2007*

*ATLANTIC CITY New Jersey's tourism industry saw another record year in 2006 as overall visits increased 1.2 percent and overnight visits rose 4.2 percent, with affluent baby boomers taking getaway weekends driving much of that growth.*

*Tourism has swelled to a \$36.3 billion industry in New Jersey, generating \$7.1 billion in federal, state and local tax revenue, supporting 472,000 jobs and paying \$15.2 billion in tourism industry employees' salaries.*

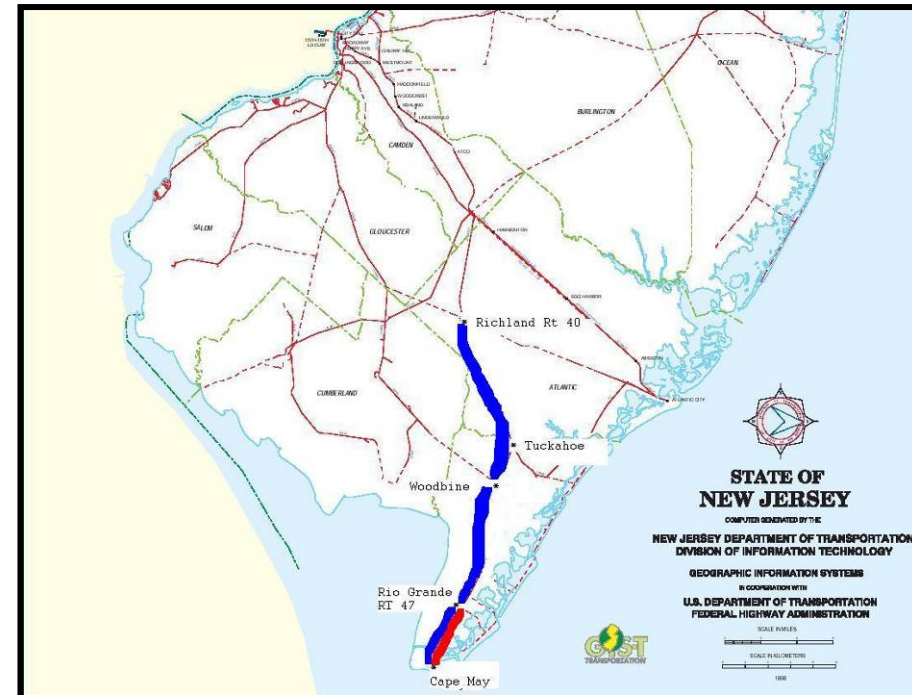
*State and tourism industry officials touted these statistics Thursday at the Trump Plaza Hotel and Casino for the 2007 Governor's Conference on Tourism, where they met to discuss the state of the industry (thriving) and hear a speech by Gov. Jon S. Corzine on its importance to the state's economy.*

# Passenger Excursion Service



Two passenger services would be used to serve the mobility of the region

1. Richland (Rt 40) – Cape May (42 miles) excursion that connects the metro Philly, mainland Atlantic County populations & the Atlantic City visitors with a day visit to Victorian Cape May City
2. Rio Grande (Rt 47) – Cape May shuttle to connect the guests of the barrier Islands (primarily Wildwood) & mainland campgrounds with a day visit to Victorian Cape May City



# Passenger Excursion Service

## Speed Study



Segments	Mile post	miles	class 2 -- 30mph		class 3 -- 60mph	
			Average speed 24 mph -- 2.5 min per mile		Average speed 40 mph -- 1.5 min per mile	
			min		min	
Cape May	80.0			4:00 PM		4:00:00 PM
Canal bridge	78.1					
Cold Spring Village	77.0	3	15	4:15 PM	15	4:15:00 PM
Rio Grande (Rt 47)	73.9	3.1	8	4:23 PM	5	4:20:00 PM
CMCH						
4H	66.9	7	18	4:41 PM	12	4:32:00 PM
Dennisville	60.7	6.2	16	4:57 PM	9	4:41:00 PM
Woodbine	58.3	2.4	6	5:03 PM	4	4:45:00 PM
Tuckahoe	53.0	5.3	13	5:16 PM	7	4:52:00 PM
Richland (Rt 40)	38.0	15	40	5:57 PM	30	5:22:00 PM
		42	116		82	

# Current Operating Condition



The Cape May branch is owned by NJT

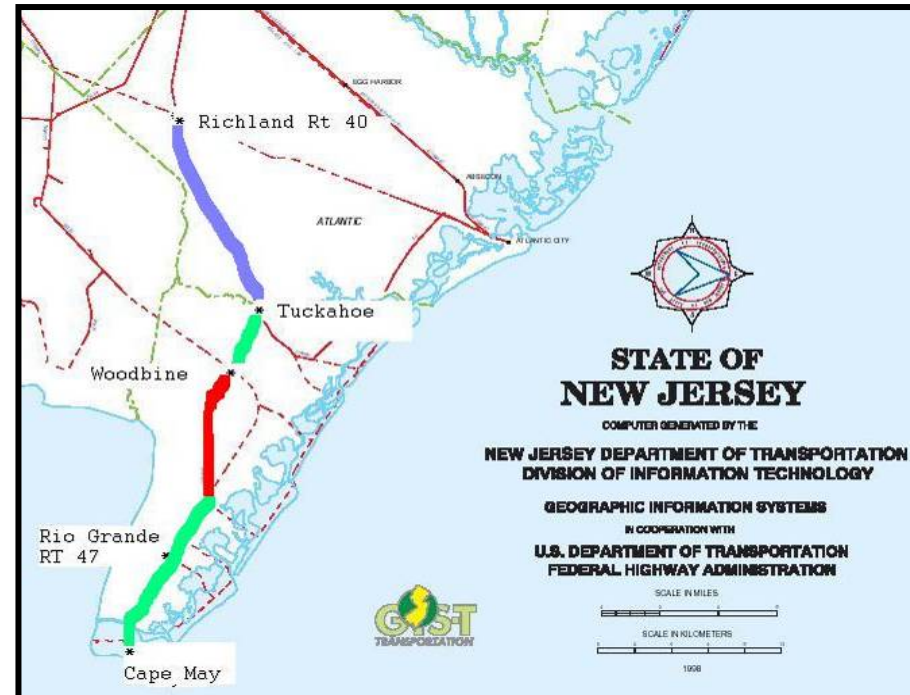
- Between Winslow Jct & Tuckahoe, NJT has granted "track rights" to Conrail for freight
- Between Richland & Tuckahoe, NJT has granted "track rights" to Cape May Seashore Lines (CMSL) for tourist passenger operation
- Between Tuckahoe & Winslow Jct, NJT has granted "track rights" to CMSL to interchange passenger equipment from NJT at Winslow Jct.
- Between Tuckahoe & Cape May, the railroad is leased to CMSL (for passenger & freight operations)



# Current State of Repair



Segments	Mile	Segment description
Cape May	80.0	~13 miles in service
Canal bridge	78.1	<ul style="list-style-type: none"> <li>• 12,000 ties replaced 1995</li> <li>• 3,500 ties replaced 1998</li> <li>• -- 15,500 ties out of ~50,000 ties</li> </ul>
4H	66.9	1998 a \$3 million capital project restored the Canal moveable bridge to operation -- after 5yr of use bridge system needs additional routine capital
4H	66.9	This 8.6 miles is out of service
Dennisville	60.7	<ul style="list-style-type: none"> <li>• all of the 30,000 ties are beyond their service life (less than 1/3 are 35 yrs old - remainder 50+)</li> </ul>
Woodbine	58.3	
Woodbine	58.3	~5 miles is in service for the emerging freight customers at the Woodbine Industrial Park
Tuckahoe	53.0	<ul style="list-style-type: none"> <li>• 3,500 ties installed in 2004 (out of 18,000)</li> </ul>
Tuckahoe	53.0	15 miles currently maintained class 2 by Conrail
Richland	38.0	



# Complete track and switch rehab of the Cape May Branch



**Scope of Work:** From milepost 53.0 to milepost 80.0

- Replace approximately 76,232 old ties with Grade #4 & #5 new ties.
- Replace 1653 switch timbers with new Grade #5 switch timbers.
- Replace sticks of rail as needed.
- Replace all switch stands, with ergonomic handles.
- Tighten all bolts, approximately 39,000. Replace any bolts that don't tighten with new bolt sets.
- Flood the track with new clean stone (ballast), approximately 43,000 tons, then raised (2") and align to proper elevation.
- Facilitate the proper drainage with a Jordan Spreader over the entire work area.
- Complete all repairs as required on four bridges.

**NOTE:** Ties were calculated 22" on center in tangent rail and 19" on center in curves.

# Complete track and switch rehab of the Cape May Branch – Cont.



## Equipment Needed:

1. Tie Exchangers – 3 ea.
2. Hirail Prentiss Boom Trucks – 2 ea.
3. IT/Backhoes - 2 ea.
4. Dump Trucks – 2 ea.
5. Crewcab with Handtools – 4 ea.
6. Superintendents Trucks – 2 ea.
7. Air Compressors – 4 ea.
8. Welding Truck – 1 ea.
9. Utility & Service Trucks – 2 ea.
10. Asphalt Saw – 1 ea.
11. Rail Saw – 4 ea.
12. Rail Drill – 4 ea.
13. Ballast Regulators – 1 ea.
14. On-Track Tamper – 2 ea.
15. Production Tamper – 1 ea.
16. Hirail Carts – 4 - 6 ea.
17. Jordan Spreader – 1 ea.
18. Locomotive to power the Jordan Spreader
19. On-Track Tie Handlers – 2 ea.
20. Hydraulic Spike Pullers – 4 ea.
21. On-Track Spikers – 2 ea.
22. Hirail Rotary Dump Trucks – 2 ea.
23. Portable Restrooms – 4-6 ea.
24. Portable Storage Lockers and First-Aid Stations – 4 ea.

## The work force for this project will consist of the following:

1. 1 ea. – Project Manager
2. 2 ea. – Superintendents
3. 6 ea. – Operators
4. 8 - 12 ea. – Laborers
5. 1 ea. – Project Safety Manager

18 - 22 personnel are needed on a daily basis to complete this project in a timely manner.

This project will take approximately sixteen to twenty-four (16-24) months to complete. The availability of track time will be essential.

**Cost to complete this trackwork is \$25.8 Million**

**From Track Builders Proposal #07-TB205**

**Dated: May 25, 2007**

**Budget \$1.8 Million for Cape May Canal movable bridge capital renewal.**

**From: BERGMANN ASSOCIATES D & R Canal Bridge 2003 Inspection Report and Rehabilitation Cost Estimate**

<b>Track work</b>	<b>\$25.8 Million</b>
<b>Bridge work</b>	<b>\$1.8 Million</b>
<b>Total</b>	<b>\$27.6 Million</b>

# Complete track and switch rehab of the Cape May Branch – Cont.



## Project progression:

1. Woodbine to Court House - 10 miles ~\$14 million
  - All ties in this section to be replaced
  - Four small bridges
  - This section is currently out of service
2. Court House to Cape May - 13 mile ~\$7 million
3. Canal Bridge capital renewal & Woodbine to Tuckahoe - 5 miles ~\$7 million

# Conclusion



Consistent with incremental improvement and service expansion, this plan focuses capital investment against the most pressing need – the Cape May County rail ROW. This incremental improvement to existing infrastructure invests for future mobility of the Jersey Cape region for passenger rail service. For under \$30 million, this project has tremendous opportunity to sustain and grow the \$36.3 billion New Jersey tourism industry.

## Plan Benefits:

- **Park & Ride** service for day visitors to Cape May City for shopping and entertainment who are staying in other areas of the two Counties
- **Freight Transportation** for light industrial development in Woodbine & Cape May County
- Uses existing infrastructure - **sooner, cheaper, more environmentally** sound than highway expansion
- **Cape May Seashore Lines (CMSL)** is **complimentary** to the historic ambience of Cape May
- **Provides a focal point of downtown revitalization** for all towns along the line – but especially Richland Village as the access to the railroad for visitors from the metropolitan region and Atlantic City guests



# Let's take a trip!



Cape May Seashore Lines (CMSL) owns and operates railroad equipment with historic legacy authentic to the history of South Jersey:

- Above left – a P70 coach circa 1926, with a locomotive circa 1955
- Above right – a pair of RDCs circa 1950

# The Richland Gateway.... A short drive for families

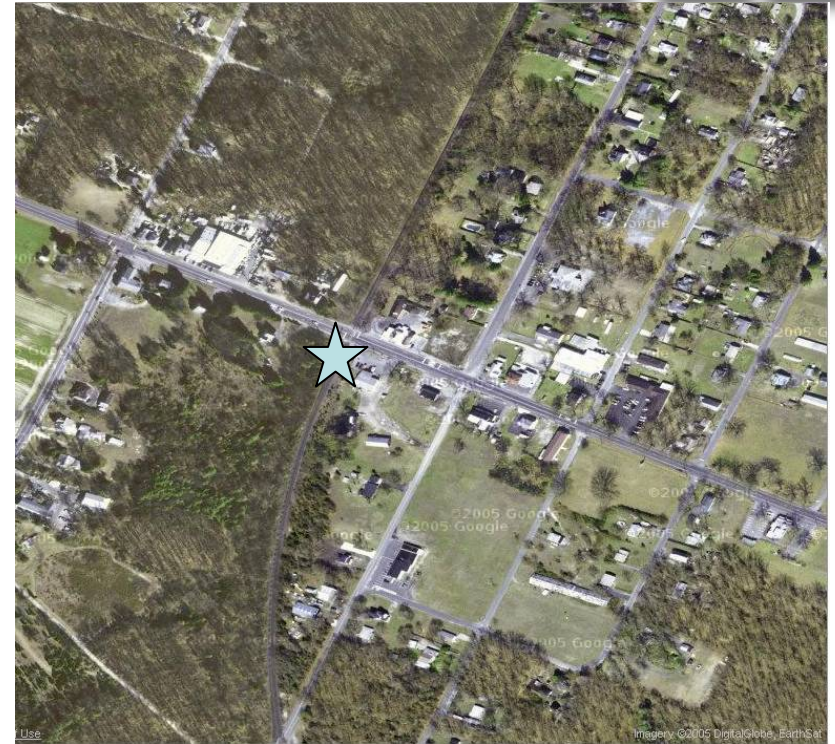


Millions of families live within a short drive:

- Philadelphia is only 35 minutes
- The Delaware Memorial Bridge is only about 45-50 minutes
- Trenton is about 1 hour, 10 minutes

The millions of Atlantic City visitors are a short 35 minutes by car or charter bus

# Richland



## Richland Village Station:

- Located on Rt 40
  - accessible from Rt 55, AC Expressway
  - and the NJT #553 bus from Atlantic City
- Ample parking
- A Pinelands designated Village – with attractions planned



***Crossing the scenic Tuckahoe River  
completes the first 15 miles of the journey***



# Tuckahoe



- Historically restored RR Station circa 1897
- circa 1906 Switch Tower
- Good parking (100+ cars)
- Convenient from the Garden State Parkway using Rt 50
- Convenient from Rt 55 using Rt 49
- Great satellite museum location to display & operate part of the **United Railroad Historical Society of New Jersey's** (URHS) equipment collection
- South Jersey Model Railroad Museum

# Woodbine



## RR Station location:

- Convenient to RT 550
- Site is large enough for generous parking
- Convenient to the Woodbine Airport (connecting corporate aviation with Cape May)
- Miles of bike trails

# Woodbine



Freight is an important element in the economic development of a light industrial park.

Potential freight customers:

- Aggregates – sand & stone
- Lumber
- Food processing
- Green Energy production
  - Bio-Diesel
  - Ethanol



# Woodbine

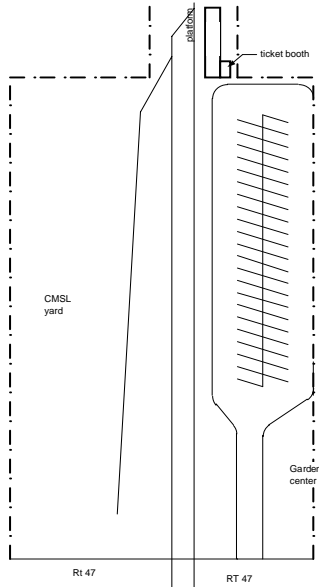


Woodbine was founded in 1891 as a haven for Eastern European Jews who were being persecuted in the Czarist pogroms. The Baron DeHirsch Fund, organized by the millionaire railroad tycoon Baron DeHirsch, purchased 5300 acres of land in Cape May County, NJ to start a settlement. Woodbine was incorporated as a Borough in 1903.

- The Sam Azeez Museum of Woodbine Heritage – celebrates the successful agricultural economy of the early settlers.
- Miles of biking trails, stretching into the Belleplain State Forrest – note the trail passing under the Rt 550 railroad bridge.



# Rio Grande Station



- Convenient to Rt 47
- Intermodal connections with:
  - NJT #552 (AC to Cape May)
  - Five Mile Beach (trackless trolley between Wildwood & Rio Grande shopping)

# Historic Cold Spring Village



# Crossing the Cape May Canal



# Passengers from an arriving train for a car(e)-free Cape May experience







# Appendix

# Railroad: Tourist train or economic engine?

**The State of Maine funded a \$33 million rehabilitation of the 55 miles**

**Brunswick to Rockland (55 miles apart) and Richland to Cape May (40 miles apart) are very similar -- in distance and tourist economy.**



Railroad: Tourist train or economic engine?  
14 November 2005 - [Citizen Times \(ME\)](#)

By Anthony Ronzio

ROCKLAND (Nov 13): Sandy Miller loves trains, but didn't know it until July. The recent retiree lived in Rockland this past summer, with her first weeks in town coinciding with Maine Eastern Railroad's start of passenger rail service from Brunswick.

“I'd heard about it,” Miller said Monday from her home in Vassalboro. “The only train I had ridden on was the Downeaster from Portland, so I decided to see what it was like. It was a really nice ride.”

Miller, by her count, rode Maine Eastern trains from Rockland to Brunswick and back about 15 times over the summer, during the railroad's first full season of passenger service in the Midcoast. Trains started running in July and will cease for the year at the end of November.

“We never thought we'd run trains this long,” said Gordon Fuller, the chief operating officer of Maine Eastern. The railroad intended to stop service around Labor Day, but saw its largest passenger counts come in October during the foliage season's peak.

The leaf peepers capped what Fuller said was a surprising year for Maine Eastern; the railroad's figures show some 6,000 passengers traveled the route since July. There were sold-out weekends for the Maine Lobster Festival and people bought train tickets for an air show at Brunswick Naval Air Station and the foliage tours in October. The trains carry a maximum of 300 passengers.

By comparison, the 15 cruise ship visits Rockland enjoyed this summer brought 875 passengers to the city, according to the Rockland-Thomaston Area Chamber of Commerce.

Fuller said the foliage tours found the railroad turning away passengers without reservations, including 30 during one weekend. Most train passengers were locals or tourists on day trips, with few actual travelers in the midst.

“We didn't have many kids with backpacks,” said Fuller. Instead, the train was packed with young families, tourists and railroad enthusiasts pining for a bygone era of travel.

“I saw people down from Greenville getting on the train, a lot of kids and a lot of elderly people,” said Miller. “They said it was like heaven; there was so much nostalgia on the train.”

“The Lost Generation” is how Fuller describes the era between the decline of regular passenger rail service and its renaissance through outfits like Maine Eastern. Similar railroads such as the Green Mountain Railroad in Vermont and Adirondack Scenic Railroad in upstate New York are bringing rail service back to rural areas.

Along with traditional passenger service, Maine Eastern is offering special events for families such as rides for Halloween and special trips in December with Santa Claus and a Polar Express theme based on the popular children's book.

In the long term, however, excursion trains like those that ran for Halloween or leaf peeping won't pay all the bills. Fuller said each trip of a passenger train between Rockland and Brunswick costs in the thousands of dollars in fuel, salaries and maintenance of the track.

Maine Eastern's major client for the railroad line is Dragon Cement, which has increased its rail traffic between Thomaston and Atlantic Point in Rockland following millions of dollars of investment into its plant and barge loading facility.

But, Fuller said, passenger service is not a money maker for anybody. All of the nation's major rail carriers, from Amtrak down to local operators like the Massachusetts Bay Transportation Authority, are taxpayer subsidized services.

In Maine, the Northern New England Passenger Rail Authority manages the Downeaster Amtrak service between Portland and Boston. Between July and September, more than 86,000 passengers rode the train, the highest three-month total in the line's history.

Yet the Downeaster service receives approximately \$5 million in subsidies toward a \$9.3 million budget. Fuller said Amtrak, as a whole, receives close to \$2 billion. “No passenger service makes money,” he said. “They are all heavily subsidized.”

“The opportunity is vast,” said Catherine Glover, executive director of the Southern Midcoast Maine Chamber of Commerce in Brunswick.

Glover's counterpart in Rockland, Bob Hastings, said that local shops and museums benefited from the train passengers. “It's had major success as an excursion line,” said Hastings.

The Rockland branch was the first to undergo reconstruction, a **\$33 million** project completed last year.

Maine Eastern ends its season in December, following the holiday trains, and will resume regular service in May. Aside from complaints of idling diesel engines, the neighborhoods of Rockland accepted having trains roll through again after decades away.

And Sandy Miller will be back next year. She and her husband George live on their boat at Landings Marina, and she has approached Maine Eastern about working for them during the summer.

“It's a wonderful experience,” she said. “Even if you're just riding it alone.”

# Track Builders

## Proposal #07-TB205

Date: May 25, 2007



Track Builders  
P.O. Box 1383  
Mechanicsburg, Pa. 17055

Proposal #07-TB205

Cape May Seashore Lines, Inc.  
P.O. Box 152  
Tuckahoe, New Jersey 08250-0152

Attn: Mr. Tony Macrie – President & General Manager

Re: Complete track and switch rehab of the Cape May Seashore Lines

Date: May 25, 2007

Per your request, Track Builders offers the following proposal and scope of work.

#### Scope of Work:

1. 1. A Jordan Spreader will be used over the entire work area to facilitate the proper drainage and increase production while working on this project. There will be a complete clean up of debris and burden created by the spreader at each crossing. The spreader will be powered by a locomotive operated by a train crew.
2. 2. From milepost 53.0 to milepost 80.0 approximately 76,232 old ties will be removed and stacked neatly at the nearest road crossing.
3. 3. The old ties will then be loaded onto railcars or trucks and hauled away for disposal. The disposal will be with the Koppers Co. where the old ties will be incinerated for electric energy.
4. 4. Furnish and install approximately 76,232 Grade #4 & #5 ties.
5. 5. Remove and properly dispose of 1653 switch timbers.
6. 6. Furnish and install 1653 new Grade #5 switch timbers.
7. 7. New relay plates will be provided for any new ties or timbers as needed.
8. 8. Broken sticks of rail and broken bars will be replaced as needed.
9. 9. All switches will be given new switch stands, rods, and ergonomic handles.
10. 10. Every other tie will be anchored and every timber will be anchored.
11. 11. All newly installed ties and timbers will be spiked with new prime spikes.
12. 12. Tighten all loose bolts in the work area described above. Bolts that won't tighten will be replaced with new complete bolt sets, including frog bolts in the switch areas.
13. 13. Once all the new ties have been installed and all the bolts have been tightened or replaced the track will be flooded with new clean stone (ballast), approximately 43,000 tons, then raised (2") and tamped with an on-track production tamper to the proper alignment, compaction, and elevation.
14. 14. After the track has been properly tamped it will be regulated and dressed off with an on-track regulator.
15. 15. Vegetation on both sides of the track for the entire twenty-seven plus miles will be cut and sprayed.
16. 16. Complete all repairs as required on four bridges.
17. 17. The work area will then be cleaned up and the track dressed and readied for service.

NOTE: Ties were calculated 22" on center in tangent rail and 19" on center in curves.

NOTE: This project will take approximately sixteen to twenty-four (16-24) months to complete. The availability of track time will be essential.

NOTE: There will be first-aid stations and portable restrooms located every one-quarter mile while performing this project. These stations will be portable, as stated, and moved as needed to accommodate the work area we happen to be occupying at any given time.

The work force for this project will consist of the following:

1 ea. – Project Manager  
2 ea. – Superintendents  
6 ea. – Operators  
8 - 12 ea. – Laborers  
1 ea. – Project Safety Manager

\*\* A total of 18 - 22 personnel are needed on a daily basis to complete this project in a timely manner.

#### Equipment Needed:

Tie Exchangers – 3 ea.  
Hirail Prentiss Boom Trucks – 2 ea.  
IT/Backhoes - 2 ea.  
Dump Trucks – 2 ea.  
Crewcab with Handtools – 4 ea.  
Superintendents Trucks – 2 ea.  
Air Compressors – 4 ea.  
Welding Truck – 1 ea.  
Utility & Service Trucks – 2 ea.  
Asphalt Saw – 1 ea.  
Rail Saw – 4 ea.  
Rail Drill – 4 ea.  
Ballast Regulators – 1 ea.  
On-Track Tamper – 2 ea.  
Production Tamper – 1 ea.  
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Jordan Spreader – 1 ea.  
Locomotive to power the Jordan Spreader  
On-Track Tie Handlers – 2 ea.  
Hydraulic Spike Pullers – 4 ea.  
On-Track Spikers – 2 ea.  
Hirail Rotary Dump Trucks – 2 ea.  
Portable Restrooms – 4-6 ea.  
Portable Storage Lockers and First-Aid Stations – 4 ea.

NOTE: On this project Track Builders will have an on-site job trailer and four storage sheds for materials. These sheds will also serve as first-aid stations. Track Builders will also have an on-site "Project Safety Manager" on the job site every day of the project.

NOTE: This quote is valid for a period of sixty (60) days from the date in the heading. Any "notice to proceed" after July 25, 2007, Track Builders reserves the right to re-quote the project due to the ever changing prices for fuel and materials and the availability of certain equipment.

Our quote to complete this project is \$25,810,400.00

Thank you for the opportunity to quote this project, and we look forward to hearing from you.

Sincerely,

Rick Gladwell  
Track Builders