

New Siemens Coaches For California & Midwest





Interior Rendering

MENU

Current Flexible Dining Menu

BEVERAGES

Complimentary beverages are available throughout your journey.

- Coffee, Regular & Decaf
- Hot Tea
- Milk
- Minute Maid Apple Juice
- Minute Maid Orange Juice
- Gold Peak Unsweetened Iced Tea
- Crystal Geyser Spring Water
- Dasani Sparkling Water Lime
- Seagrams Ginger Ale
- Coke, Diet Coke



BAR SELECTION

WINE, BEER & SPIRITS

First drink is on us.

Bud Light	6.50
Corona	7.50
Stella Artois	7.50
Heineken	7.50
Stone IPA	8.50
Barefoot Chardonnay	8.00
Barefoot Cabernet Sauvignon	8.00
Tanquerary Gin	8.00
Bacardi Rum	8.00
Tito's Handmade Vodka	9.00
Maker's Mark Bourbon Whiskey	9.00

We accept major payment cards. Prizes are in U.S. currency and include all taxes.



Please keep your receipt for all returns, refunds and exchanges.



ENTRÉE

RED WINE BRAISED BEEF*

With pearl onions, carrots and mushrooms served with Polenta and Haricot Vert. Served with a side salad and a specialty dessert.



ASIAN NOODLE BOWL*

Yaki Soba noodles with carrots, edamame, red peppers, baby corn, scallions and Shiitake mushrooms in a garlic-chili sauce. Served with a side salad and a specialty dessert. "Amtrak's Vegan & Healthy Option"

CHICKEN FETTUCCINI

Roasted chicken with broccoli, carrots, red peppers, Parmesan and Asiago cheeses, in a garlic-alfredo cream sauce. Served with a side salad and a specialty dessert.



CREOLE SHRIMP & ANDOUILLE*

Shrimp and Andouille sausage served with yellow rice, peppers, onions and green onions in a Creole sauce. Served with a side salad and a specialty dessert.



PASTA & MEATBALLS

Kid's Meal – Penne pasta with tomato sauce, meatballs, Parmesan and mozzarella cheeses. Served with a side salad and specialty dessert.

* – Gluten Free * – Vegan

No added gluten, but not prepared in a gluten free environment.

Food served on Amtrak trains may contain or have come in contact with: milk, eggs, wheat, soy, shellfish, peanuts, tree nuts and/or fish.



Amtrak is a registered service mark of the National Railroad Passenger Corporation. All other trademarks are the property of their respective owners.

AMT CMS SLP VERT 1119



Cash In With Your Onboard Purchases

Enjoy up to a 20% rebate on food and beverage items with your Amtrak Guest Rewards® Mastercard®.

Current Flexible Dining Menu

MENU

CONTINENTAL BREAKFAST

OATMEAL

Maple Brown Sugar
Apple Walnut

COLD CEREALS

Honey Nut Cheerios®
Fruit Loops
Rice Krispies
Raisin Bran

MUFFINS

Blueberry
Banana Nut

BREAKFAST BAR

KIND Bar

ASK YOUR SERVER FOR:

BREAKFAST SANDWICH

Sausage, Egg and Cheese Muffin

YOGURT

Strawberry®
Blueberry®

FRUIT

Bananas®®
Seasonal Fruit Cup®®

BEVERAGES

Complimentary beverages are available throughout your journey.

Coffee, Regular & Decaf
Hot Tea
Milk

Minute Maid Apple Juice
Minute Maid Orange Juice
Gold Peak Unsweetened Iced Tea
Crystal Geyser Spring Water

® Gluten Free ✕ Vegan

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Current Traditional Dining Menu

BREAKFAST

SCRAMBLED EGGS* 8.50

Two fresh scrambled cage-free eggs with roasted potatoes or grits. Served with a croissant. (480 ave. cal.)
Egg substitute available upon request (195 cal)

CONTINENTAL BREAKFAST 8.75

Choice of Kellogg's brand cereal or hot steel-cut oatmeal with raisins and honey. With fresh seasonal fruit, Greek yogurt and a croissant. (690 ave. cal.)

AMTRAK SIGNATURE RAILROAD FRENCH TOAST 10.50

Griddled thick cut french toast (480 cal), with breakfast syrup (100 cal)

THREE EGG OMELET* 13.75

Made to order omelet with tomatoes, mushrooms and red onions. Choice of Monterey Jack or Cheddar cheese (360 cal)
Served with a side of tomato salsa (15 cal), roasted potatoes or grits and a croissant. (290 cal)
Egg substitute available upon request (195 cal)

SOUTHWESTERN BREAKFAST QUESADILLAS* 13.50

Two flour tortillas filled with Monterey Jack cheese, topped with scrambled eggs. Served with salsa. (764 cal)

SIDES & TOPPINGS

Cheddar or Monterey Jack Cheese (90 ave. cal.) 1.00
Pork Sausage – 2 Patties (360 cal.) 3.50
Apple Maple Chicken Sausage – 2 Links (100 cal.) 3.50
Applewood Smoked Bacon – 3 Strips (90 cal.) 3.75

CHILDREN'S MENU

Available for children 12 and under.

SCRAMBLED EGG 4.25

One freshly scrambled egg with roasted potatoes or grits. Served with a croissant. (390 ave. cal.)

FRENCH TOAST 5.25

Griddled french Toast (240 cal) with breakfast syrup. (100 cal)

SIDES & TOPPINGS

Cheddar or Monterey Jack Cheese (90 ave. cal.) 1.00
Pork Sausage – 1 Patty (180 cal.) 1.75
Apple Maple Chicken Sausage – 1 Link (50 cal.) 1.75
Applewood Smoked Bacon – 2 Strips (60 cal.) 2.50



LUNCH

CAESAR SALAD 12.50

Romaine lettuce with shredded Parmesan cheese, grape tomatoes and croutons. Served with classic Caesar dressing and a warm roll. (390 ave. cal.) Add grilled chicken breast for an additional \$3.50. (90 cal)

BLACK BEAN & CORN VEGGIE BURGER 12.50

Spiced, full-flavored veggie burger on a toasted bun with lettuce, tomato, red onions and kettle chips. (640 cal)
Both the burger and the bun are vegan compliant.

NATURAL ANGUS BURGER 12.50

Grilled all natural Angus beef burger on a brioche roll with lettuce, tomato, red onions and kettle chips. (750 cal)

BBQ PORK WINGS 14.00

Braised bone-in BBQ pork shanks in Stubbs smoky BBQ sauce with red skinned garlic mashed potatoes. (540 cal)
Served with a warm roll.

GARDEN SALAD 3.50

With choice of dressing (182 ave. cal.)
Complimentary for Sleeping Car passengers.

TOPPINGS

Cheddar or Monterey Jack Cheese (90 ave. cal.) 1.00
Applewood Smoked Bacon – 2 Strips (60 cal.) 2.50

CHILDREN'S LUNCH/DINNER

Available for children 12 and under.

HEBREW NATIONAL ALL-BEEF HOT DOG (460 cal) 7.50

Lunch – With kettle chips. (710 cal.)
Dinner – With vegetable medley. (580 cal.)

MACARONI AND CHEESE 7.50

Lunch – With a roll. (450 cal.)
Dinner – With vegetable medley and a roll. (480 cal.)



DINNER

All dinner entrées are served with a dinner roll. (100 Cal)

LAND & SEA COMBO* 39.00

Cooked to order signature Black Angus flat iron steak with a premium lump crab cake and optional red wine sauce. Served with vegetables and your choice of baked or red skinned garlic mashed potato, or rice pilaf. (835 ave. cal.)

THE AMTRAK SIGNATURE STEAK* 25.00

Grilled to order, USDA Choice Black Angus flat iron steak with optional red wine sauce. Served with baked potato, sour cream and vegetables. (750 cal) Enjoy this selection with a glass of Cabernet Sauvignon.

GARLIC HERB COD 23.00

Garlic and herb crusted Cod Fillets with wild rice pilaf, a medley of vegetables and mango-pineapple salsa. (440 cal.) Enjoy this dish with a glass of our chilled white wine or a regional craft-brewed beer.

THYME ROASTED CHICKEN BREAST 18.50

Thyme seasoned chicken breast with red skin garlic mashed potatoes and a medley of vegetables. Served with a complimentary sauce. (550 cal)
Enjoy this dish with a glass of crisp Chardonnay or a regional craft-brewed beer.

BBQ PORK WINGS 21.00

Braised bone-in BBQ pork shanks in Stubbs smoky BBQ sauce, with red skinned garlic mashed potatoes and a medley of vegetables. (710 cal)
Enjoy this dish with one of our vineyard selections or a regional craft-brewed beer.

BAKED MANICOTTI 18.50

Pasta sheets filled with fresh Mozzarella, Ricotta and Parmesan cheeses in a Roma tomato sauce. Topped with Parmesan cheese and served with a medley of vegetables. (320 cal.) Enjoy this dish with a glass of Cabernet Sauvignon.

CUBANO BOWL** 16.50

Black beans, quinoa, mango, onion, red and green peppers and jalapenos. Served with wild rice pilaf and a medley of vegetables. (380 cal.) This selection is vegan compliant and a healthy option for those seeking bold flavors with reduced calories, fat and sodium.

GARDEN SALAD 3.50

With choice of dressing (182 ave. cal.) . Complimentary for Sleeping Car passengers.

**Healthy & Flavor Forward Specialties: Light Entree Guidelines are based on 700 total calories per serving. Specifics: less than 30% (23 grams) total fat, less than 10% (8 grams) saturated fat, 0% (0 grams) trans-fat and less than 750 milligrams of sodium per serving.



Current Traditional Dining Menu

DESSERTS

AMTRAK SEASONAL DESSERT 7.25

Ask your server about today's selection.

SPECIALTIES 6.50

Flourless Chocolate Torte (410 cal)

New York Style Cheesecake (680 cal)

Ask your server about today's special desserts.

VANILLA PUDDING 2.75

No sugar added, gluten-free, lower calorie dessert. (90 cal)

Egg substitute, sugar free jelly, sugar free breakfast syrup and soy milk available upon request.

All fresh eggs are pasteurized and sourced from cage-free suppliers.

Please be advised that food prepared on Amtrak trains may contain or have come in contact with milk, eggs, wheat, soy, shellfish, peanuts, tree nuts and/or fish.

** FDA Consumer Advisory: Consuming raw or under cooked meats, poultry, seafood, shellfish or eggs may increase your risk of food borne illness, especially if you have certain medical conditions.*

Additional items may be available but subject to change, ask your server. Occasional substitutions may be required for menu selections listed based on availability and supply. Your server will advise you of any changes to the menu.

Due to the special nature of our menu profile, variety of cooking procedures, seasonal and regional variations and our reliance on supplier's information, may result in variations in the ingredients and nutritional content of these menu items.

This list is compiled based on information provided by Amtrak approved food suppliers, as of 01/22/20. Ingredient changes may occur before this list is updated. Amtrak makes no guarantees regarding the accuracy of these items.

Prices are in U.S. currency and include all taxes. Amtrak accepts major payment cards. If you paid by cash or payment card and did not receive a receipt, your purchase is complimentary.



Please retain your receipt for all returns, refunds and exchanges.

Scan to enter the Amtrak Food & Beverage website for access to Food Facts, menus, etc.



Visit: <http://www.amtrakfoodfacts.com>

BEVERAGES

Milk 2% or Soy 2.00

Coffee, Tea 2.50

Regular or Decaffeinated

Iced Tea 2.25

Juice - Apple, Orange, or Cran-grape 2.25

Coca-Cola Soft Drinks - Regular or Diet 2.50

Bottled Water 2.25

BAR SELECTIONS

LIQUOR**

Jack Daniel's Black Label, Dewar's Scotch, Deep Eddy Vodka, Tanqueray Gin,

Bacardi Rum 8.00

Mixers - Club Soda, Tonic Water, Ginger Ale, Bloody Mary Mix, Orange Juice

BEER**

Ask your server about today's selections.

Domestic 6.50

Import 7.50

Regional Craft 8.50

WINE**

Ask your server about today's selections.

Single Serving 8.00

Half Bottle 16.00

**Alcoholic beverages are available as an extra purchase, not included in first class meal packages.



Amtrak is a registered service mark of the National Railroad Passenger Corporation.

DINING CAR MENU

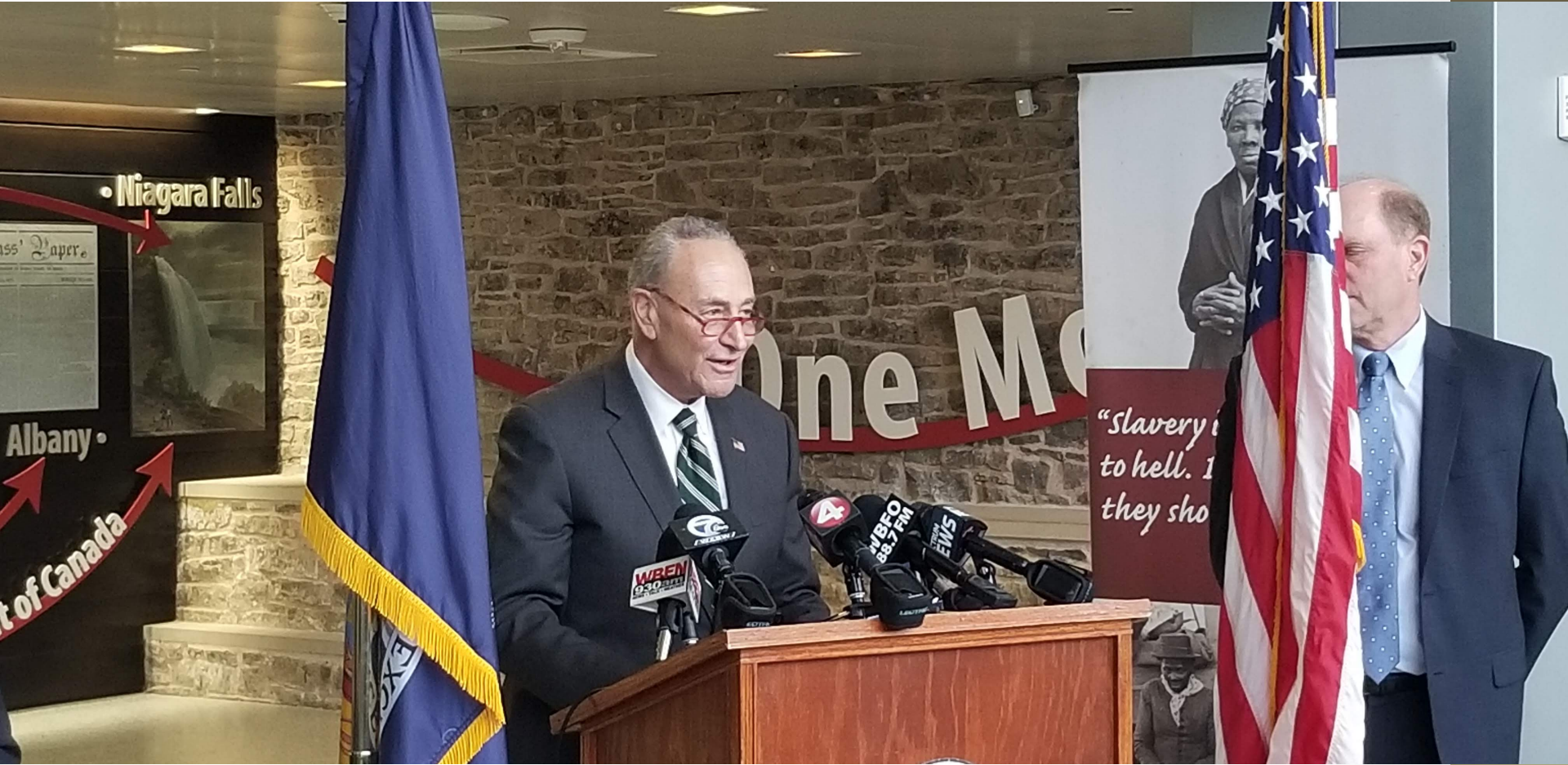


AMT LDS 0120

Buffalo Depew



Niagara Falls



Lake Erie Beach?



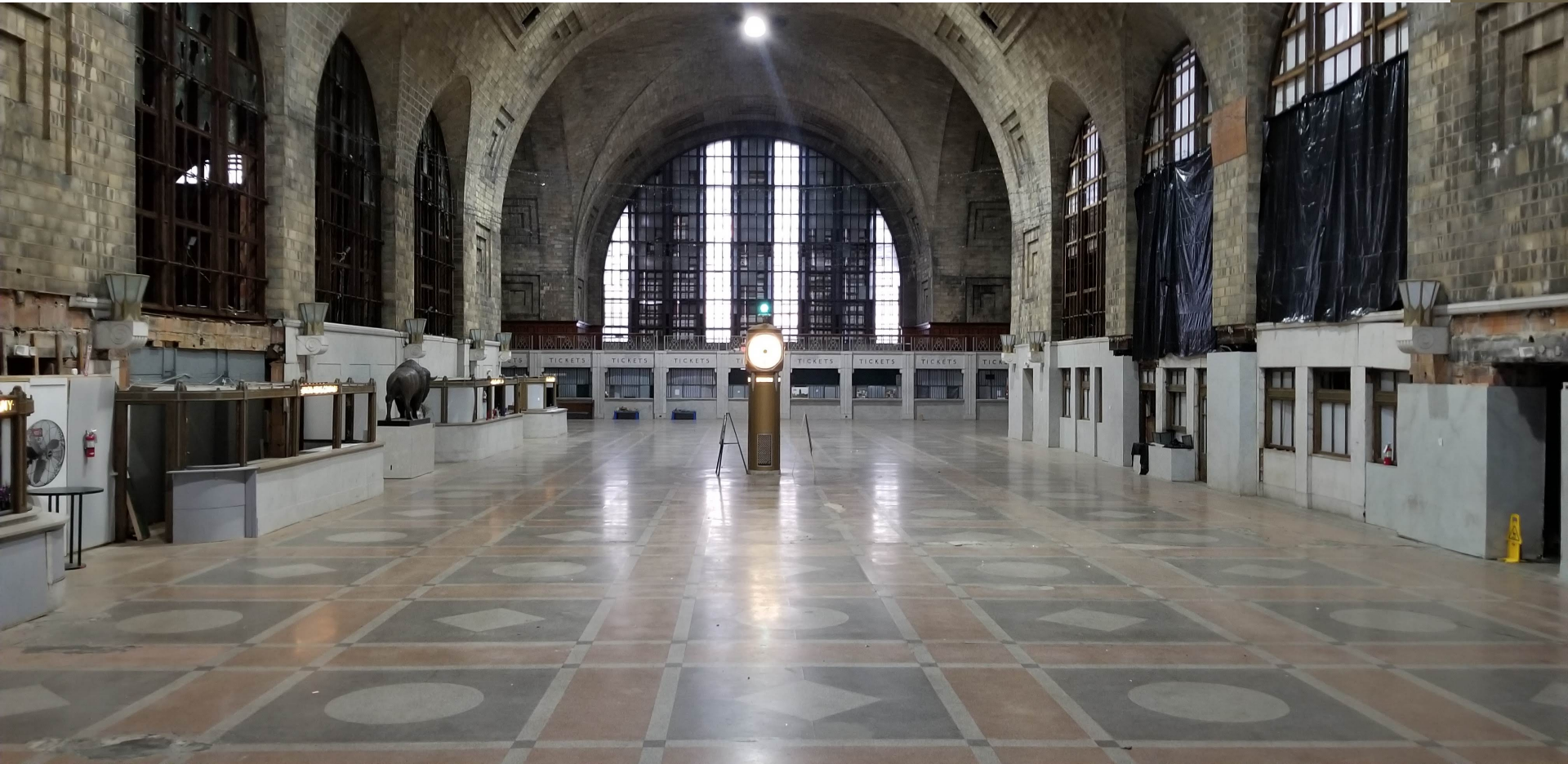
Buffalo Central Terminal



Buffalo Central Terminal



Buffalo Central Terminal





AMTRAK

Buffalo - Exchange Street
Station

Buffalo Exchange Street



Buffalo Exchange Street



Livingston Ave Bridge



NYC Coach On Falls Road Excursion



Amtrak Fish Fry



**Gary Prophet
At
State Capitol**



GO Transit Train



California High Speed Rail



**Jeff Oswald
At
California
High Speed
Rail**



Bike Rack On Lake Shore Limited



Niagara Falls
Poster



Rochester



Rochester



N. Y. C. & H. R. R. R.

1882.

W. H. VANDERBILT, PRESIDENT.

C. VANDERBILT, 1ST VICE "

W. K. VANDERBILT, 2ND " "

J. H. RUTTER, 3RD " "

J. M. TOUCEY, GEN'L SUP'T.

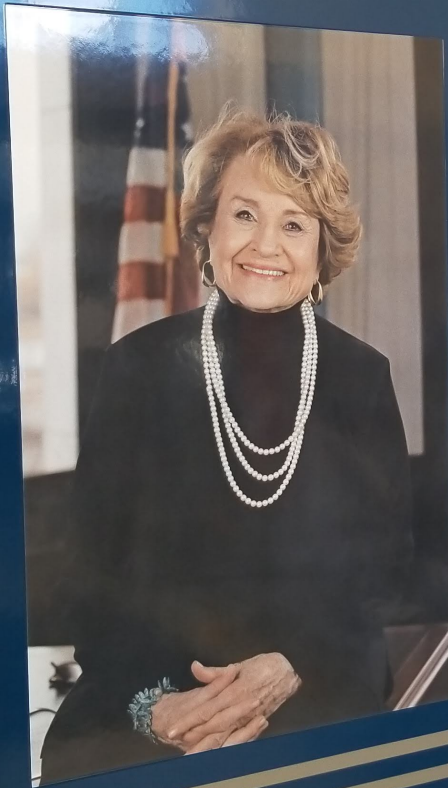
C. H. BURROWS, DIV. "

ELEVATOR

Rochester



Rochester



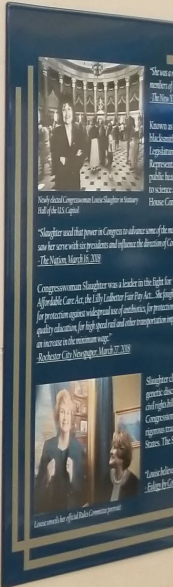
Rochester, New York Train Station
dedicated to the memory of

Louise McIntosh Slaughter

August 14, 1929 - March 16, 2018
Member of Congress 1987 - 2018

Congresswoman Slaughter was instrumental in securing federal funding for this station to make it compliant with the Americans with Disabilities Act and to honor the previous design of renowned architect Claude Bragdon.

*"This station will improve safety, strengthen our economy and give passengers the welcome to our great city that they deserve."
- Louise M. Slaughter, October 6, 2017
Remarks from Train Station Grand Opening*

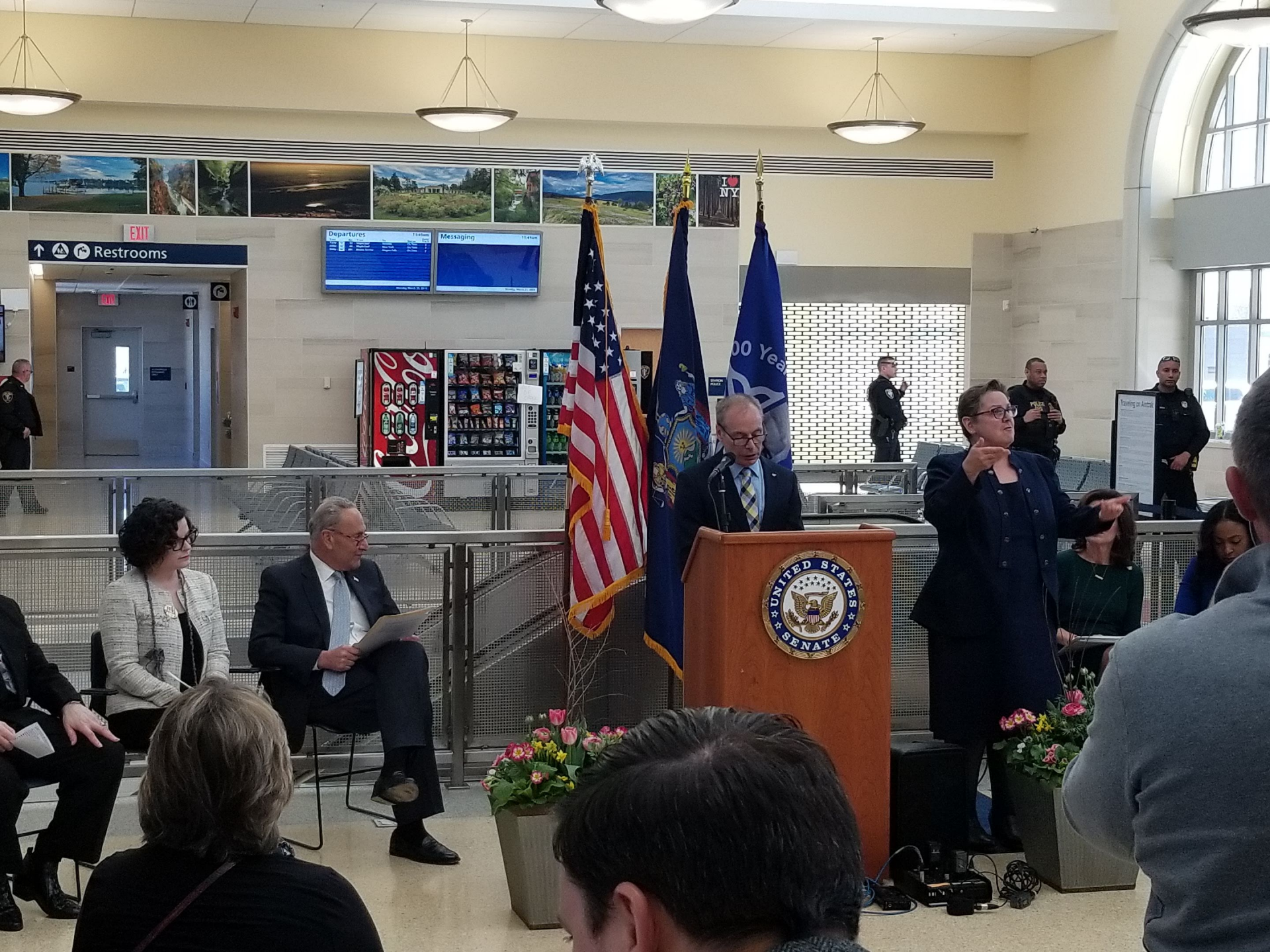


Rochester



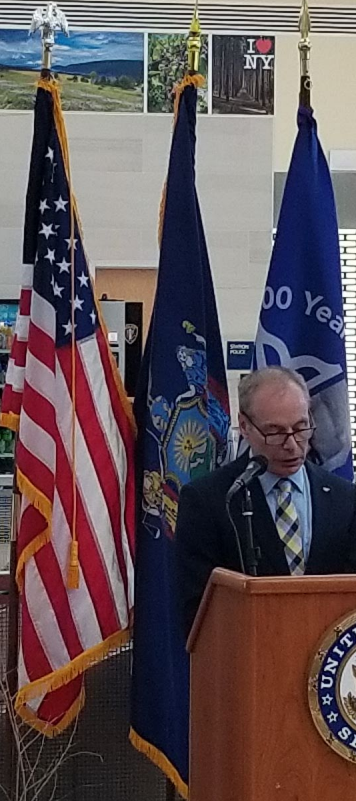
Rochester



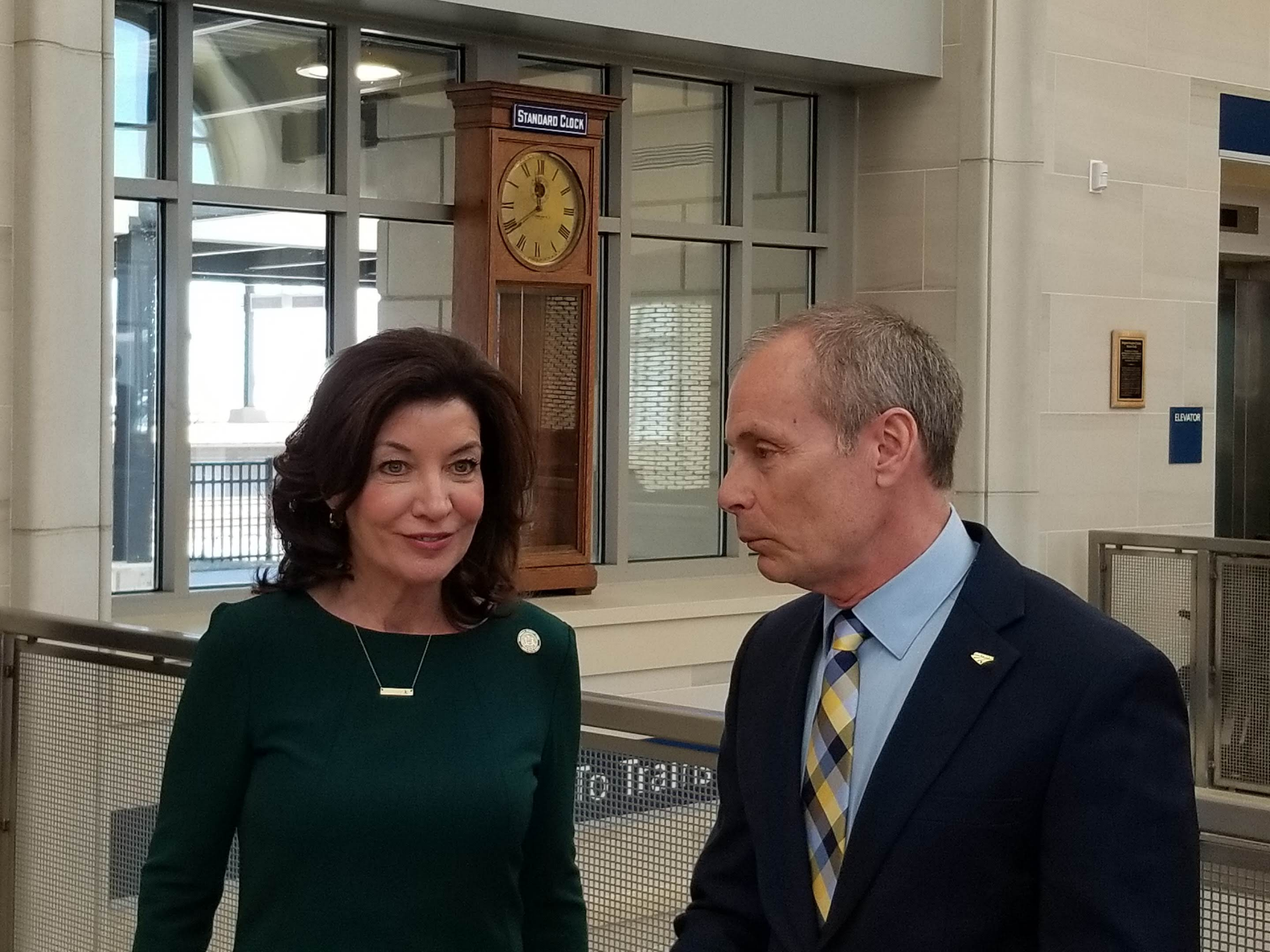


↑ Restrooms

Departures 11:45am
Messaging 11:45am



Training on Aircraft



STANDARD CLOCK

ELEVATOR



Amtrak Welcomes You to Rochester

EXIT

TASTE NY

Informational digital display

Tickets & Baggage Check-in

Baggage Claim

Elevator

NO FLAMES, NO SPARKS, NO OPEN FLAMES

Springfield



Springfield



SMART Train Excursion



SMART Train Excursion



Utica



Toronto UP Express



**Toronto
Canadian**



Toronto UP Express



Toronto UP Express



Toronto Canadian



Toronto Canadian



Toronto Canadian



State Fair



State Fair



State Fair



State Fair



State Fair



State Fair



State Fair



State Fair



New Buffalo-Exchange Street Station

March 5, 2020





**The
Past
40 Years!**

Marist Institute for Public Opinion

INTERCITY PASSENGER TRAIN SERVICE
A Study Conducted for
Empire Corridor Rail Task Force
Empire State Passengers Association
January, 1998

Marist College
Poughkeepsie, N.Y.

THE ESPA EXPRESS

News from the Empire State
Passengers Association, Inc.

Robert Lenz, Editor
10531 Main Street
Clarence, New York 14031
(716) 759-2315

Dec.-Jan. 1989
Vol. 9, No. 5



December 1989

State buys back Adirondack RR lease

In a convoluted move, the state departments of Environmental Conservation (EnCon) and Transportation (DOT) bought the remaining 19 years of the Adirondack Railroad's lease at a US bankruptcy court auction last month. The auction took place in Utica on November 10; the lease was sold for \$210,000, of which \$185,000 came from EnCon, \$25,000 from DOT.

The rail line was last used in 1980, after being rehabilitated for the winter Olympics in Lake Placid. Since the Adirondack Railroad Company had leased the property from the State, it appeared to some that the State was buying the lease back from itself. However, according to Arthur Woldt on EnCon, the purpose was to regain control; "Nobody could do anything as long as it was tied up in the bankruptcy court".

According to a joint EnCon-DOT statement, the property will be used for "recreational purposes". Woldt said it fits the "trail category—for snowmobiles, hikers, or skiers". "Whether it will be used for a railroad for transportation purposes depends on DOT," he said. Geoffrey Orton, a spokesman for DOT, said its use has not been determined, and will be largely up to EnCon. Both Woldt and Orton said public hearings will be held before any final determination is made.

The state agencies outbid a group of private investors who had hoped to restore rail service on the line. Dan Kaestle, a real estate developer from Saranac Lake who heads the group, felt the state was underhanded; "We had been meeting with them to outline our plans; we had no idea they were going to do this," he said.

According to a DOT news release announcing the sale, the buyer would be required to conform to the conditions of the original ARC lease, which included maintaining "all facilities so that rail services can be provided between Remsen and Lake Placid." But according to Orton, these conditions do not pertain to the State, since in drawing them up originally it had acted as the lessor, not the lessee. "Those conditions were put in to discourage anyone wanting to buy it for scrap," Orton told the ESPA Express.

This stance poses some thorny questions: is it fair to impose conditions on private buyers that do not apply to state agencies? Was the state acting in good faith in suggesting through its press release that the property must be maintained for rail service and then buying it itself for apparently different purposes? Thomas Grant, a spokesman for Senator Ronald Stafford, told the Watertown Daily Times he was concerned that the sale "files against the grain of attracting private industry," a major state goal.

Kaestle said the group has not given up; "We will do whatever is necessary," said Bill Kissel, the group's legal counsel.

Kaestle also said there is room for snowmobiles and hikers as well as trains on the 100 foot right of way. "The important thing is to save it—if it is lost, people will really regret it a few years from now."

D&H Service Interrupted

Track problems on the D&H have caused two temporary suspensions of Amtrak's *Adirondack*. In both cases the NYS&W, operating the D&H under an ICC directed service order, responded quickly to restore service.

On October 17th the *Adirondack* was terminated north of Schenectady after an inspection by Amtrak's geometry car revealed gauge problems over 90 miles of track. The inspection found many instances of incorrect width—too much distance between the rails, usually as a result of worn rails. NYS&W quickly imposed a 10MPH slow order, effectively terminating all Amtrak service to Montreal. A substitute bus was provided.

But just as quickly, NYS&W mobilized its forces: furloughed track workers were called back, and existing crews worked extra hours. The gauge was corrected and some rail was replaced with surplus from D&H's abandoned line to Wilkes Barre, according to DOT's Mark Silo, who participated in the inspection. The work was done without mechanized track machinery. CSX, which was provided financial and material backing for NYS&W in operating D&H, assisted with funding. Service was restored in a matter of days, with delays averaging only 30-40 minutes.

. . . Repeat Performance

A repeat performance occurred when Amtrak's geometry car traversed the line again after an inspection of the newly acquired Central Vermont trackage between Windsor and Brattleboro, Vt. On November 30 the car's computers again recorded multiple instances of incorrect gauge over 80 to 90 miles of D&H track—problems very similar to those found earlier, according to Amtrak spokesman Clifford Black. Again a 10MPH speed limit was imposed, and again passenger service was suspended. The following day the track was inspected "on foot" by Amtrak, NYS&W, D&H and FRA technical personnel, who found the gauge to be well within permissible tolerances, according to Black. Passenger service was restored on December 2; the cause of the computer readings remains a mystery.

That evening, in a speech to the NRHS Mohawk & Hudson annual meeting, NYS&W President Walter Rich complained that Amtrak's reimbursement for operating the *Adirondack* was far less than the cost of maintaining a 70MPH railroad. But, as he told ESPA's Frank Barry afterward, "If we're gonna run passenger trains, we're gonna do it right." Thank you, Walter Rich.

ESPA-NARP ANNUAL MEETING

February 25, 1989

Empire State Plaza

Albany, N.Y.

Tour of Amtrak's Rensselaer shops

(see flier inside)

FIVE YEAR PLAN TO IMPROVE RAIL PASSENGER SERVICE IN NEW YORK STATE

1996 - 2001



Prepared by the
Empire State Passengers Association



Jack Ross - NARP

Rep. Gerald Solomon (R-NY)

Bill Hollister - Amtrak

Wes Coates - Amtrak

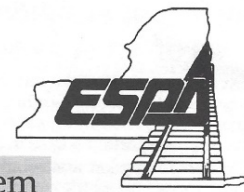
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1997

THE ESPA EXPRESS

NEWS FROM THE EMPIRE STATE PASSENGERS ASSOCIATION

<http://www.trainweb.com/espa>



Working for a More Balanced Transportation System

Vol. 21, No. 2

MARCH/APRIL 2000

ESPA Celebrates 20 Years

Roughly 100 people came to Albany on February 26 to attend the ESPA and NARP region II annual meeting—and to celebrate the 20th anniversary of ESPA's beginnings in 1980. Tour groups visited both the Rensselaer shops and the new passenger station before the meeting started. Visitors got an indoor preview of the cathedral-like main waiting room of what is now being described as the largest rail passenger station under construction anywhere in the U.S.

CDTA generously provided a bus to transport visitors to Amtrak's shops and then to take everyone across the river to the meeting.

The meeting began with a special 20th anniversary event reminiscences from three former ESPA Presidents about happenings during their terms of office. Frank Barry (1984-1989) described how ESPA had faced down Conrail representatives on the Rail Taxation Council in 1986, forcing Conrail to join Amtrak, DOT and ESPA in studying potential 90MPH operation west of Schenectady.

(cont'd on page 5)

ESPA Award Goes to Adirondack Focus Group

ESPA President Robert Lenz gave the first award of his presidency to the Adirondack Focus Group during ESPA's 20th Anniversary annual meeting.



Photo: Jack Ross

From left to right – Wes Coates, Jack Ross, Jim Palmer, Jim Farrigan, Rita Markoff, Randy Lydon, Margarethe McCurry and Thom Coates.

This work group was established by Empire Service Director Wes Coates in January of last year to improve service and ridership on the Adirondack train to Montreal. The group, which has included on board and maintenance employees in addition to three ESPA members, has worked on better maintenance and food service, and instituted on board entertainment and educational lectures, (some by ESPA members). While Amtrak has undertaken other efforts to temporarily involve its staff and customers

(cont'd on page 8)

Amtrak Plans for Expansion!

At a February 28th press conference Amtrak released results of an 18 month Market Based Network Analysis of its national route structure containing a dozen proposals to expand its services. At least four would directly affect New York. The report marks the first time in Amtrak's 30 year history that it has laid out a plan to actually expand its route structure for long distance trains. In the past it has reacted to periodic pressure from the President or Congress by cutting certain routes, then gradually adding routes incrementally until the next series of cutbacks.

The study is based on the growing conviction within Amtrak that cutting routes is not the way to prosperity. As Board Chairman Thompson told reporters, "We didn't want to preside over the status quo or something that would barely eke out an existence for 18 months. We decided the smart thing would be to grow. We're going to build a national transportation system...expand the routes and ridership ..improve our bottom line." (from NARP Website posting- www.narprail.org)

The following proposals will affect New York:

- Creating a new overnight New York-Chicago train through Michigan and Southern Ontario by linking existing trains in the express markets and provide through service from New York points to Dearborn, Ann Arbor, Jackson, Battle Creek, Kalamazoo and other cities in Michigan. However, if it is substituted for an Empire Corridor Niagara Falls train it will likely be less reliable than the train it replaces.

- Split the New York-New Orleans *Crescent* in Meridian, sending some of its cars west to Dallas and Fort Worth through Jackson and Vicksburg, Miss., and Monroe and Shreveport, La. This would provide what is believed to be the first direct train from New York to Texas, although the Pennsylvania Railroad sent sleepers from New York to Houston, San Antonio and Dallas-Ft. Worth via connecting railroads as late as 1961. Amtrak itself ran a through New York - Los Angeles sleeper via New Orleans, Houston and San Antonio for a time in the mid 1980's.

- Reroute one of the Florida trains to Miami via the Florida East Coast Railroad. This would restore service to St. Augustine, Daytona Beach, Cape Canaveral, Melbourne and Fort Pierce. These resorts lost through rail passenger service when a bitter strike made the Florida East Coast Railroad unsafe for passenger service in 1963.

(cont'd on pg. 8)

Gargano Calls for Kennedy Manhattan Trains Sooner Rather than Later

Charles Gargano, head of the Empire State Development Corp. and close advisor to Governor Pataki, called for quick action on a one-seat ride from Kennedy Airport to Penn Station in Manhattan last month. Rather than waiting nine years for the LIRR to complete its link to Grand Central Terminal, Gargano issued a "Request for Expressions of Interest" for private firms to propose

(cont'd on pg. 6)

March 2000

March 2000

EDITORIAL: New Leadership Needed

During the past few years ESPA has grown to become a respected advocacy organization, listened to by legislators, state and local officials, as well as Amtrak management. Since 1985 our membership has grown from roughly 250 to 400. This is a result of hard work by many in ESPA, as well as support from friends who share our objectives.

However growth brings its own challenges, and it has become clear to me that the presidency, as now defined, is no longer manageable by one person. Some functions are not always addressed expeditiously, and the responsibility for guiding the organization, while rewarding and at times exhilarating, at other times can be overwhelming. This is a measure of success, but also a warning; if we are to increase our effectiveness, our structure needs to grow too.

I also believe that if the organization is to develop strength and continuity, it cannot rely too long on one person for leadership. From this perspective the five years I have been president is a long time. From a personal perspective, the increasing demands of my job are making it harder and harder to sustain the level of ESPA activity possible in prior years. For these reasons I have asked our officers to seek a replacement candidate for president for next year. I will continue to be active, but in other ways.

In short, there is a need for new leadership and involvement of more people in our organization. For ESPA to continue to grow, a constant infusion of new energy and ideas are needed. The future of rail and mass transit is becoming more critical as traffic congestion grows and environmental concerns increase. The world our children and grandchildren will inherit depends a lot on what we do today to advance energy efficient transportation. In the absence of strong advocacy by government, those of us concerned about rail and mass transit have a unique and urgent role to play in our country's history.

The ESPA officers will discuss leadership functions at the next Officers Meeting, in Schenectady on January 21st. If you think you might like to become more involved, please contact me at 607-533-7563 evenings or weekends.

-Frank Barry, President

Harrison resigns; new LI Coordinator Needed

Arthur Harrison, a retired civil engineer, is resigning as ESPA's coordinator on Long Island. Art has done his share of lobbying, telephoning and public speaking, and ESPA will miss him.

The Long Island coordinator will become increasingly important in 1989 when Nassau County's Ralph Marino succeeds Warren Anderson in the top New York State Senate position. Approximately 10% of ESPA's members live on Long Island.

What does a Coordinator do?

ESPA coordinators represent each major region of the State; responsibilities involve making the case for better rail service, and mass transit in their region. Individual coordinator's have done such things as organizing telephone campaigns, contacting key legislators, speaking to civic organizations, testifying at public hearings, and contributing news items to the *ESPA Express*.

Actually, few coordinators do all of this—everyone contributes as best they can within their time limitations and abilities. Coordinators also participate in the quarterly ESPA officers meetings where policy decisions are made.

In addition to the regional coordinators, elected by the membership at the annual meeting, local coordinators represent ESPA in various cities around the state. Local coordinators are appointed by the president.

ESPA still needs active representation in Niagara Falls, Rochester, Rome, Utica, Amsterdam, Hudson, Rhinecliff, and in locations along the Adirondack route. More representation is also needed in parts of the state not served by Amtrak.

If you live on Long Island or another area without an ESPA coordinator, and think you might be interested in representing ESPA, please contact Frank Barry (607-533-7563, evenings).

2020: Letters needed from legislators

Please ask your Congressman and state representatives to write to AASHTO urging that its 2020 recommendations include stable funding for rail improvements, both passenger and freight.

The American Association of State Highway Officers (AASHTO) is developing recommendations for replacing the Interstate Highway legislation which will expire soon. NARP is urging AASHTO to recommend a stable means of funding for rail passenger and freight improvements to relieve highway wear and congestion. ESPA and many others advocated this position in the 2020 AASHTO hearings in Albany last winter. ESPA and NARP believe that much of the decline of railroads in the U.S. has resulted from lavish funding for air and highway improvements which private railroads could not match.

Congressional letters should go to: Francis Francois, Executive Director, American Association of State Highway Officers, 444 N. Capitol St. NW, Suite 225, Washington, D.C. 20001. (Sen. D'Amato and Fran Pordum have already written).

D&H Prospects: Big Ifs

by Robert Crane

The Delaware and Hudson will be operating on its own in January, and by Spring talks will be underway to sell it as a going concern, probably to one or more connecting lines—if Francis DiCello, bankruptcy trustee for the line, achieves all his goals. He admits that's a big "if". The road will never be viable by itself, he concedes, but he believes it has a future if combined with other lines.

DiCello, in an interview published by the Albany Times Union, would not confirm rumors that he has talked to the NYS&W, (now operating the D&H under a temporary ICC order), Grand Trunk Western, Canadian Pacific, Providence & Worcester, and Bangor & Aroostook railroads. But he does admit talking to unnamed connecting lines which might consider guaranteeing (in effect co-signing) bank loans of \$10-15 million needed to provide working capital.

The list of obstacles DiCello faces is formidable, ranging from bad labor relations, insufficient traffic and a need for new equipment, to a \$9.6 million price tag for rehabilitating 32 locomotives. And the connecting lines, which are only "considering" a loan guarantee, won't get much closer to signing one unless the New York and federal governments agree to subordinate their claims—some \$115 million—to give the guarantors a reasonable chance of recovering their money if they do have to make good on their guarantees. Subordination would mean that the two governments would agree to be paid nothing until the co-signed loans had been paid in full.

But the alternative, says DiCello, is liquidation. And so much of the railroad's debt is secured by liens on its property that there is no chance of workers or unsecured creditors getting anything in a liquidation, he says. "There is not going to be a government bailout," he adds.

March 2000

Station Improvements: Inmates and Lions Help Rebuild Rome

On September 1st the city of Rome bought its railroad station from Amtrak for \$10, and has since mobilized volunteer lions, prison inmates and its own workers to rehabilitate the 76 year old structure. Inmates from the Oneida Correctional Facility, some from as far away as New York City, have been "a pleasure," according to city transportation director Michael Rossi, "they've been here just two weeks, but they've done a month and a half of work." Volunteers from the Lions Club have worked to restore the waiting room benches, and city employees are working on the station when not needed elsewhere.

Care is being taken to preserve the historic nature of the building, one of the few original station structures left west of Albany. "We want to keep it totally original," Rossi said.

Fare Well Travel and Tours now operates a branch office in the station under a contract with the city, enabling passengers to purchase tickets in the station. (Utica Observer Dispatch and Rome Sentinel)

Utica Walkway Finished

A new enclosed walkway from the station building to the platform was inaugurated in Utica on November 2nd. This replaced a climb across an unused track which had replaced the original subway tunnel. The walkway features a heated area on the platform, plus new mercury vapor lighting.

Westport Parking Expanded

Westport's new parking lot is now completed and the station building's interior work was to have been finished by December 15, according to Mark Silo of DOT. Restoration of the station will permit retirement of the present shelter.

M-N Plans Parking Expansion

Metro-North has announced plans to expand parking at seven stations: Port Chester (garage: 625 spaces), Tarrytown (350 car garage), Golden's Bridge (132 spaces), Crestwood (108), Purdys (100), Cronon Falls (75), and North White Plains (22). Metro-North will put up \$20 million, which must be matched by localities with local, state or federal funds. Completion depends on agreement with each locality. (Journal News).

UMTA helps Hudson

Congressman Gerald Solomon (R), of Glens Falls has helped to arrange federal financing for Hudson station improvements through the Urban Mass Transportation Administration. UMTA involvement was apparently justified on the basis of high usage by commuters. NYS DOT will contribute \$300,000, UMTA \$1,125,000 to the \$1.5 million project.

The improvements will involve expanded parking, and complete rehabilitation of the historic station building, with some expansion of the waiting room area. (Hudson Register Star)

Ticonderoga Approves Move

The Ticonderoga town board has passed a resolution approving the town's participation in a project to move its station location to Pell's Crossing on NYS 74. The new site will be closer to both the ferry to Vermont and the town's Revolutionary War fortress. The new structure will be a brick faced shelter modeled after a station built in Kewanee, Ill.

Thanksgiving: No Complaints

After a less than perfect summer (see last issue), Amtrak went all out to make people comfortable over the Thanksgiving holiday, lengthening trains, running extra sections and even borrowing a trainset from Metro-North.

An advance section of train 65 (to Niagara Falls) ran five minutes ahead of the regular train on Tuesday, Nov. 22nd as far as Syracuse, returning Wednesday morning as Advance 62. On Wednesday train 65, normally a 6 car turboliner, ran with 11 Amfleet cars; this was followed by No. 31, the weekend train, which had an advance section as far as Albany. No. 93, which normally runs to Albany on Friday only, ran on Wednesday also, using Metro-North equipment.

On Sunday, No. 62 from Niagara Falls sported three sections, all turboliners; one advance section originated in Syracuse, another in Albany. "This was one of the best holidays we've ever had," said Sal Bruno, Amtrak's Superintendent in Albany; "basically, there were no complaints." Thank you, Amtrak.

Last RTG II Arrives

Amtrak's third rehabilitated RTG II turboliner arrived in Rensselaer from Beech Grove, Nov. 11th, according to Floyd Jamison, of Amtrak's Rensselaer Shop. After a test run to Grand Central, it made its first revenue run, Nov. 23rd.

Because of their lightweight construction and European couplers, the three French-built RTG are limited to five cars by the Federal Railroad Administration, which recently denied an Amtrak petition to increase their length to six cars. The heavier Rohr built RTL turbos, which utilize US couplers, routinely run with 6 cars. Growing ridership on the Empire Corridor has made 5 car trains impractical on many runs, thus limiting the utility of the RTG II's.

The RTG II's are now regularly used between the Capital District and New York on trains 78 and 73, and at times on trains 71, 72, 74, 77, 79, 84 and 93, according to Sal Bruno, Amtrak's Superintendent of Transportation in Rensselaer.

Turboliners to Montreal

The added RTG II turboliners will enable Amtrak to convert its *Adirondack* train to Montreal to a turbo consist on or before the January 15 timetable change, according to Bruno. While the turboliner's 125 MPH capacity will not be used on the D&H, passengers will appreciate the turboliner's spacious windows—more suitable than Amfleet for viewing the spectacular scenery along the line.

NY Subway Extension

In what the Associated Press described as the biggest change in the history of New York's Subways, half of the system's routes were changed on December 11. The most significant change was probably the inauguration of the two mile Archer Avenue extension of the J route from 121st Street to the new Jamaica Center Parsons/Archer Terminal in Queens. This project includes a new connection between the new J route and the popular E-F route to 179th St. As a result, E trains now originate at Jamaica Center instead of 179th St., while the R train has been extended along Queens Boulevard to 179th St. to replace the E.

New Windows on at Niagara Falls

Amtrak has replaced many stained turboliner windows at its Rensselaer shop and at Niagara Falls, where on trainset lays over between 9:42 PM and 7:15 AM. Formerly this work was done at Beech Grove, Ind., which required the car to be out of service until all repairs were done. Doing the job at Niagara Falls and Rensselaer allows repair of one window at a time during normal layovers, without taking the car out of service.

Destination: Visiting Queens Via the Flushing Line

by Theodore W. Scull

In recent years, one of New York's great elevated rides has assumed the new title "The Orient Express", but not because of its plush accommodations, rather for the train's destination, Flushing or "Little Asia." Roughly half of this Queens community is now made up of newly arrived Koreans, Chinese, Southeast Asians and Indians.

A ride on the maroon "Siver Fox" cars of the Flushing El, completed in 1928 and now undergoing the final stages of reconstruction, offers an interesting overview of the sprawling borough and takes you within walking distance of lots of attractions. There is frequent train service at all hours of the day.

The #7 IRT trains begins at Times Square and rises out of the East River tunnel to an elevated structure opposite the LIRR's Hunterpoint Avenue platforms. The line gives an aerial view of Amtrak and NJ Transit trains in the Sunnyside yards and then crosses the LIRR main line and the beginning of the Hell Gate Route to New England.

After passing through a largely industrial area, the line runs at roof level through residential neighborhoods of small brick apartment buildings and single-family row houses. At Woodside, the subway interchanges with the LIRR for trains to Jamaica and eastward. During the stops, you can feel the structure sway. Don't be concerned, it's supposed to.

At 111th Street, a few minutes' walk leads to the Queens Museum (718-592-2405, small admission), for its special art exhibits and the detailed panoramic model of New York's five boroughs. On the balcony above, you can watch the city pass through cycles of night and day. Nearby is Flushing Meadow Park, the Unisphere and a small-scale zoo for children (currently under reconstruction).

The Flushing Line continues east past Shea Stadium, home of the amazing Mets, the Corona subway yards and several buildings left over from the 1964 World's Fair. The ride ends at Flushing Main Street, an underground station with colorful tiles lying beneath the main shopping center.

A few blocks south via the LIRR overpass leads to the Queens Botanical Garden (718-886-3800, free), a 38-acre year-round quiet haven for the local residents that features 400 types of roses in the spring and summer, 50,000 tulips, an evergreen collection, Bee and Bird gardens, and a splendid Victorian Wedding Garden that sees constant use.

Historic Flushing is to the east and not far from the busy subway station but taking a detailed street map is recommended. The 1661 Bowne House (718-359-0528, small admission) served as an early clandestine Quaker meeting

THE ESPA EXPRESS
219 E. Lansing Road
Groton, NY 13073

house until 1694, when the British government agreed to certain religious freedom in the colonies. The immediate result was the gray-shingled Quaker Meeting House, that is today the oldest religious building in New York City.

Amtrak Ridership Increases

	1987 Fiscal Yr.	1988 Fiscal Yr.	Yr. % Change
Empire Corridor	1,000,099	1,058,481	+ 5.7%
Lakeshore Ltd.	372,465	378,031	+ 1.5%
Adirondack	82,563	97,550	+18.2%
Metroliner	1,661,666	1,901,887	+14.5%
NEC Conventional	6,547,822	6,836,599	+ 4.4%
Amtrak Total	20,441,779	21,496,303	+ 5.2%

(Amtrak fiscal year begins Oct. 1)

Amtrak's Empire Service generated \$2.4 million in revenues in October—up 16.7% from last October. Empire Corridor revenue is nearly twice that of the San Diego Corridor, and is second only to that of the Northeast Corridor. (Amtrak)

All Doors Not Open Yet

The announcement in our last issue that all doors would open on through trains at Rensselaer turned out to be premature; resignation of a key aide at Rensselaer forced Amtrak to postpone the new procedure. But Amtrak's Sal Bruno has promised ESPA's Frank Barry that the idea, suggested by ESPA, will be implemented in the near future.

ESPA Membership

The Empire State Passengers Association is dedicated to improving intercity rail, mass transit, bus service in New York State. Keep informed with *The ESPA Express*. Keep the pressure on for safe, efficient, environmentally sound transportation. Dues and contributions support ESPA's publications and advocacy on the passengers behalf.

- Regular membership (\$10.00 for one year)
- Student or Senior Citizen membership (\$7.50)
- Family membership (\$15.00)
- Sustaining membership (\$25.00)

Please make checks and money orders payable to: Empire State Passengers Association. Mail to John Ross, ESPA Treasurer, 4 Maplewood Court, Greenwich, NY 12834.

Send offers to volunteer to work for ESPA and any other ESPA communications to: Frank Barry, President, Empire State Passengers Association, 219 E. Lansing Rd., Groton, NY 13073.

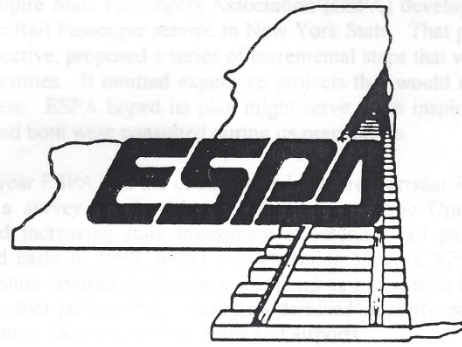
March 2000

ESPA FIVE YEAR PLAN

Introduction

In 1980 the Empire State Passengers Association (ESPA) developed its first Five Year Plan to Improve Rail Passenger Service in New York State. That plan, developed from a traveler's perspective, proposed a series of incremental steps that would build on existing facilities. It omitted expensive projects that would require more than five years to complete. ESPA hoped its plan might serve as a source of inspiration for both Amtrak and both the State and Federal Governments.

The following year the New York State and Federal Government Rail Task Force jointly commissioned a survey to determine the attitudes toward passenger service. The survey related only to the 87% of registered voters throughout the state favored passenger service. Eighty-two percent of the registered voters was at least as important as the economy.



ESPA's plan was released in 1981. Eight months after the plan was released, Amtrak signed a Memorandum of Understanding with Amtrak for New York State. The agreement includes a number of recommendations, and the State Transportation Department has developed its own five-year plan which proposes a comprehensive long-range strategy. Besides this, Amtrak on its own initiative has already met many of ESPA's recommendations: increases in train frequency. Two of the recommended rail projects are complete and another is under construction. Finally, the State is working on a plan of restoring rail passenger service to the Albany-Schenectady-Albany railway to restore two important rail lines to the state.

ESPA's believed that the goal was to increase ridership by 25%. But this goal may have been achieved. Ridership grew by 19% from 1980 to 1985.

ESPA's plan was developed primarily and online with the effort on its Hudson River line. Improvements have been made on the Hudson River line. ESPA believes it is now time to turn attention to the rest of the state. The new initiative in New York. The new initiative should go along with the efforts to restore service to the Albany-Schenectady-Albany line. Reasonable fares should be paid to intermodal

ESPA's updates were again come from a practical rail user's perspective. A plan that will find their way into state and local planning efforts as well as public and private initiatives.

FIVE YEAR PLAN TO IMPROVE RAIL PASSENGER SERVICE IN NEW YORK STATE

2000



Ideas and Suggestions for Empire Corridor Improvements January 2003

General

- Increase awareness of service availability, particularly across upstate area (Many upstate residents do not know train service exists).
- Focus on attracting current Hudson Valley-Albany-Buffalo NY Thruway users. Emphasize travel between mid-point stations (i.e. Syracuse to Poughkeepsie; Rochester to Albany)
- In conjunction with NYSDOT, incrementally develop system of feeder Thruway bus services, as in California. (i.e. Watertown and Ithaca to Syracuse to connect to train)
- Reorganize fares, to encourage discretionary/recreational travel during off peak periods.
- Let media know trains are running during inclement weather.
- Partner with communities to staff stations

Marketing

- Route specific advertisement of service in all appropriate markets, with train times and fares listed.
- Investigate ways to become more involved in the life of the individual communities.

Increasing Business Travel

- As a partner in corridor's success, state employees should be encouraged to take train.
- Sell bulk tickets to state for such employee travel.
- Ask state to distribute Amtrak timetables in paychecks
- Publicize availability of shuttle bus from Rensselaer Station to Empire Plaza
- Offer multi-ride tickets to state legislators. Open unused last car west of Albany for legislators to use on Mondays and Wednesdays.
- Solicit groups to have Amtrak designated as an 'official' carrier for conferences and conventions, with appropriate discounts offered. Have event organizers distribute timetables/information in mailings

Increasing Discretionary/Recreational Travel

- Families
 - Introduce 'Family Plan' fares (i.e. first adult pays full fare, second adult pays half fare, children pay quarter fare) for travel west of Albany
 - Offer free round trip ticket as birthday present for children. Mailing to child to include timetable and travel planner. Conditions: Adults who accompany child pay applicable fare; valid during non-peak periods.
- Seniors
 - Distribute literature, travel planners, timetables, to Senior Centers.
 - Improve logistics for boarding (lifts, etc. for arthritics, handicapped)

2004 TOURISM SHOWCASE



TOURISM

INDUSTRY COALITION OF NEW YORK STATE
Albany - February 10, 2004

TOURISM:
THE HEART OF
New York State's
ECONOMY

Rail chief quits over gov's 'lies'

By BRENDAN SCOTT Post Correspondent

Last Updated: 5:12 AM, April 19, 2010

Posted: 3:18 AM, April 19, 2010

ALBANY -- Gov. Paterson's high-speed rail effort ground to a screeching halt last week after the program's chief quit in disgust amid claims of lies and chaos, The Post has learned.

High-speed rail director Ann Purdue announced her resignation Tuesday in the wake of clashes with the administration over a sudden policy shift that "poisoned" critical talks with CSX, the railroad that owns much of New York's passenger track, one Department of Transportation insider said.

"She is leaving because of the lies which Gov. Paterson and his deputy for transportation and infrastructure, Timmy Gilchrist, have told CSX," the source said.

The abrupt departure of Purdue, whose arrival from the Virginia Attorney General's Office was announced with great fanfare last year, casts doubt on state efforts to spend \$151 million in federal stimulus money to speed Amtrak service between New York City and Buffalo, Albany and Montreal.

Her resignation came just days after US Transportation Secretary Ray LaHood joined acting Transportation Commissioner Stanley Gee in Rochester to boast that high-speed rail projects would save upstate's moribund economy.

Purdue, who earned \$125,000 a year, could not be reached for comment. DOT spokeswoman Deborah Strum Rausch confirmed Purdue's pending April 30 resignation, but could not explain why she decided to leave.

"She's certainly done a wonderful job while she's been here," Rausch said, insisting the high-speed rail program is still on track. "We are moving forward with all of those plans."

Relations between state officials and CSX were running smoothly as recently as the fall, when the state inked an agreement not to push passenger trains faster than 90 mph on tracks shared by freight. Trains now reach top speeds of 79 mph between Albany and Buffalo.

Talks unraveled in February after administration officials -- over the objections of Purdue -- suddenly demanded train speeds of 110 mph, sources said.

The DOT insider said the speed issue has "just poisoned the relationship between CSX and the state. There's been virtually no movement on anything since."

brendan.scott@nypost.com



Empire State Passenger Association

Empire State Passengers Association

8175 Old Post Road East East Amherst, NY 14051 www.esparail.org

Release Immediately: June 6, 2011
Contact: Bruce Becker (716) 880-7291 or bbecker@esparail.org

ESPA Endorses 90mph For Top Speed Of Near-Term Incremental Improvements For The Empire Corridor Across Upstate New York

***'90mph Now' Is Critical To The Advancement Of Fully Funded
Improvement Projects Which Are Paramount To Rail Passengers.***

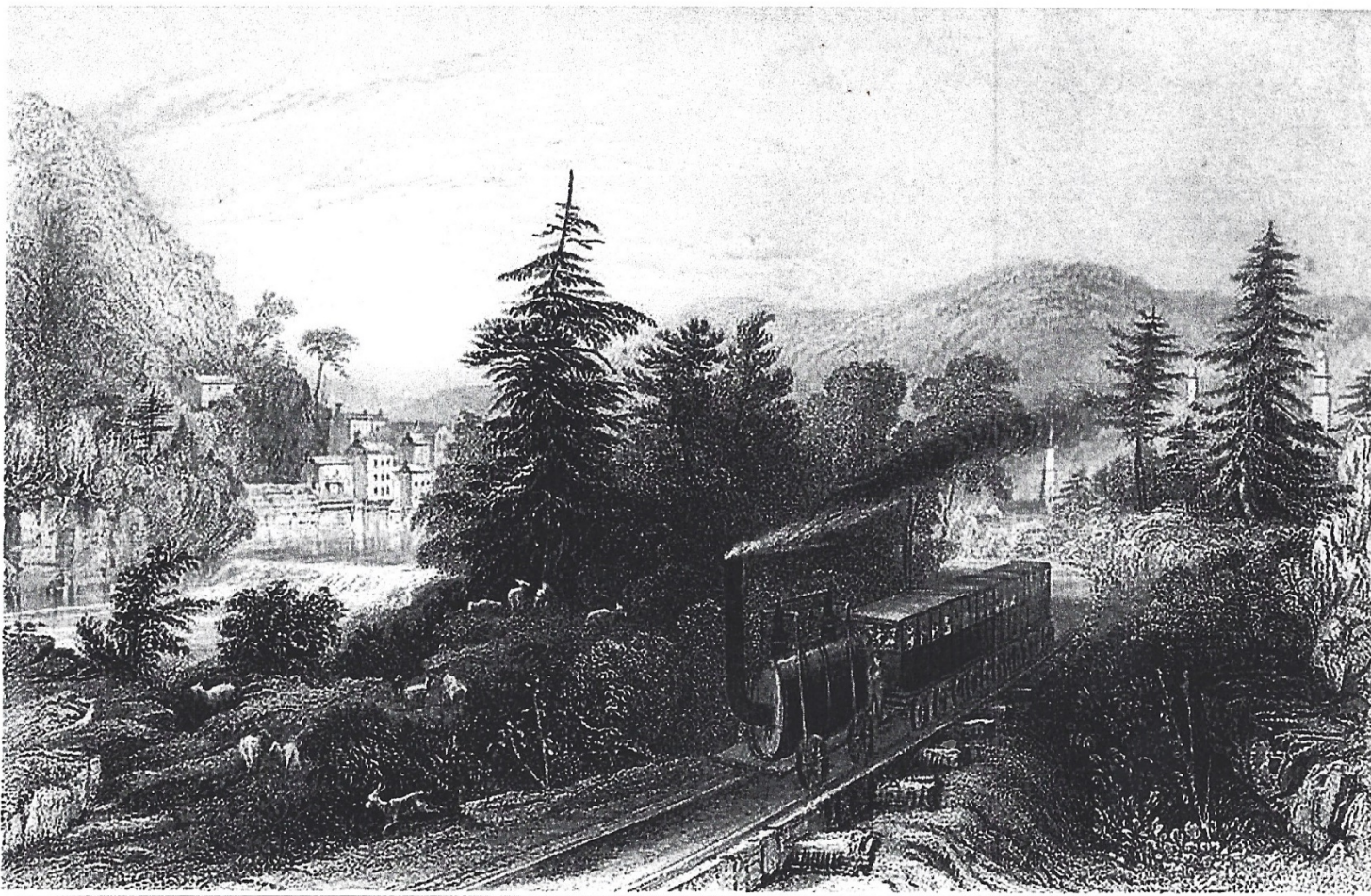
The Empire State Passengers Association (ESPA) has endorsed 90 miles per hour as the near-term maximum speed for Amtrak's Empire Corridor passenger trains operating on CSX's busy freight mainline across upstate New York from west of the Capital District to the Buffalo region.

ESPA President Bruce Becker announced the organization's position today stating "The immediate needs of New York State's rail passengers are for reduced trip times and improved on-time performance reliability. Based on these needs, ESPA urges all of the involved parties to now agree that 90mph is a reasonable and safe near-term maximum speed for passenger trains operating on CSX's freight mainline right-a-way and is in the best interest of rail travelers. It is critical that New York State and CSX finalize the agreements necessary to allow the currently-funded incremental improvement infrastructure projects to proceed forward as quickly as possible, particularly the vital, 110mph, second main track between Albany and Schenectady.. "

Becker went on to say "ESPA fully endorses the need for the construction of a publically-funded third main track across upstate. CSX's growing freight traffic and the State's plans for increased passenger service in the future makes it imperative that additional capacity be added to this route. We look forward to a time when there will be three main tracks, all capable of accommodating passenger trains at a top speed of 90mph across upstate. In addition, we encourage the timely completion of planned projects which would eliminate the many current slower-speed segments of the line, greatly benefiting rail travelers."



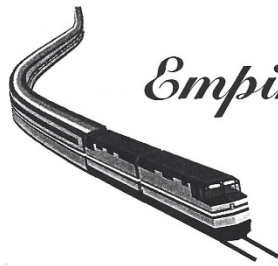




**With continuing delays in TurboTrain rebuilding program,
NYSDOT ops instead for proven technology.**

**Adirondack logging interests applaud decision,
as demand for firewood expands.**

**CSX also endorses NYSDOT roadbed design, as property tax land values
will be further minimized.**



Empire Corridor Rail Task Force

Task Force Chair:

William E. Sanford
Chairman
Onondaga County Legislature

Members:

Charles E. Houghtaling, Jr.
Chair
Albany County Legislature

Ralph W. Standbrook
Chair
Cayuga County Legislature

Jane Fagerstrom
Chair
Chautauqua County Legislature

Charles M. Swanick
Chair
Erie County Legislature

Mary Pat Hancock
Chair
Genesee County Legislature

Robert H. Nightingale
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Herkimer County Legislature

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Monroe County Legislature

Ronald Barone, Sr.
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Montgomery County
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Donald C. Ninestine
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Board of Supervisors

Robert Farley
Chair
Schenectady County Legislature

Robert Hayssen
Chair
Seneca County
Board of Supervisors

Marvin E. Decker
Chair
Wayne County
Board of Supervisors

CONFERENCE CONFIRMATION MEMO

Thank you for registering for the Statewide Rail/Economic Development Conference, to be held March 7, 2001, in Syracuse, New York.

Your attendance at the Conference, "*High-Speed Rail – Critical to NYS's Economic Future*," is indicative of your interest and support of high-speed rail and the improved rail service throughout New York State. We are glad you will be partaking in this worthwhile event, and look forward to your participation.

Enclosed in this mailing is a final agenda, and pertinent Conference information that was not available at the time of the brochure/invitation mailing. If you have any questions, please contact Wayne Westervelt of the CNY Regional Planning and Development Board at (315) 422-8276.

We look forward to seeing you on March 7th!

Exhibit/Display Space: All Conference attendees are invited to set up an exhibit display at the Conference. The cost to set up an exhibit is free for all registrants. For more information and/or to sign up, call Wayne Westervelt at (315) 422-8276.

Need Hotel Reservations? A block of rooms has been reserved at the Syracuse University Sheraton for March 6th and 7th. However, all reservations made after Friday, March 2nd will be accepted on a space-available-basis. Call the Sheraton today at (800) 395-2105. Other hotels in the area include the Hotel Syracuse (888) 813-2133; the Genesee Inn – Executive Quarters (800) 365-4663; and the Holiday Inn Syracuse/Liverpool (315) 457-1122.



TIM ROSKE/ASSOCIATED PRESS

NEW YORK Gov. George Pataki, left, prepares to board the new high-speed train, the Turboliner, at Super Steel in Glenville on Wednesday, with Sen. Hugh Farley, R-Niskayuna, center, and Transportation Commissioner Joe Boardman.

On track for high-speed travel

Glenville *The Turboliner's ready to roll; track and signal work still to be finished*

By **KENNETH AARON**
Business writer

Super Steel Schenectady Inc. rolled out the world's fastest nonelectric train at its factory in Scotia-Glenville Industrial Park on Wednesday afternoon.

Fully loaded with passengers, the Turboliner — at 125 mph — outpaces its fastest competition by 15 miles per hour and promises to shave an hour off the trip from Buffalo to New York City and a half-hour from Albany to the city.

Gov. George Pataki led the unveiling, which was attended by other state execu-

HIGH-SPEED RAIL

(Capital Region to New York City route)

- **Travel time:** 2 hours (down from 2 hours, 25 minutes)
- **Daily round trips:** 18 (up from 13)
- **Passengers:** 2 million (up from 800,000)

Source: Amtrak

tives, Amtrak representatives and dozens of Super Steel workers — who watched a parade of suited officials admire the work they've spent more than two years creating.

"There is no state in America that has made a bigger commitment to high-speed

rail than New York," Pataki said, standing inside the tall, gray cavern where Super Steel builds freight and passenger trains.

New York and Amtrak will spend \$185 million on high-speed rail travel, including \$140 million in track and signals. This includes adding a second track between Albany and Schenectady to eliminate a bottleneck that costs travelers up to 40 minutes in delays.

The second track will be finished next year.

The sloping nose of the first Turboliner poked inside the factory, while the rest of the cars sat in the yard outside. About a third of Super Steel's 200 workers are on the high-speed project, said Wil-

Please see **TRAIN E4** ▶

TRAIN: High-speed service nearing

▼ CONTINUED FROM E1

liam Carr, the Turboliner manufacturing manager.

Super Steel has a contract to supply one more Turboliner. Another five are lined up behind that, but the company has no guarantee it will get the deal. Carr, though, said more Turboliners look like "a done deal."

But with New York's high-speed service soon to come online — Amtrak hopes the Turboliner will hit the rails full of passengers before year's end — other states are likely to follow. Each Turboliner train costs approximately \$10.8 million.

There are eight sections of track in the United States that have been approved for fast train service, and seven of those can use Turboliner-type trains.

That might mean more business for Super Steel. "It's this kind of technology that other states will be looking at," said Rick Remington, an Amtrak spokesman.

High-speed trains equal more business for Amtrak, which considers the service competition for airlines. In its Northeast Corridor territory — between Boston and New York City — Amtrak anticipates that speedy locomotives will boost ridership from 11 million to 13 million in its first year of operation.

From Albany to New York

SUPER STEEL

- **Headquarters:** Milwaukee
- **Capital Region location:** Glenville
- **Year opened here:** 1995
- **Employees:** 200
- **Specialty:** Assembling trains

City, four times as many people currently take trains as airplanes, Remington said.

And Amtrak predicts that 3 million passengers a year will eventually travel between the city and Buffalo, up from 1.2 million now, and 2 million will go between the Capital Region and New York City, up from 800,000.

The trains won't be heading out at full-speed from day one, though. Track and signal work needs to be completed before that happens, meaning it will take a couple of years before the trains' full potential is unleashed.

On Wednesday, though, they looked fast even standing still. As officials oohed and aahed, Super Steel workers did too. One group stood in a gaggle looking at a Turboliner brochure, saying things like "Hey, I did that"; another sat on a 10-foot-tall work-in-progress, legs dangling over the side, some workers with cameras shooting the governor

lauding their work.

"It's actually relieving that we produced the product that we set out to do," said Mike O'Brien, a welder who said he'd worked on the project since its first days.

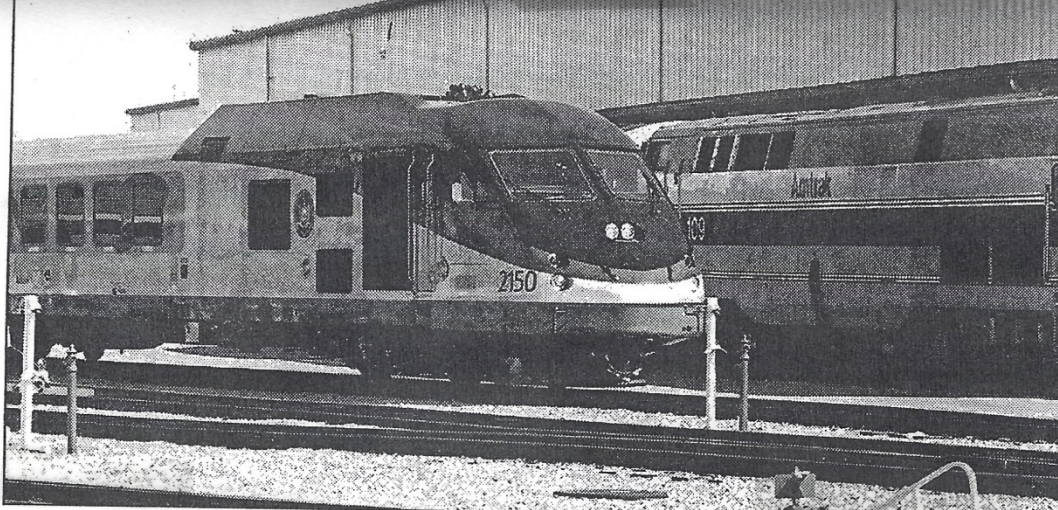
Not that he was concerned. "The talent pool we have here at Super Steel, there was no doubt it could be done," he said.

Over the past three weeks, though, that pool has been shrinking. The company laid off 27 workers three weeks ago, said Carr, the Turboliner manager, victims of the ebb-and-flow of industrial contracts. The company's goal is to maintain the current work force, he added.

Some workers said the cuts left some bitterness. Kevin Sharpe, an engineer, said another set of Turboliner contracts would go a long way to relieving some of the uncertainty. But even so, Wednesday was a good day, he said. "There's a lot of pride here in this," Sharpe said.

The trains, which were refit from old stock, look a far cry from their earlier incarnation, with handicapped-accessible bathrooms, electricity outlets for laptop computers and other devices, and telephones.

Next stop for the train is Geddes, near Syracuse, where it will be on display at the New York State Fair.



This newly rebuilt turbotrain, foreground, is one of three that have been delivered to Amtrak. Two are in regular service, with one serving as a backup for the other. The third, a DOT

HANS PENNING *Gazette Photographer* spokesman said, is undergoing revenue-testing, which means it's being substituted for conventional trains on regularly scheduled runs with paying passengers.

High-speed rail program showing little movement

Continued from Page C1

Meanwhile, any money that might have been available for the improvements has dried up as the economy has weakened, reducing state revenues.

"There was certainly a period where there was money to do things, but the tax issue held that up," Becker said.

The turbotrains also were delayed by engineering changes and the need to remove asbestos and lead paint from the passenger cars, which first went into service in the mid-1970s.

And Amtrak's new president, David Gunn, has been reluctant to use the turbotrains, preferring equipment similar to that used elsewhere in Amtrak's system.

Amtrak and the state Department of Transportation have

York, something that other states — California, Washington, Vermont among them — already do.

It's something ESPA would favor.

"What we're focusing on at the moment is the need for the state to become much more involved not just on a capital investment basis but on an operating basis and a more supervision and oversight basis," Becker said. "Subsidies ... could give them more input on fares and service" decisions, he added.

Amtrak's peak round-trip fares between Albany and New York City last year topped \$100 for the first time, and rail advocates say the high fares may be discouraging some travelers from using the train.

The use of federal clean-air funds was unique at the time it

right now is probably the biggest difficulty."

The state Department of Transportation says Amtrak hasn't been upholding its end of the agreement, which includes paying for such work as the second track between Albany and Schenectady.

"Certainly, we would like to see Amtrak live up to its part of the agreement with the track improvements it agreed to do," DOT spokesman Peter Graves said Friday.

Graves said the DOT has succeeded in other improvements, boosting daily round-trips between New York City and Albany to 13 by 2001 from eight in 1996.

But the railroad also trimmed one trip earlier this year to Schenectady from New York City.

And Graves said the state has

**Technical Studies Required For Implementation of NYS Senate Task Force Report
On High Speed Rail & Further Expansion of The Inter-City Passenger Network**

Light Rail Study Capital District (To be completed July 2007) **Total Cost \$175,000**

Broad overview and assessment of potential possibilities & preliminary feasibility of light rail systems in the Capital District and Saratoga and lower Adirondack Region. Efforts include review of potential rights-of-way, preliminary costs and market assessment.

Unity of Control(To be completed March 2007) **Total Cost \$610,000**

Initiate and advance activities to implement a unity control concept in the corridor between the Capital District, Poughkeepsie and NYC. The effort would include valuation of right-of-way, review of legal institutional alternative approaches, determination of benefits, fiscal impacts and financing alternatives. Various operating alternatives will be investigated.

Unity of Control Acquisition Phase (To be completed July 2007) **Total Cost \$150,000**

Based on the outcome of the initial unity of control study, these funds would be reserved for required second appraisals and appraisal review by control agencies

Service to Western New York Simulation Schenectady/Buffalo **Total Cost \$445,000**
(To be completed October 2007)

This would include a simulation of passenger and freight traffic on CSX's mainline between Schenectady and Buffalo. This effort is necessary to determine the future facility requirements necessary to accommodate passenger and freight demand in this heavily traveled corridor. It will determine the facility requirements needed to accommodate increasing rail freight demand and passenger service. It will be a joint study conducted by the Task Force, NYSDOT and CSX. A similar effort was completed on the corridor between Albany and New York.

Western New York Facilities Assessment **Total Cost \$570,000**
(To be completed following simulation)

Pending the results of the simulation to Western New York, these funds would be reserve for engineering and estimation of the capital cost associated with the simulation, as well as, identification and estimating of the costs for facilities which will require additional rights-of-way to achieve the service objectives to WNY.

Public Private Partnership For Rail Service in New York **Total Cost \$225,000**
(Initial Assessment to be completed April 2007)

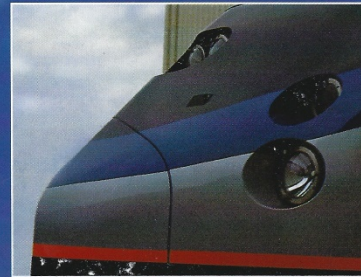
This study will review the potential for obtaining a public/private partnership for the entire rail corridor between Poughkeepsie and Buffalo. The study will evaluate financing options for corridor facility improvements for passenger and freight, equipment options and funding, rail concessions and terminal area development.

AGENDA

**PASSENGER RAIL ADVISORY COUNCIL
MONDAY, SEPTEMBER 16, 2002 - 11:00 a.m.
EDGEWATER, LAKE AND FAIR STREETS
COOPERSTOWN, NEW YORK**

- | | | |
|------|--|--|
| I. | Introduction | Jack Guinan |
| II. | Update on National Issues | Jack Guinan |
| | <ul style="list-style-type: none">• Federal legislative developments• Recent SCORT meeting in Burlington, VT• Amtrak developments | |
| III. | Report on the NYS High Speed Rail Program Status | |
| | <ul style="list-style-type: none">• Infrastructure• Equipment | Norm Schneider
Mike Smith |
| III. | Update on Corridor Studies | |
| | <ul style="list-style-type: none">• Hudson Line Study• Empire West Study• Cleveland Hub Study• Quebec - New York (I -87) Corridor Study• WNY Opportunities Study | Marisa Clark
Norm Schneider
John Reed
John Reed
John Bennett |
| IV. | Presentations: | |
| | <ul style="list-style-type: none">• Quebec-NY Short-Term Rail Improvement Program• Joint Scheduling/Joint Ticketing with Amtrak-MTA | Norm Schneider
Jack Dean |
| V. | Open Discussion | All |
| VI. | Next Meeting | Jack Guinan |
| | <ul style="list-style-type: none">• Proposed Agenda Items | |

High-Speed Rail NY



...leading the charge for the nation.

Memorandum of Understanding

NATIONAL PASSENGER RAIL CORPORATION and NEW YORK STATE DEPARTMENT OF TRANSPORTATION

WHEREAS, the National Passenger Rail Corporation (Amtrak) and the State of New York, acting through its Department of Transportation (DOT), are jointly committed to establishing a New York State High Speed rail program and improving the rail infrastructure in the Empire Corridor so as to provide reliable high speed passenger service while simultaneously preserving freight service, and

WHEREAS, Amtrak and DOT have jointly developed a program of capital initiatives to support the achievement of these objectives, and

WHEREAS, the parties have agreed to memorialize their understanding in this Memorandum of Understanding and to develop formal binding agreements consistent with this Memorandum of Understanding, now therefore be it

RESOLVED, that Amtrak and DOT have agreed as follows:

1. DOT will complete the rehabilitation of two RTL III Turboliners with FRA and NYS funds, and Amtrak will operate the rehabilitated equipment in its Empire Service.
2. DOT will rehabilitate an additional four RTL III Turboliners, through its existing contract with Super Steel, on terms and conditions acceptable to DOT, Amtrak and Super Steel. The cost of the rehabilitation of the additional four Turboliners will be shared equally between DOT and Amtrak. Amtrak will operate the rehabilitated equipment in its Empire Service.
3. DOT will upgrade one additional RTL III Turboliner (currently know as the RTL II) through its existing contract with Super Steel, on terms and conditions acceptable to DOT, Amtrak and Super Steel. The cost of the upgrade of the additional Turboliner will be shared equally between DOT and Amtrak. Amtrak will operate the rehabilitated equipment in its Empire Service.
4. As part of the program agreement between AMTRAK and DOT relating to the rehabilitated and upgraded trainsets identified in paragraphs one (1) through three (3) above and the Turboliner project, Amtrak will permit (subject to FRA approval) the release of FRA's lien and the transfer of title of such equipment to DOT. DOT will agree not to sell, lease, encumber or otherwise permit a third party to use the Turboliners without the written consent of Amtrak.
5. DOT, at its expense, will use its best efforts to acquire ownership of the Empire Corridor from Poughkeepsie to Hoffmans and grant Amtrak dispatch control over such trackage for so long as Amtrak operates passenger rail service in the Empire Corridor.

High Speed Rail Program Documents Executive Summary

- The original 1998 Memorandum of Understanding (see attached) between NYSDOT and Amtrak called for the state to make active efforts to purchase (from Conrail at that time) the Hudson Line from Poughkeepsie north to Albany and west to Hoffmans and have Amtrak operate, maintain and dispatch the entire line.
- DOT was to be responsible for the complete management of the Turbo project.
- Amtrak was to be responsible for the complete management of all other aspects of the program.
- It is clear that neither DOT or Supersteel really had a good idea what they were getting into when agreeing to the Turbo project. There are hundreds of pages of change orders and adjustments, based upon things that came up as the work progressed. The sense one gets from the Supersteel memos is that DOT often changed their minds on things, resulting in Supersteel having to re-engineer large aspects of the work on Set #1 and thus having to bill DOT for the extra work involved. It is also clear that Amtrak only really became involved (whether by choice or design isn't clear) until very late in the rebuild of the first set, causing more design changes, re-engineering, delays and cost increases.
- It would seem that Set #1, being the "guinea pig" for the project ended up as quite a cobbled together "unique" trainset and that Sets #2 and 3 are mechanically similar, but somewhat different from #1. The intent seems to be that the still born Sets # 4-6 have been modeled after sets 2&3, but that Set #7, (the RTL II) would have ended up somewhat different also. As we know Gunn's poor opinion of how the Acela project developed (ending up with in many ways 20 mechanically designed different trainsets), it is not surprising that he took an immediate dislike for what he found with the Turbo project.
- Interestingly, the most current Supplemental Agreement (there have been at least eleven such supplements) to the original contract between DOT and Supersteel expired on 12/31/04, and called for the work on all seven sets to be completed by this date. Obviously, this wasn't accomplished.
- The 2001 contract between DOT and Supersteel specified total cost of the Turbo project as:

Sets 1 & 2	\$26.7 million
Sets 3 – 7	\$47.6 million
- The numerous change orders (not included in the above) included:

Asbestos Removal	\$394,000	
Snowplow Re-design	\$ 79,500	
Rail Phones engineering	\$ 39,000	(Amtrak paid for the actual phones)
Bathroom wall re-design	\$ 44,600	
Electronic Sign Installation	\$324,000	
Café Car Photo Mural Install	\$ 7,000	
Table installation design	\$ 83,000	(Amtrak provided the actual tables)
- **Overall Program Cost Review:**

	State	Amtrak
State funded rebuild of Set 1 & 2 100%	~\$28.0 Million	\$0
State and Amtrak to share costs of other sets	~\$24.0 Million	~\$24.0 Million
State and Amtrak to share all other program costs	~\$70.0 Million	~\$70.0 Million
	\$122.0 M	\$94.0 M