



Empire State Passengers Association

Working For A Balanced Public  
Transportation Network

For All New Yorkers  
[www.esparail.org](http://www.esparail.org)

# ESPA EXPRESS

News From The  
Empire State Passengers Association

## ESPA Holds Rally In Hudson - Steve Strauss

ESPA hosted a successful **Rally for Amtrak** on September 7th at the Hudson Amtrak Station.

Assemblywoman Didi Barrett joined ESPA President Gary Prophet and RPA President Jim Matthews as featured speakers. The event was designed to focus attention on the proposed catastrophic cuts to FY24 Amtrak and FRA funding which had been approved by the House Appropriations Committee. Rally participants urged Amtrak riders and train supporters to contact Congressman Molinaro (who represents Hudson) and other members of New York's House delegation to express their opposition to the proposed cuts.



Didi Barrett

ESPA President Prophet was joined at the Rally by Executive Director Steve Strauss, Board Member Kevin Jones and members Larry Roth and John & Sabine Moran. ESPA thanked the large contingent from the Brotherhood of Maintenance of Way Employees and the representative of the International Association of Machinists who attended to show their support.

In a social media post following the Rally, Assemblywomen Barrett said "Today, I stood with the Rail Passengers Association, Empire State Passengers Association, and Brotherhood of Maintenance of Way Employees to oppose cuts to Amtrak. The proposed Republican House Budget includes a 64% funding cut to Amtrak, which would devastate rail infrastructure and mass transit services in the Hudson Valley. We stand with our neighbors who ride and work for Amtrak, and against these proposed cuts!"



Steve Strauss

### Also In This Issue...

FRA Announces \$1.4 Billion in CRISI Grants

Brightline Inaugurates Full Service

A Brightline vs. Empire Corridor Comparison

A Private Rail Car Trip To Saratoga

Adirondack Service Update

Long Distance Fleet Concepts

And Much More...

## CSX Degrades Important Rail Junction - Bruce Becker

Hoffmans, NY, while being just a small hamlet between Schenectady and Amsterdam, has long been a vital junction for passenger & freight trains operating west of the Capital Region. Long-known as Control Point 169 interlocking (CP 169), Hoffmans is where the upstate passenger route merges with the busy freight line coming from the Selkirk yard. Historically, the interlocking was configured for most passenger trains to move through at 70mph and freight trains movements operating at slower 'diverging' speeds.



But in the aftermath of an August 4, 2023 freight train derailment at CP 169, CSX has decided to re-configure the interlocking in order to optimize the interlocking for the passage of freight trains and to reduce speeds to a maximum of 45mph for passenger trains, which will now all operate as 'diverging' moves.

(Continued On Page 3 - Hoffmans)



**Executive Director’s Report:** Steve Strauss

Summer kicked off with the restart of the seasonal Berkshire Flyer weekend train to Pittsfield, a project that ESPA has been very supportive of, in association with rail advocates in western Massachusetts.



Then in June, Canadian National (CN) decided to impose unreasonable hot-weather (above 86°F/30°C) speed restrictions on Amtrak’s Adirondack train over their approximately 40 miles of bolted rail track in Canada. (Such hot-weather speed restrictions are common in North America on track with continuous-welded rail, but not on bolted section-rail which allows thermal expansion, reducing the effects of buckling.) Amtrak discontinued service north of Albany rather than operate at 10 mph in Canada.

ESPA and its allies in the Capital Region and North Country immediately objected, pointing to the critical need to serve Saratoga Springs during the peak summer visitor period. Working with the more cooperative Canadian Pacific (CP), Amtrak and NYS Department of Transportation were able to get permission to use CP’s wye, resulting in Amtrak extending the *Adirondack* as far as Saratoga Springs in July; service to Montreal was finally restored on September 11th with the return of cooler weather. ESPA expects Amtrak and CN to resolve their issues concerning track maintenance before next summer.

In July, I attended the FRA Long Distance Train Study Northeast Stakeholders group meeting in Philadelphia. [See article elsewhere in this Newsletter for further details.]

August brought a well-attended summer Saturday ESPA Board meeting in Utica that included authorizing a search for law firms interested in assisting our organization with setting up a parallel 501(c)3 organization which could solicit contributions from foundations and receive tax-free gifts from retirement plan mandatory distributions. Many attendees rode the Adirondack Railroad’s beer and wine train from Union Station the previous evening.

ESPA officers also held meetings with senior staff of Erie County government and with Senator Kennedy’s staff to discuss the need to shorten the implementation schedule for the Empire Corridor Service Development Plan and bring some benefits to Central and Western NY earlier than 2033. Senator Kennedy intends to hold a passenger rail oversight hearing at the Transportation Committee this fall.

ESPA sponsored a “Rally for Amtrak” at the Hudson Amtrak station in early September to protest large cuts in Amtrak and the FRA’s FY24 budgets which the House Appropriations Committee had approved. We got strong media coverage of the event and thank the Brotherhood of Maintenance of Way Employees and the Machinists union for their attendance. ESPA Board member Kevin Jones assisted with logistical matters and ESPA President Gary Prophet was one of our speakers.

In October, I’ll be attending the Rail Passengers Association’s Fall Rail Nation conference in Meridian, Mississippi, as well as a City and State conference on Developing and Innovating Transportation Systems in New York.

Thanks for your support of better passenger train service in New York!



Steve Strauss

ESPA Members (& RPA NYS Council Members) L-R Andrew Cabal, Chris Nadelbach, Kent Patterson & Steve Strauss attended the Fall 2023 RPA Meeting in Meridian, MS.

The Rail Passengers Association will next gather in Washington, DC March 17 - 20, 2024



Siemens Mobility USA

Siemens Mobility - USA, based in Sacramento, CA, on October 11, 2023 unveiled the first new car which will be a part of Amtrak’s ‘Airo’ Trainsets now on order. The car shell is similar to those currently in use by Brightline between Orlando & Miami and by VIA Rail Canada between Toronto, Ottawa, Montreal & Quebec City.

The new trainsets are expected to enter Empire Corridor services starting in 2030, utilizing dual-mode diesel & battery locomotives and full business class cars.



**Amtrak Hires New Executive Vice President** Tony Rudmann

Amtrak hired Eliot Hamlisch as Executive Vice President and Chief Commercial Officer in mid-September. "Eliot will lead our continued transformation of customer experience," Amtrak President Roger Harris said. "If we are going to achieve our goal of doubling our ridership by 2040, we need to delight our customers at every step of their journey with us."

Mr. Hamlisch will be responsible for corporate marketing, sales distribution, network and consist planning, market research, and pricing and revenue management for the Northeast, State Supported and Long Distance service lines.

Prior to joining Amtrak, he served in executive positions with AMC Entertainment Holdings, Wyndam Hotels & Resorts, as well as leadership roles at Starwood Hotels, Deloitte Consulting and American Express. No experience in the rail or aviation industry was reported. According to Trains Magazine, Hamlisch's position was once held by current Amtrak CEO Stephen Gardner. The Amtrak website indicates the new appointment raised the number of Executive Vice Presidents to nine.



Amtrak

**Long Island Rail Road Gets New President** Tony Rudmann

Robert Free, a Senior LIRR Vice President of Operations, will assume the role of acting President of the LIRR in October succeeding Catherine Rinaldi, who has held the position since February 2022. Ms. Rinaldi will continue to lead the Metro North Railroad, a post she has held since 2018.

Mr. Free, a 32-year LIRR veteran, started as a cleaner, working his way up to positions of increasing responsibility in the Transportation department. He was credited with "unsurpassed knowledge of the railroad, its operations, its infrastructure and its people."

Ms. Rinaldi assumed the unique position as President of both the Metropolitan Transportation Authority commuter railroads upon the retirement of the former LIRR President Phillip Eng. During her LIRR service, the railroad completed the Third Track main line expansion program and the Grand Central-Madison Access connection.



LIRR

**Adirondack Service Update**

On September 11, 2023 Amtrak returned the Adirondack to full service between New York and Montreal, after a nearly 3 month suspension due to extreme heat-related speed restrictions (as low as 10mph) imposed by the Canadian National Railway (CNR) north of the border on the train's route to/from Montreal. On July 24th, partial service was reinstated to/from Saratoga Springs (in time for the busy Saratoga Race Season).

Neither Amtrak, CNR or the New York State Department of Transportation have made any public statements regarding possible long-term solutions to the poor track conditions north of the border. On September 25th Congresswoman Elise Stefanik (NY21-R) sent a letter demanding that Amtrak and the CNR provide a plan of action to avoid a future summer stoppage of service of the Adirondack Line. "Our small businesses rely on the Adirondack Line to connect tourists and our Canadian neighbors to our region, as well as provide New York families with a critical transportation service" Stefanik wrote in her letter.



**Hoffmans** (continued from page 1)

While the 45mph speed limit will only apply within the CP 169 interlocking limits, Amtrak trains heading west from Schenectady will need to slow down from the 100mph maximum authorized speed starting 2 miles before CP 169. Eastbound trains will be entering the 100mph territory at 25mph slower than currently done and this will take longer to attain the top allowable speed.

These slowdowns may add only a few extra minutes to the overall running times, but they are a clear step backwards in the long-sought efforts to reduce upstate trip times. The Empire Corridor Final Tier One Environmental Impact Statement (EIS) calls for speeds to be maintained at 70mph at CP 169, which means that the interlocking will need to be once-again configured for passenger trains in the years to come, utilizing public funding. It is unclear if the NYS Department of Transportation (NYSDOT) was aware of the CSX downgrade plans, and if they were, did NYSDOT push back to CSX.



## Brightline Inaugurates Full Service Benjamin Turon

North American rail passenger service expanded on Friday, September 22nd, as [Brightline Florida](#) opened for full service between Miami and Orlando, offering the highest top speeds (125mph) outside the Northeast Corridor, with 16 “memory schedule” hourly round trips taking 3 ½ hours to cover the 235 miles, for an average speed of 67mph.

One-way adult fares start at \$79 for [SMART](#) (equivalent to coach) seating and \$149 for PREMIUM (equivalent to First Class) seating with discounts for group and family travel. The [PREMIUM](#) experience includes a dedicated lounge, priority boarding, checked baggage, and complimentary snacks and beverages throughout the journey.

The service utilizes double-ended, bi-directional diesel trainsets built by Siemens Mobility at their Sacramento plant with ‘Charger’ diesel-electric locomotives and ‘Venture’ coaches, which are derivatives of the same design as the new state-owned trainsets being placed in service by Amtrak in the Midwest and West coast; and the future ‘Ario’ trainsets for Amtrak’s other regional services, including the Empire Corridor, coming over the next few years.



Brightline's EPA Tier 4 diesel trainsets are fueled by locally sourced biodiesel, a renewable, biodegradable fuel manufactured domestically from vegetable oils, animal fats, or recycled restaurant grease. Biodiesel meets both the biomass-based diesel and overall advanced biofuel requirement of the Renewable Fuel Standard. Taking Brightline reduces CO2 emissions by 75% compared to travelling by a personal vehicle.

Venture trainset exceeds ADA requirements throughout with wide aisles, wheelchair storage, and fully accessible restrooms. All Brightline stations utilize high-level platforms for level passenger boarding.

While not a true “high-speed rail” service, Brightline is very much a “European” style intercity service in conception, infrastructure, equipment, operations, and marketing. Brightline Florida is set to become the paradigm of what intercity rail service could and should be in North America; a case study in how to plan, build, and run a successful modern passenger rail service.

Construction on the 67-mile Phase One began in 2015, with hourly service inaugurated between new stations in Miami, Fort Lauderdale, and West Palm Beach in 2018. Construction on the 170-mile Phase Two extension to Orlando began in 2019, with completion in spring 2023.

Funding for the \$6 billion project came from a mix of private investment and public financing through state tax-exempt private activity bonds and federal rail infrastructure grants. Development of real-estate around the new stations – including several high-rise towers at Miami Central Station – was also key to the financial viability of the project.

## Brightline – Empire Corridor Parallels Benjamin Turon

The civil engineering work done for Brightline and proposed for the Empire Corridor in the [Final Tier One Environmental Impact Statement](#) released in spring 2023, are largely equivalent in both project cost, length, and design.

Brightline took advantage of surplus right-of-way on the formerly double-track Florida East Coast Railway to restore the second mainline track and create the capacity and flexibility for the freight mainline to host both hourly passenger trains and the existing freight trains. The top speed from Miami to West Palm Beach is 79-mph, and 110-mph north to Cocoa.

To reach the Orlando International Airport from Cocoa on the Atlantic coast near Cape Canaveral, 35-miles of new grade-separated 125-mph track was built along the expanded right-of-way of the Beachline Expressway (State Road 528), where an intermodal terminal with a rail station had been built as part of a previous airport expansion last decade.

The Final EIS plan for the Empire Corridor takes advantage of surplus right-of-way of the formerly four-track New York Central mainline between Schenectady and Buffalo. New passenger-dedicated tracks (alternating between segments of single and double-track) are to be mostly north of the existing double-track line shared today by CSX freight and Amtrak passenger trains.

Top speed will be 90-mph west of Hoffmans – where the existing Amtrak Hudson Line merges with the CSX mainline – to Buffalo. This lower speed (compared to Brightline's 110-mph) is due to the requirement of host freight railroad CSX. However, the overall average speed would be in the same 65-mph range, with future Amtrak trains covering the 296 miles between Albany and Buffalo in about four and a half hours. (Continued On Page 5 - Brightline vs. Empire Corridor)



**FRA Announces \$1.4 Billion in CRISI Grants** Tony Rudmann

The Federal Railroad Administration (FRA) has announced grants of \$1.4 billion to 70 freight and passenger rail projects across 35 states and the District of Columbia. The awards, through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, were authorized through the 2021 Bipartisan Infrastructure Law passed by Congress and appropriated in FFY 2022.

New York State grants totaled just over \$40 million to five applicants including 4 upstate freight railroads and one governmental subdivision. The freight railroads are: Mohawk, Adirondack & Northern Railroad Corp - \$3.3 million; New York, Susquehanna and Western Railway Corp. - \$30.4 million; Finger Lakes Railway Corp. - \$3.8 million, and Livonia, Avon & Lakeville Railroad Corp. - \$12.6 million. The NYC Department of Small Business Services was awarded \$17.2 million for the Arthur Kill Lift Bridge rehabilitation connecting to the Staten Island Railroad.

According to the American Short Line and Regional Rail Association, roughly half of the total available funding or approximately \$720 million was awarded to “small business freight rail projects.”

Federal Transportation Secretary Pete Buttigieg said: “These projects will make American rail safer, more reliable and more resilient, delivering tangible benefits to dozens of communities where railroads are located.”

Amtrak grants totaled almost \$200 million with the largest award of \$178 million for the restoration of the Gulf Coast passenger service. Other significant awards include up to \$8.8 million for fencing along the Northeast Corridor; up to \$8.8 million for a workforce development apprenticeship training program, and up to \$1.8 million for a grade crossing improvement program along the City of New Orleans route.



Another CRISI award supported investments in passenger rail. Massachusetts received \$108 million for the planned East- West rail expansion from Worcester to Springfield. This grant will also allow Amtrak to begin using the inland route between Boston and New York City via Springfield. Other grants are being submitted to extend the expanded route as far west as Albany allowing for multiple trips per day between Boston & Albany in the future.

California awards of more than \$42.5 million will add two additional daily round trips to the Capital Corridor between Sacramento & Roseville and eliminate grade crossings on the current Amtrak route in the Central Valley.

Virginia investments of up to \$100 million will result in improvements allowing two new Amtrak roundtrips and three new commuter rail roundtrips on the corridor between Washington, DC and Richmond, VA.

**Brightline vs. Empire Corridor** (continued from page 4)

Total project cost would be an estimated \$8 billion over 25 years, which includes work on the Hudson Line to upgrade tracks, signaling, stations, and other civil engineering work – including building a new Livingston Ave Bridge at Albany and expanding the existing 110-mph running through the Capital District, to the full Poughkeepsie - Hoffmans mainline controlled by Amtrak where possible.

The biggest difference between Brightline in Florida and the Empire Corridor ‘Service Development Plan’ of the Final EIS is the project timeline. The Final EIS lays out a 25-year build, with the first improvements in service west of Schenectady of additional roundtrips not occurring until Year-10 of the plan, with construction in the Mohawk Valley starting six years in Year-6.

In contrast it took fourteen years from start of construction on the Phase 1 Miami-West Palm Beach segment (2014-2018) through the Phase 2 West Palm Beach-Orlando segment (2019-2023); the planned extension to Tampa by 2028 will complete the 320-mile Brightline Florida line.

There is every reason to think that New York State could complete the Empire Corridor project faster if the money was in hand and if the organizational capacity to plan, design, and build was in place, along with CSX being a cooperative & willing partner. What is needed is a major adjustment in state transportation, economic, and environmental policy to prioritize intercity rail as a key mode of mass transport, in addition build-up of a large and capable organization dedicated to intercity rail within NYSDOT.



# New York State Ridership Stats

Route	YTD October - September						
	Sep. '23	Sep. '19	2023	2022	2021	2020	2019
Empire Service	110,100 <small>111% of 2019 #</small>	99,600	1,245,600 <small>103% of 2019 #</small>	1,019,000	613,200	655,000	1,214,200
Maple Leaf	41,400 <small>139% of 2019 #</small>	29,900	452,700 <small>156% of 2019 #</small>	385,000	245,100	231,100	389,800
Adirondack	5,200 <small>n/a</small>	9,600	24,700 <small>n/a</small>	0	0	44,200	117,500
Ethan Allen Exp.	6,500 <small>176% of 2019 #</small>	3,700	86,600 <small>172% of 2019 #</small>	63,400	12,500	23,300	50,500
Lake Shore Lim.	30,100 <small>105% of 2019 #</small>	28,600	351,000 <small>98% of 2019 #</small>	319,300	168,500	220,200	357,700

Data Source - Amtrak Monthly Performance Reports

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See New York and Save 15%

**Reminder...**The popular 'I Love New York' 15% Discount continues to be offered for travel to/from all New York State destinations on Empire Corridor trains & the Ethan Allen Express. The current promotional offer is valid through May 2024. Reservations must be made at least 5 days in advance of travel; black-out dates and other restrictions apply. The 15% discount is not available for travel on the Lake Shore Limited.

Visit [Amtrak.com](http://Amtrak.com); click on 'Deals' at the top, then click on 'Deals & Promotions' and scroll down to the 'See NY & Save 15%' option to take advantage of this great offer.

**Amtrak Share Fares** make it easy to bring the whole crew by helping you save with each plus one. Share Fares provides a group discount of up to 60% off tickets for 8 passengers traveling together on the same reservation.

Passengers will receive the following discounts off the adult rail fare: Passenger One (1) - full price (or lowest available fare); Passenger Two (2) - full price (or lowest available fare); Passenger Three (3) will receive a 50% discount; Passenger Four (4) will receive a 70% discount; Passenger Five (5) will receive a 75% discount; Passenger Six (6) will receive an 85% discount; Passenger Seven (7) & Eight (8) will receive a 100% discount! Valid through September 30, 2023 - 2-day advance purchase required. Other terms & conditions apply.

Visit [Amtrak.com](http://Amtrak.com); click on 'Deals' at the top, then click on 'Deals & Promotions' and scroll down to the 'Save on Group Travel with Share Fares' option to take advantage of this great offer.



Save on Group Travel with Share Fares  
Up to 60% Off



## ESPA Meetings

ESPA members and ALL other interested persons are welcome & encouraged to participate in ESPA Meetings!

Check 'Events' at [www.esparail.org](http://www.esparail.org) for the most current meeting information! Advance registration is required!

**Upcoming 2024**

**ESPA Working Group Meetings**

**Saturday, January 20** Via Zoom - 12:00n - 3:00p

**2024 Annual Meeting** In-Person - Schenectady  
Date To Be Announced

*Dates, times & locations are subject to change!*

## ESPA Membership

- Introductory Membership (\$15.00 for first year)
- Regular Individual Membership (\$30.00 per year)
- Student, Senior, Fixed-Income Membership (\$20.00 per year)
- Family Membership (\$40.00 per year)
- Sustaining Membership (\$60.00 per year)
- Patron Membership (\$100.00 per year)
- Association/Non-Profit Org. (\$300.00 per year)
- Corporate Membership (\$500.00 per year)
- Lifetime Membership (\$500.00 One Time)

Join or Renew On-Line At [www.esparail.org](http://www.esparail.org) or

Send A Check Made Payable To 'ESPA' To 'ESPA', P.O. Box 434, Syracuse, NY 13209



## A Private Rail Car Trip To Saratoga Guest Contributor Stacy Jo Grant

Travelers had the chance to “jump aboard” the ex-Santa Fe Dining Car ‘Epicurus’ for a round trip on weekends between New York & Saratoga this past summer. I was lucky enough to take the ride.



All Photos - Stacy Jo Grant

This restored private railcar was built in 1950 and used by the Santa Fe Railway between Los Angeles and Chicago until 1971. Current owner, Peter Calleo, bought the car in 1985 and spent the next 7 years restoring the car back to its original theme.

The car features a vintage soda fountain-style counter with 12 swivel chairs and 6 traditional tables that can accommodate 24 passengers. The tables are covered with a fine white linen and are set with original Atchison, Topeka and Santa Fe Railroad China. These dishes were made expressly for the Santa Fe dining car service by Syracuse China. Fresh flowers are a nice accent on the tables.



Breakfast on the northbound trip was cooked to order and featured French toast, your choice of eggs or a chef’s omelet with bacon and hash browns.

Afterwards, I just sat back and enjoyed the views of the Hudson River while listening to songs of the 40’s and some brief narrative about the sites in view as the train is speeding by. Some 3½ hours later, the train pulled into the Saratoga Springs station, where it was parked for about 6 hours until time for the return trip to New York. During the lay-over we visited the world-famous Saratoga Racetrack and walked along the beautiful streets of downtown Saratoga.

Upon reboarding a wonderful display of cheese, crackers and grapes awaited the guests along with a choice of alcoholic and non-alcoholic beverages.

Shortly thereafter a 4-course dinner was served consisting of soup, a generous portion of shrimp cocktail, the main course that featured beef brisket, fresh corn & broccoli, all topped off with a slice of warm apple pie.

Following dinner came a fun time with passenger Karaoke and dancing aided by the sway of the train at 110mph south of Albany. The train arrived back into New York City around 10pm, after an experience I’ll remember for a lifetime & highly recommend to all!



Future trips being planned on the ‘Epicurus’ include round trip overnight excursions between New York & Niagara Falls and weekend trips to the Berkshires. Visit [www.railandcruisetravel.com](http://www.railandcruisetravel.com) for complete information!

## Federal FY2024 Funding Remains Delayed Tony Rudmann

With hours to spare, Congress adopted a “Continuing Resolution” (CR) allowing the Federal government to avoid a financial shutdown when the new fiscal year began October 1st. But the CR offers only a temporary solution since it expires in 45 days on November 17th.

A Continuing Resolution just allows continuing federal spending at the same level previously voted by Congress and signed into law by the President. This temporary CR added \$16 billion for disaster relief and eliminated \$6 billion to support Ukraine in its defense against the Russian invasion.

While neither House of Congress completed work on the usual 14 appropriations bills, supporters of intercity

passenger rail are concerned about the different approaches of the Houses. The House Appropriations Committee would reduce Amtrak’s FY24 funds by 64 percent compared to the approved FY23 appropriation.

According to Amtrak, reductions of this magnitude would result in reductions to the national long-distance routes, state-supported services and even Northeast Corridor operations. Cuts of this level could result in layoffs of over 10,000 Amtrak employees.

Passenger advocates should work to get full funding for Amtrak to prevent being left with just bones of intercity rail service on Thanksgiving.





## Rough Times For Amtrak In The Hudson Valley Bruce Becker

Amtrak has been the victim of numerous weather-related disruptions and other service issues outside their control in recent months in the Hudson Valley & beyond:

- Monday, July 10 – Flooding on Metro North between Croton & Poughkeepsie
- Sunday, July 16 – Track wash-out on Metro North south of Poughkeepsie
- Tuesday, July 25 – Flooding on Metro North around Yonkers
- Saturday, July 29 - Flooding on Metro North around Ossining
- Friday, August 4 – CSX Derailment at Hoffmans, NY west of Schenectady
- Saturday, August 12 - #64 hits a storm-downed tree near Rhinecliff
- Monday, September 11 – Spuyten Duyvil Bridge stuck open
- Friday, September 29 – Flooding on Metro North between Croton & Ossining
- Saturday, September 30 - Spuyten Duyvil stuck open
- Saturday, October 21 – Major Landslide on Metro North at Sleepy Hollow
- Sunday, November 12 – Amtrak's Empire Connection Line closed due to overhead parking garage issues



Westchester County Police Department

Despite these multiple disruptions, Empire Corridor ridership at the end of FY '23 (September 30th) was up over the FY '19 (Pre-Covid) levels; See page 6 for full ridership stats.



MTA (L&R)



WABCT

## Amtrak's Releases Concepts For New Long Distance Fleet Bruce Becker

In early September Amtrak released concept drawings of both single level and bi-level trainsets being considered for its long-distance services, all of which would be fully ADA compliant.

The concept 10-car single trainset would include four coaches with various seating configurations, 3 sleeping cars with various room types, 2 food service/lounge cars & a baggage/crew car.

The 9-car concept bilevel trainset would include non-accessible features on the lower levels & accessible features accessed via elevators on the upper levels. 3 cars would primarily have coach seating, 3 cars would be full sleepers, 1 car would be a combined lounge & sleeper, 1 a dining car and 1 a combined sleeper, crew rooms & baggage.

Amtrak continues to publicly state that a formal procurement request for new long-distance will be issued at the end of 2023.

REMEMBER...These drawings represent only initial concepts being considered and many modifications are likely to occur during the final design process. You can view larger images at [www.esparail.org](http://www.esparail.org)

