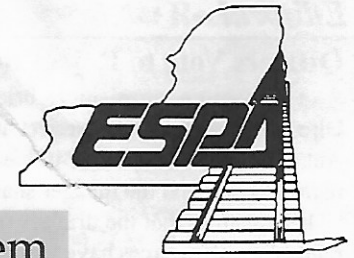


THE ESPA EXPRESS

NEWS FROM THE EMPIRE STATE PASSENGERS ASSOCIATION

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

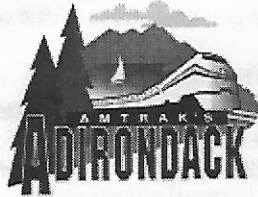


Working for a More Balanced Transportation System

Vol. 22, No. 5

September/October 2000

Adirondack Train among Top Ten in the World



Amtrak's New York City-Montreal train, the *Adirondack*, has been named one of the world's ten best rail trips by National Geographic Traveler (NGT) magazine, and in the August 4th edition of USA Today.

The National Geographic Traveler noted that scenery, train equipment, food service and amenities for outdoor sports enthusiasts helped put the daylight run between Manhattan and "North America's most European metropolis" on the top-ten list. In the July/August 2000 issue, a judge's panel proclaimed the *Adirondack* "a little jewel" whose "scenery makes the prettiest train trip in the Eastern U.S."

Besides the train's scenic route, the NGT praises the *Adirondack's* restored rail cars whose large windows are perfect for viewing the sights, as well as the café-lounge cars, named for famous inns of the region, which serve such specialties as cheesecake baked by the nuns of the Canadian New Skete Order. The *Adirondack's* baggage car has special racks for bicycles and skis. (Cont'd on page 6)



Photo - Frank Barry

Turboliner Comes Out

On Wednesday, August 23rd, Governor Pataki introduced the first completely rebuilt turboliner to the media and the public at the Super Steel plant outside Schenectady. The Governor was enthusiastic, asserting that "No state in America ...has made a bigger commitment to high speed rail than New York." While many might dispute such a claim, given California's multi-billion dollar commitment to rail, getting the turboliner into the light of day has clearly provided a boost for high-speed rail supporters.

After its high level welcome, the train spent the weekend being introduced to ordinary people at the New York State Fair in Syracuse. President Robert Lenz and other ESPA members greeted visitors and passed out informational materials. Interestingly, for all its glitz and promised speed, one of the most frequent questions by visitors was simply "Will this train cost more to ride?" — a reminder that price is still a major determinant in many travel decisions. (At present, the answer is "No.") (Cont'd on page 6)

Much at Stake for Amtrak!

There is much at stake for Amtrak, and for New York, in the High Speed Rail Investment Act (S. 1900/H.R. 3700), which will be on Congress' agenda as it returns for its fall session.

The bill, sponsored in the House by New Yorker Amo Houghton (R-Hornell), and in the Senate by Frank Lautenberg (D-New Jersey), would provide bonding for future rail projects, and potentially a large increase in jobs at Alstom Transportation's Hornell plant. In fact, it was Alstom - located in the district of Rep. Houghton - which gave the bill much of the momentum it has today. Alstom, which a few years ago had only 50 jobs in Hornell, now employs about 800 people and, if the High Speed Rail Investment Act is approved as proposed, Alstom's employment numbers could grow by another 350 people, according to company estimates.

This is also a bill Amtrak desperately needs. Funds from Amtrak's \$2.3 billion tax rebate will run dry next year and, with declining federal support, this bill would provide Amtrak with a new infusion of much needed cash. The bill would provide \$10 billion over 10 years, with the states providing a 20 percent match, which would go directly into the new rail projects. Bondholders would receive federal tax credits.

Whether the bill will pass this year depends on a number of factors - whether Senate Finance Committee Chairman Bill Roth shows strong interest in it (Senator Roth played a major role in Amtrak's \$2.3 billion tax rebate), whether House Transportation and Infrastructure Chairman Bud Shuster approves of it in its current form, and how strong a role Senator Daniel P. Moynihan decides to play in its passage.

Insiders believe Senator Moynihan could view this bill as one of his swan songs - a good bill for New York and Amtrak, and one the voters can remember him by. Don't be surprised if Senator Moynihan finds a way to fund the Farley Building through this bill as well - a pet project he has pushed for a number of years now.

With little time left and many bills remaining on the legislative calendar, this bill needs all the help it can get. It is the last chance this Congress has to help the states advance their plans for high-speed rail improvements.

ESPA members can help by reminding Senator Moynihan how important this bill is, and by contacting the New York members of the House of Representatives to remind them what the High Speed Rail Investment Act means for New York, and the future of passenger rail service in America.

—John Boffa, ESPA Washington representative

Editors Note: It now appears that in the rush to adjourn, this bill may be attached to another bill rather than voted on directly. But this will only happen if there are enough co-sponsors. If your representative is listed below, urge him or her to co-sponsor HR 3700. Forbes, Lazio, King, McCarthy, Ackerman, Crowley, Weiner, Velazquez, Fossella, Maloney, Serrano, Engel, Lowey, Reynolds.

Officers Vote to Reject Bond Issue

Following a surprisingly brief discussion, the ESPA board of Directors recently voted to reject the \$3.8 billion Transportation Bond Act. The Board's opinion is based on the total lack of specifics regarding rail and the meager share allotted to passenger rail.

It's apparent that the drafters of this bond still "don't get it" as it relates to rail. Sources have indicated that \$100 million (2.8% of the total) will be allocated to ports and both passenger and freight rail projects. Assuming an equal distribution, passenger rail might receive 1% of the total. Your Board is outraged that state leaders continue to find billions for other projects and peanuts for rail. We urge you to vote No on the Bond issue and send the Governor and legislature back to the drawing board.

Specifically, we expect the State to address the following issues:

- Inclusion of a multi-year plan with funding rate commensory with high-speed rail's potential for economic development and congestion mitigation.
- Inclusion of specific goals and projects with a timetable for the accomplishment of each.
- A dedicated source of funding for rail projects.

We listen to politicians and community and business leaders speak ad nauseum about the need for low cost airlines, airport delays, high gas prices, etc. Yet the one possible solution to these problems, high-speed rail, is not even addressed in this Bond Issue. Hundreds of millions of dollars will be spent to convert N.Y. Route 17 to an interstate, so people can drive 10 mph faster. At the same time, CSX has just reduced the speed of Amtrak south of Rensselaer to increase travel times by 6 minutes. So far, no public outrage by the State.

The Marist Poll found tremendous support for improving our rail passenger system. Recall these findings:

- 97% of registered voters think intercity passenger trains should be improved and modernized.
- 82% of N.Y. voters believe improved and modernized train service is at least as important as good as highways and airports.
- 87% of voters favor an increase in resources for train service in New York.
- 57% of voters favor a bond issue to raise the funds for the improved service.

Giving these very strong numbers in support of rail, wouldn't you think some very bright people in Albany would see rail as a winner with the voters?

In the 1974 Rail Bond Act, about \$150 million was directed to passenger rail improvements. Adjusting for inflation, there is every reason to believe that a new bond issue should have \$300-400 million for rail. Even then that would only be about 10% of total. If a highway across the Southern Tier can eat up this kind of money, then certainly the population dense N.Y.C. - Albany - Syracuse - Buffalo Empire Corridor deserves equal consideration.

Let's look at a bit of history. The 1974 and 1979 bond issues set these running time goals:

	Goal	Currently
NYC-Albany	1'55"	2'30"
NYC-Buffalo	5'45"-6'30"	7'50"

Gov. Cuomo's \$3 billion (and a like amount of interest) Rebuild N.Y. Bond issue had zero for passenger rail. Now we get another Bond with who knows what for rail and no definitive plans or goals, this is a turkey - shoot it and put it out of its misery.

We've waited 26 years for the above goals to be achieved. Just how much longer do we have to wait? It's time for Gov. Pataki, his DOT, and the legislature to take OUR tax dollars and spend them to match their high-speed rail rhetoric. *Steve Salatti, Past President*

No Response from the Candidates!

In July, ESPA sent a letter to both Rick Lazio and Hillary Clinton asking them to provide their views on the following four questions:

1. Do you favor the Lautenberg-Jeffords High Speed Rail Investment Act (S.1900)? This authorizes Amtrak to sell \$10 billion high-speed rail bonds. States match 20% of Amtrak's share, and the state funds would pay off the bonds. (see enclosed summary for details.)
2. Do you favor a change to the "TEA" transportation law to let states spend their federal transportation dollars on intercity passenger rail, a right not now available to them? Currently states can spend their federal transportation dollars on any mode of transportation, except Amtrak.
3. Do you feel passenger rail should receive federal capital investment dollars, such as our highways and airports receive?
4. Should private freight railroads be granted public funding in order to expand rail capacity so as to reduce the growth of truck traffic on highways?

After repeatedly contacting their offices by mail, phone and fax, as of press time, neither has responded. I suggest each member contact the candidates and question their position on passenger rail in order to help make an educated choice on Election Day. *Ed.*

NYS Passenger Rail Council

Walter Rich graciously hosted the latest council meeting on August 16 in Cooperstown. The Mission of the Council is to address issues of strategic significance to rail passenger transportation throughout New York State.

An action plan presented by the Department of Transportation calls for an Empire Corridor Transportation Analysis that should be undertaken to:

- Define existing capacity and operational constraints.
- Analyze system and identify solutions to immediate issues.
- Assess operational impacts of traffic levels projected for 10 years and 20 years hence.
- Determine future infrastructure requirements to meet projected traffic levels.
- Develop a comprehensive corridor Transportation Plan with the overall goal of increasing train volumes and speed while providing adequate capacity and flexibility to ensure reliable and safe operation.
- A parallel study concurrently on the Hudson Line.

Input will be gathered from stakeholder meetings that may include Economic Development agencies, Chambers of Commerce, Mayors, etc. from along the corridor. The state would hire a consultant to compile and analyze the data, then formalize the benefits and cost. The projects can then be prioritized, funded and implemented.

Robert Lenz, Council member

Executive Director

New York State volunteer citizen network (ESPA) which is working to improve and expand public transportation throughout the state is seeking a part-time Executive Director to coordinate our Association's efforts in promoting the cause of modern intercity and commuter rail and bus service.

Interested individuals should be knowledgeable about Statewide transportation issues, adept at media relations and be politically savvy. Please forward resumes to:

Bruce B. Becker
Capital Region Co-Coordinator
Empire State Passengers Association
49 Algonquin Road Clifton Park, NY 12065

Speed Restrictions Slow Amtrak

Last month CSX established three speed restrictions on the Hudson line. These involve a curve and bridge just south of Rhinecliff, and two curves between Rhinecliff and Hudson. The restrictions require trains to slow to 80MPH from 90 or 95MPH for very short distances.

Paul Reistrup, Vice President of Passenger Integration at CSX, told ESPA this resulted from intensified inspections following a February audit by the Federal Railroad Administration (FRA) which criticized the railroad for inadequate track maintenance. It also resulted from stricter standards set by the FRA in 1998 when track standards were revised, Reistrup said. He emphasized that this would have little impact on running time, adding almost 3 minutes. Some Amtrak sources claim the delay may be double that. The three slow areas together constitute only half a mile, but additional time must be added for braking and acceleration.

"We have done a lot to cooperate with New York's high speed efforts," Reistrup told ESPA. "We have asked the FRA for a waiver to allow 125MPH test runs and we've agreed to allow the turboliner to run at higher underbalance if FRA approves (something Conrail adamantly refused to consider). And we're running 95.5% on time on the Hudson line. But we're not going to compromise on safety; we're going to follow the rules." Reistrup said two of the curves might be upgraded but one, on a bridge, would require major realignment.

The three speed restrictions on the Hudson line are minor compared to what's happened west of Schenectady over the years. In 1996 Conrail lowered passenger train speeds on 27 miles between Amsterdam and Utica, cutting speeds by 5 to 10MPH. Since then, 20 new passenger speed restrictions have been added between the westernmost of the 1996 reductions, near Utica, and a point just west of Rochester. Each reduction cuts speed 4 or 5 miles an hour (except for a 10MPH reduction in Rochester).

In 1995 a 43-mile stretch between Utica and Syracuse was good for 79MPH, the maximum allowed without cab signals. Today this former speedway is broken up by nine speed restrictions interspersed by short sections of 79MPH track, all but two less than 5 miles in length. The longest remaining 79MPH stretch in this section, just east of Syracuse, is only 12 miles long. Only one 79MPH raceway remains untouched on the CSX Chicago line--the 63 miles between Rochester and Buffalo where the first Empire State Express is reputed to have set its 112MPH speed record in 1893.

Most if not all of these restrictions were imposed by Conrail, before the CSX takeover. According to a Conrail representative in 1996, that railroad decided to slow its freight trains to save fuel, and then decided it no longer needed so much super elevation of the outside rail on curves, and so lowered them. This, however, required Amtrak to slow down too. Most of the new reductions are short--all but two less than a mile. The total distance involved is only 9.5 miles. But again additional time is lost in braking and acceleration for each of the 20 speed reductions. Maximum speed on this line is 79MPH, but in one case near Rochester speed has been reduced from 50 to 45MPH.

Trains between Albany and Buffalo are now allowed 3 to 10 minutes longer for the run than in 1995.

Frank Barry

Newsbrief

Alstom, in cooperation with French Rail, is developing the next version of the TGV, known as the AGV. The AGV will be capable of 220 mph cruising speeds. The current TG cruising speed is 186 mph.

American Airlines, in cooperation with French Rail, now offers its passengers using Paris CDG Airport thru-ticketing on various TGV services.

CSX Prepares to go to Court

CSX is reluctantly preparing to sue New York State for discriminatory taxation as a result of the legislature's failure to amend the rail property tax law earlier this year, according to Resident Vice President John Casellini. "We hope we don't have to go through with this," Casellini said, "we can probably hold out till early next year. But we simply cannot wait till then before preparing our case. We've put papers together for filing."

Casellini and others in CSX are concerned because a settlement reached with Conrail expires this month. As a result, CSX expects property taxes to rise dramatically. "We believe we have a strong case," Casellini says, "but we'd much rather work with the State and communities along the line to spur economic development and develop high speed passenger service."

Casellini said local governments have different fiscal years, and few tax bills will have to be paid this year, which makes it possible to wait until January if necessary. He explained that while Conrail asked to have its tax payment put in escrow, CSX would sue for an injunction to release it from having to pay any tax until the matter is settled. "We know the local governments worry about losing revenue--but they are likely to lose more if we have to go to court than if they work with us," Casellini said. The New York State Association of Counties wrote to legislators opposing an agreement that was painstakingly negotiated toward the end of this year's legislative session.

The economics of the rail industry are shaped by New York's Tax structure," Casellini said. He explained that CSX is experiencing severe bottlenecks at either end of its freight line up the west side of the Hudson--in New Jersey and approaching Selkirk Yard near Albany. "We're expanding capacity in New Jersey but not in New York," he said. "We can't afford to increase the value of our property there."

Frank Barry

Faster commute to New York City from Rockland and Orange Counties

On August 30th, Governor Pataki launched a new commuter ferry service linking Rockland and Orange counties with MTA Metro-North Railroad's Hudson Line in Ossining. The ferry, along with Metro-North, gets you right into Grand Central Terminal in about an hour and 20 minutes travel time.

The service is a collaboration of the Metro-North Railroad, the New York State DOT, the villages of Haverstraw and Ossining, N.Y., Waterway and MGD Holdings, which is developing the Haverstraw waterfront where the ferry docks in Rockland County.

"The ferry to the train gives commuters a new way to beat traffic and get to work and home on time," Governor Pataki said. "This is another giant step forward in our master-link concept, and the concept is to make all elements of transportation talk to each other, work with each other, cooperate with each other."

The state is hoping that it will pull as many as 300 cars a day off local highways and the Tappan Zee Bridge, helping to reduce traffic and air pollution.

The UniTicket price of \$193 a month includes the regular, \$163 monthly commutation rail ticket between Ossining and New York City and a \$30 monthly ferry pass. The one-way ferry ticket is \$3. Parking at the Haverstraw dock will be \$30 a month or \$3 a day.

Metro-North estimates an average of 150 daily rail/ferry customers initially.



Never drive around lowered gates - it's illegal and deadly. If you suspect a signal is malfunctioning, call your local law enforcement agency or the railroad, or dial 911.

John Martin, NARP President Dies

John (Jack) R. Martin, long time President of the National Association of Railroad Passengers, died at his home in Atlanta on the morning of September 1st. He was 64 years old.

Jack had received quadruple bypass heart surgery in San Jose, California on August 8 and had flown home with his wife Faye on August 29th. He had gone to San Jose on August 2nd to attend the National Train Show where he was following one of his many interests, selling railroad timetables and related material. He was admitted to the hospital on August 4th after an apparent heart attack.

Jack had been president of the National Association of Railroad Passengers (NARP) since 1979, the year before ESPA was formed. He spoke at ESPA's annual meeting in 1986 when we faced a major crisis after losing the Empire State Express west of Albany.

Although he began his career in engineering at Dupont in 1959, Jack left after two years to obtain a law degree from Temple University. He joined the legal staff at Coca Cola Company in Atlanta, eventually becoming chief counsel before his retirement nearly 10 years ago.

Jack will be remembered by those on the NARP Board for the dignity and style with which he guided the sometimes contentious meetings of 80 directors who come from across the country twice a year to discuss rail passenger issues. He spoke with a deep southern drawl nourished by 34 years of Georgia residence (he actually grew up in Lancaster, Pa.) His oratorical manner was countered by a ribald humor that surfaced at critical moments during passionate debates among board members and contributed greatly to maintaining civility.

He was admired and respected by NARP members, elected officials and the four Presidents who have headed Amtrak during his tenure as NARP President. His knowledge of railroading was legendary. He worked for both the Illinois Central and the Pennsylvania during summers at college, and was able to fire and even run steam engines between Altoona and Harrisburg.

Jack's forceful arguments have more than once reversed Amtrak decisions or policies, which NARP felt, were unwise or went against the interests of Amtrak customers.

Jack was for a time Chairman of the Georgia Rail Passenger Authority, created to develop rail passenger service in Georgia, where he became a strong and effective promoter.

In an unprecedented tribute, Amtrak President George Warrington ordered that all Amtrak locomotives throughout the nation sound their horns at 5:00PM on Sept. 3, the hour of Jack's funeral.

Jack's family has requested that contributions in his memory be made to NARP and/or the Atlanta Chapter of the National Railway Historical Society. (P.O. Box 1267, Duluth, GA 30096-0023)

Alan Yorker, also of Atlanta, has been named to take over Jack's role as President of NARP. He will have very large shoes to fill.

Frank Barry and Robert Lenz, Members, NARP Board of Directors



New "surfliner" cars at Albany NY station heading to California. Cars were built in Hornell NY. (see article, page 5)

Amtrak, Passengers, Test Service Guarantee

In spite of (or perhaps because of) its National Geographic designation in the top ten world train trips, the *Adirondack* generated more service guarantee requests than any other Empire train since the program started on July 6. Roughly two thirds of the 353 complaints were based on lateness--no other category reached even 5%.

The *Adirondack's* on-time performance fell from 77% last December to 30% in June and July. Nearly one third of the delays were caused by Canadian Pacific (Delaware & Hudson) speed restrictions, while a similar number resulted from delays involving meets with other Amtrak trains. Since sidings on the D&H are now more than 30 miles apart in some cases, it is difficult to move a meet between trains.

Some sidings were removed after CP purchased the D&H in 1991. As a result, poor track maintenance and resulting slow orders have aggravated problems Amtrak has little control over; a delay to the northbound train inevitably delays the southbound train if it occurs before the meet. CP operates only 8% of Empire train miles, but was responsible for 22% of all delays in June and July. Fortunately a passing siding is being restored near Port Henry; this should greatly reduce delays caused by the meet between the north and southbound passenger trains. But delays from slow orders are another matter.

The Vermont Railroad, which hosts the *Ethan Allen* for just 23 miles between Whitehall and Rutland provides only 1% of total train miles but is responsible for 7% of Empire Service delays, again due to very poor track maintenance. CSX, which hosts every Empire train for at least part of its run, achieved an 86-87% overall on time average, and a 95% on time average on the key Albany-Poughkeepsie raceway, according to CSX Passenger V.P. Paul Reistrup. CSX was responsible for just under half of all Amtrak Empire Service delays in June and July--less than its share of total train miles, according to Amtrak figures. "They have really been working with us," according to Wes Coates, who directs Amtrak's Empire Service. Metro North accounted for 11% of delays to Amtrak trains during these months.

Speed restrictions constituted the largest single source of delay for the corridor as a whole during June and July--roughly a quarter of the total.

Frank Barry

Adirondack Breakthrough

On August 28th the Adirondack Scenic Railroad operated its first train from its Thendara headquarters all the way to the end of track in Lake Placid--a major step toward its goal of initiating a tourist run out of Lake Placid this fall. The August 28th run broke a silence, which had lasted nearly 20 years in the all but inaccessible forest between Beaver River and Tupper Lake. It was in fact the first train to cover this stretch since the Adirondack Railway went bankrupt after the line's brief revival for the 1980 Winter Olympics in Lake Placid. Fortunately, although the equipment was auctioned off in 1982, the state-owned track remained in place. But the remote portion between Beaver River and Saranac Lake suffered four major washouts.

This summer, contractors finished filling in the washouts, and the rails were reconnected. While much work remains to put this track in shape for regular service, it can now be used for equipment moves. However, "it took us a full ten hours to cover the 90 miles," Acting General Manager Randall Fisher told ESPA. Consequently this train was hardly an inaugural for dignitaries. Fisher said its purpose was to ferry equipment north to test and settle the ten miles of reconditioned track between Saranac Lake and Lake Placid, where the railroad hopes to

(Cont'd on page 6)

Get 25% Off on Fall Travel - Amtrak is offering 25% off the lowest available coach fares to over 500 exciting destinations for a fall adventure. Purchase by November 18th for travel September 16 through December 14, 2000. Black out apply November 21 - 28, 2000. For full details, www.amtrak.com or call 1 800 USA RAIL

Northeast Corridor High-Speed Rail (HSR) Corridor. As testing continues, introduction of the new *Acela Express* high-speed train is now planned for October. Amtrak anticipates damages associated with the manufacture's delay in the delivery of *Acela Express* trainset equipment, but has not reached an agreement on the amount in damages.

The all-electric Boston - Washington *Acela Regional* trains have seen a 39-percent increase in ridership over the trains it replaced.

The new "*Pacific Surfliner*" is being introduced along the San Diego - Los Angeles corridor, replacing the *San Diegans*. The new five-car double-decker trains (manufactured in Hornell, NY) will seat 427 and consist of one Pacific Business Class, one Coach/Baggage/Cab Car. In Pacific Business Class, every seat has at-seat audio and video.

In fiscal year 1999, ridership surpassed 1.5 million, making the corridor Amtrak's second busiest in the nation. Amtrak's \$125 million investment in eight new trains is the single-largest investment in any state. California purchased a nine set for this corridor.

Coach USA & Amtrak announce Marketing Partnership. As part of a joint marketing alliance, Coach USA and Amtrak are now providing connecting service in selected markets. The alliance, which began in May, is being tested during a six-month pilot program at the Orlando, FL train station. With up to six trains a day serving the city, the high ridership on these trains and popular family entertainment attractions nearby make Orlando the ideal location for this new service.

As part of the partnership, Coach USA will offer connecting ground transportation to area hotels and attractions from the train station, which is served by Amtrak's *Silver Meteor*, *Silver Star*, and *Sunset Limited*. In the first two months of the pilot program, over 1,500 Amtrak guests, an average of 25 per day, have taken advantage of the service. For more information about Coach USA, visit www.coachusa.com

New Auto Train Facility in Lorton, VA. A new state-of-the-art \$25 million *Auto Train* facility opened recently, funded by Amtrak, the Virginia Railway Express (VRE), and the Virginia Department of Rail and Public Transportation.

The new facility improves the delivery of guest services by providing: a 14,000-square foot passenger station building with approximately 450 seats, upgraded retail and food service, and a new 1,500-foot platform, long enough to accept the entire train without having to split the train as was previously done.

Boston-Portland Progress Report Progress continues on the Boston - Portland route, and as of August 10th, approximately 50 miles of continuous welded rail, (70% of the 71.5 mile total), has been installed. Replacement of mainline ties was completed June 15th, and 7of the 23 public grade crossings have been completed. Wayside signals, controlling and assuring safety of trains are about 49% complete, and will accommodate 79 mph operation of passenger trains. Limited service for special events may begin in January, with full service scheduled for May 2001. *TrainRiders/Northeast*

Revenue and Ridership Set Records

Just one month after unveiling its unconditional satisfaction guarantee, Amtrak's Northeast Corridor posted July revenues of \$51 million - an increase of nearly 15% over the same period last year. Ridership increased nearly 6% over July 1999, surging to 1.03 million passengers. In August, ridership was up 11% and ticket revenue was up 22% compared to 1999.

Nationally, August set all-time record ticket revenue of \$108.4 million, and the highest monthly ridership in 21 years - 2,097,471.

Amtrak Ridership by Route October-August, FY1999 vs. FY2000

<u>Northeast Corridor:</u>	<u>FY99</u>	<u>FY00</u>
Metroliner	2,058,479	2,207,884
Northeast Direct	5,362,854	5,602,814
Clocker	1,610,640	1,648,354
Empire	1,167,694	1,215,812
Adirondack	88,788	91,596
Ethan Allen	40,124	41,453
Vermont	74,522	73,772
Keystone	865,679	893,868
Special Trains	47,678	59,873
Total	11,316,458	11,835,426
<u>Intercity:</u>		
Silver Star	243,732	251,691
Silver Meteor	236,660	235,851
Silver Palm	216,278	202,225
Lake Shore Limited	296,466	277,648
Three Rivers	117,644	124,244
Pennsylvanian	89,583	86,830
Crescent	246,836	247,366
Carolinian	221,192	224,968
Piedmont	50,548	50,896
Auto Train	226,034	220,847
Cardinal	75,087	69,765
Kentucky Cardinal	8,906	23,930
International	105,355	100,224
California Zephyr	378,281	352,213
Southwest Chief	264,943	246,284
City of New Orleans	179,190	186,206
Empire Builder	403,095	400,433
Texas Eagle	103,469	134,389
Sunset Limited	106,171	106,146
Hiawatha	380,988	395,896
Total	5,117,748	5,134,875
<u>West:</u>		
Coast Starlight	464,032	461,796
Pacific Surfliner	1,428,494	1,450,595
Cascades	410,989	464,019
Capitols	498,589	688,787
San Joaquins	627,506	624,385
Totals	3,467,115	3,723,257
Grand Total	19,901,321	20,693,558

PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE EMPIRE STATE PASSENGER ASSOCIATION

Clarence, NY	Clarence Travel	(716) 759-7203
	(800) 336-3890
New York, NY	Bill Closs Travel	(212) 804-5719
Rochester, NY	Automobile Club of Rochester	(716) 461-5000
Tonawanda, NY	Courtesy Travel	(716) 695-3550

Authorized Amtrak travel agents who wish to join ESPA, and be listed in this DIRECTORY, should send a \$50 check, made payable to ESPA, and mail to: Robert Lenz, 10531 Main Street, Clarence, NY 14031.

Turboliner Comes Out (cont'd from page 1)

The train looks fast--and the interior looks welcoming. Business travelers will appreciate the computer terminals at every seat while scenery lovers will enjoy the generous European size windows. The seats may take some getting used to however. The cushions are unusually firm (some might say hard), and they slide forward instead of reclining backward. Learning the correct operation of the seat trays will require both time and patience.

The trains can accommodate 260 passengers with 2:1 seating for business travelers in both power cars. Telephones are provided in virtually every car. However the train has very little space for baggage other than the overhead racks, which will cause problems for travel in Western New York.

The train must make several test trips to Niagara Falls and New York and pass various tests before qualifying for revenue service. State and Amtrak officials hope it will begin service this Fall. Its initial assignment will likely be Albany-New York, where it will free the only other turboliner left in service for a needed overhaul. The latter was equipped with new turbo power units in 1995 but other components need attention.

The newly rebuilt turbo train was one of seven trains built by Rohr in 1976 as an adaptation of a French design to U.S. standards. In 1994 Governor Cuomo put \$20 million into the state budget for high speed rail, but most went unspent because of a requirement for a nonexistent federal match. The turboliner presently in service was upgraded in 1995 with \$7 million from the State, Amtrak and the federal government to demonstrate the effectiveness of the new Makila turbine. All other turboliners were withdrawn from service between 1994 and 1996.

Governor George Pataki reduced the \$20 million to \$10 million in 1995, but plans to use this for turboliner rebuilding solidified in 1996 after the federal government chipped in \$6 million. The Department of Transportation requested proposals to rebuild two turbotrains in 1997 and Super Steel signed a \$21 million contract the following year. Initially it was hoped that the first trainset would be completed in the Fall of 1998, but the work turned out to be more difficult than anticipated. The train was stripped down to its bare shell and all components--seats, flooring, paneling, electrical work, plumbing, and climate control--have been replaced. The second turbotrain is due for completion early next year. DOT hopes the five remaining sets will be completed by 2002, but no contract has yet been signed.

Frank Barry

Adirondack Train among Top Ten (cont'd from page 1)

Others in the NGT top-ten list: The Canadian - Toronto to Vancouver, Durango & Silverton - Colorado, Sierra Madre Express - Mexico, The Royal Scotsman - United Kingdom, Eastern & Oriental Express - Malaysia/Thailand, Indian Pacific - Australia, Bernina Express - Switzerland/Italy, Venice Simplon-Orient Express - Western Europe, and Rovos Rail - South Africa.

In the USA Today, John Grant, executive producer of PBS programs on rail travel and author of the companion book, Great American Rail Journeys, knows all the best routes. He states the train's daily run north hugs the Hudson River before hitting the rocky shoreline of Lake

Champlain upstate, affording water views for three-quarters of the trip. "You get great panoramic views of the Hudson, then the Adirondack Mountains and Lake Champlain. It's a unexpected beautiful trip - one of Amtrak's best-kept secrets."

Adirondack Breakthrough (Cont'd from page 4) inaugurate service by the end of September. The train consisted mainly of work equipment--camp cars, two cabooses and a single coach.

Fisher said that between Lake Placid and Saranac Lake "They've put new stone down to replace the cinders they used for ballast on these lines back in the fifties." The contractor has now finished, but both the state and the railroad want to make sure the track meets specifications and will hold to them once the trains start running. Federal Railway Administration inspectors are due on September 19 and a Sperry rail inspection unit will go over the line before then--as will the test train, according to Fisher.

Fisher said that barring very bad weather, trains would run Thursday through Sunday, making four daily round trips from Lake Placid to Saranac Lake. For information, call 315-369-6290 or 877-508-6728--or go to the Adirondack Railroad website at www.adirondackrr.com

Frank Barry

ESPA Meetings

Downstate - For time and location, please call 212 475 3394
Officers & Coordinators meeting - Schenectady, October 7 - contact rwlenz@aol.com or 716 759 2315

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