

# The ESPA EXPRESS

NEWS FROM THE EMPIRE STATE PASSENGERS ASSOCIATION

<http://www.esparail.org>

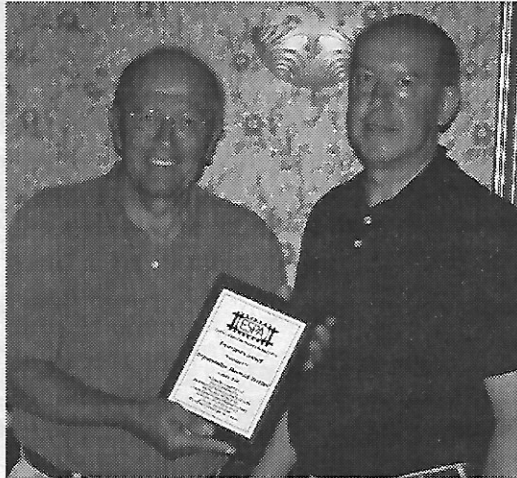


## WORKING FOR A MORE BALANCED TRANSPORTATION SYSTEM

Vol. 30, No. 5

September/October 2006

### Congressman Sherwood Boehlert Receives ESPA's 2006 President's Award



Congressman Boehlert and ESPA President Bruce Becker

Photo By Bob Lenz

At the Association's August meeting in Utica, retiring Congressman Sherwood Boehlert (R – New Hartford) was presented with ESPA's 2006 President's Award. Boehlert has served twelve terms in Washington representing various areas of Central New York and has been a longtime supporter of Amtrak and passenger rail causes. His record of pro-Amtrak votes in the House of Representatives were many times in conflict with both the position of his party's leadership and that of the then current White House administration.

In addition, through his leadership over the years, Boehlert has obtained federal funds for the Adirondack Scenic Railroad and for the rehabilitation of Utica's historic New York Central era Union Station, now re-named the 'Boehlert Transportation Center'.

In his remarks upon receiving the award, Congressman Boehlert thanked ESPA for its efforts over the past 25 years. He noted that his ardent support for Amtrak stemmed from his recognition early in his political career that public transportation is a vital and necessary service for the citizens of both his district and the nation. He concluded by stressing the importance of rail supporter's actively educating newly elected representatives on the benefits of passenger rail service soon after taking office. He stated that most newcomers to Washington have limited knowledge of our issue and as such, can be positively influenced when presented with appropriate information early in their careers.

*Bruce B. Becker*

### Amtrak Gets New President

Alexander Kummant appointed Amtrak president (*story page 3*)

### NARP Requests STB Action on Delays

In response to dramatically worsening freight railroad delays to Amtrak trains, National Association of Railroad Passengers (NARP) Executive Director Ross Capon has appealed to the Surface Transportation Board (STB) to address this problem. In a July 12 letter he urged STB Chairman W. Douglas Buttrey "to take every action you can—including but not limited to investigations and public hearings—to bring about improved performance." The current delays, he said, "threaten repeat business and the very survival of the service."

The letter singled out CSX and the Union Pacific as the two worst performers. During June, "More than 100,000 passengers rode Amtrak trains that reached their final destinations over four hours late; the overwhelming majority of these passengers were on routes that use CSX or Union Pacific exclusively or primarily." The letter noted that these two railroads "appear to have a corporate culture that views Amtrak as a costly nuisance. (They) appear uninterested in earning incentive payments from Amtrak, or in reaping other benefits from a positive relationship with Amtrak."

Capon said "This suggests that UP and CSX do not take seriously 49USC 24308(c) which requires that Amtrak trains be given 'preference over freight...except in an emergency...' (or where USDOT has) 'established the rights of the carrier and Amtrak on reasonable terms... in response to a railroad's application for relief.'"

Narp's letter requested that any investigation and public hearings should:

• "Identify specific, detailed causes of freight train interference issues;

• "Determine whether and how much freight train interference delay results from actions which might have been reasonably avoided; and

• "Most importantly, identify short and long term remedial actions."

*(Cont'd on page 4)*

### ESPA Regional Rail Forum In New York City - September 30, 2006

ESPA, in collaboration with the Institute for Rational Urban Mobility, Inc (IRUM) is holding a **Regional Rail Forum** on Saturday, September 30, 2006, from 1:00pm to 4:00pm, at The Urban Center of the Municipal Art Society, 457 Madison Avenue (at 51st Street) in Manhattan. All ESPA members and other interested persons are urged to attend this informational opportunity.

The **Regional Rail Forum** will include a presentation and discussion of the many proposals for the advancement of efficient, rider-friendly, regional rail services in the tri-state New York Metropolitan area. In addition,

*(Cont'd on page 6)*

## The View from the Cab...

As noted in the enclosed article on the recent Mohawk Valley flooding, CSX should be applauded for making remarkably quick work of getting their tracks back in service after such a record setting rainfall. As the accompanying picture demonstrates, this was no small task, given the scope of the damage which occurred over some twenty plus miles of track.

Unfortunately, Amtrak's response to the flood-caused service disruption was less than stellar. In my letter on the matter to then Acting Amtrak President David Hughes, I wrote

...*"Our Association has long strived to support Amtrak's efforts, but such service cancellations, with no accommodations made for passengers planning and/or reserved to use the train, severely undermines our mutual position that Amtrak provides a necessary and vital component in our state's and nation's public transportation network. If passengers can not rely on trains (with alternate transportation when necessary) to operate, they will seek other means of transportation, often permanently."*

I believe this sentiment aptly sums up the feelings of many rail supporters, who when faced with a seemingly ever increasing number of train cancellations, whether caused by factors within or outside of Amtrak's control (and with no alternate transportation provided in many cases), find it increasingly hard to advocate for Amtrak.

In Amtrak's defense, we do need to remember that the intercity bus and chartered motor coach business has also changed significantly over the past decade. The days of buses and drivers being readily available on little or no notice are long gone. As an example of this, here in the Western New York, the region's last large-scale charter bus operator ceased business this past year. Now if you need a large fleet of motor coaches in Buffalo, the nearest source is Toronto!

\* We continue to carefully monitor the ongoing activities of the US Border Patrol in Rochester, where Border Patrol Agents are randomly targeting the Amtrak station and the *Lake Shore Limited* for inspections. Our research now indicates that actual delays to trains caused by these inspections have been isolated. In addition, it appears that the Border Patrol Agents are conducting these inspections within the prescribed legal authority and jurisdiction of their agency, as the Rochester station is within 100 miles of the nearest US border with Canada (located in the center of Lake Ontario in this case).

\* I continue to urge all ESPA members to contact their State Senator and Assemblyperson to ask them to support funding plans for the High Speed Rail Task Force efforts. Particularly important now is gaining support from upstate representatives. For those ESPA members who live west of Albany, I strongly encourage you to refer to the positive ridership statistics noted in this issue when you write or speak with your representatives. Impress upon them that these significant increases are coming in spite of the current relatively poor service and ask them to think about how many people would potentially ride if New York State offered modern, fairly-priced and reliable trains!

\* I encourage all ESPA members and other interested persons to attend our upcoming **Regional Rail Forum**, on Saturday, September 30 in New York City. This will be a very informative event and I'll look forward to seeing many of you there.

\* **As always, I welcome your comments, critiques and suggestions, on how ESPA can better attain our goals of improved passenger rail service in New York State. Don't hesitate to contact me at anytime.**

*Bruce B. Becker, President*

## Rail Advocates form Political Action Committee

Former Amtrak Government Affairs Director Tim Gillespie and private rail car owner Bennett Levin have established a political action committee, The Passenger Rail—Today PAC, for the exclusive purpose of supporting candidates for federal office who are dedicated to the advancement and expansion of a national passenger rail network. This bi-partisan effort has won the support of two well known passenger rail advocates, former Congressman Jack Quinn from western New York and former Clinton Administration Deputy Secretary for Transportation Mortimer Downey. Downey is also a former Executive Director and Chief Financial Officer of the MTA in New York. Quinn and Downey have agreed to serve on the PAC's Board of Directors.

As a "non-connected" political action committee under Federal election laws, the Passenger Rail—Today PAC is not affiliated with any particular group, association, labor organization or corporation. It may receive contributions from any individual but may not accept contributions from corporations or labor organizations. The PAC will be run by a five-member Board of Directors and Tim Gillespie will serve as the Treasurer and Washington representative. Regional Advisory members will make recommendations to the Board about candidates to support and the status of races. (ESPA Regional Coordinator Steve Strauss will serve on the Northeastern panel.)

You can read more about the Passenger Rail Today Political Action Committee at its website, [www.passengerrailtoday.com](http://www.passengerrailtoday.com) and can contact the PAC at 301-588-6635. The PRT-PAC can become a fully functioning "multi-candidate" committee after receiving contributions from at least 51 individuals, being registered with the Federal Elections Committee for six months and making contributions to at least five federal candidates.

ESPA members can help the PRT-PAC reach multi-candidate committee status and support pro-passenger rail candidates for the House and Senate this fall by contributing \$50, \$100 or more to: Passenger Rail Today – PAC 2321 Blaine Drive Chevy Chase, MD 20815

For FEC reporting purposes contributors must provide their name, address, occupation and the name of their employer. Contributions to political action committees are not tax-deductible.

*Steve Strauss*

## Ridership and Revenue Continue to Climb

Ridership continued to climb across upstate New York State in May 2006. As reported in Amtrak's Monthly Performance Report, ridership on trains operating west of Albany was up a substantial 13.4% in May 2006 as compared to May 2005, with revenues up 16.4% as compared to the previous year. Year-to-date (October through May) figures show overall readership west of Albany is up 9.5%, with revenues up 14.2%.

Other impressive year-to date ridership increases were noted on the *Ethan Allen Express* to Rutland, up 18.5% and on the Adirondack, up 5.4%. Hudson Valley trains noted a modest 1.4% increase in ridership.

May's on-time performance of 70.6% for all New York State service trains was significantly better than last year's dismal 53.1% tally. YTD on-time performance is 74.1% which is still behind Amtrak's goal of 85%. Unfortunately, the *Lake Shore Limited* lagged far behind at only 19.8% on-time in May and an YTD tally of only 23.1%.

*Bruce B. Becker*

## Flooding Disrupts Upstate Service



**Washout west of Fonda, NY on CSX's Mohawk Sub-Division.**

Photo By Bill Tarvin - CSX Manager

The worst flooding in over 100 years hit Central New York and the Mohawk Valley at the end of June, disrupting all forms of transportation for several days. At the height of the flooding on June 28 and 29, all road and rail routes across upstate New York between Schenectady and Utica, including the New York State Thruway, were closed.

CSX's Mohawk Sub Division west of Amsterdam was severely damaged by a number of washouts. This line, the legendary New York Central 'Water Level Route', which closely follows the Mohawk River and Barge Canal for many miles, was no match for the sudden and unexpected power of the flood waters. CSX crews worked around the clock after the waters subsided to repair the damage and were able to re-open one track for limited, slow speed service within three days. Repairing the extensive damage to the signal system and to the other main track took over a week, with the line being fully reopened to traffic on July 7. CSX is to be commended for their fast response to this once-in-a-lifetime natural disaster.

As a result of the line closure, Amtrak suspended most Empire Corridor service west of Albany for over a week, with a full schedule not being operated again until July 7<sup>th</sup>. Substitute bus service was provided for passengers already enroute the first day of the flood, June 28 and limited bus service was operated for eastbound *Lake Shore Limited* passengers between Syracuse and Albany once the Thruway had been reopened on June 30, July 1 and 2. Limited through rail service resumed on July 3<sup>rd</sup>, though delays were encountered in the damaged areas.

In a letter to Amtrak's Acting President David Hughes following the service disruption, ESPA expressed its concern that alternate transportation had not been provided for the majority of passengers reserved or planning to travel by train over the busy Independence Day holiday weekend. In his response, Mr. Hughes cited the lack of available buses in the upstate region as the primary reason Amtrak was unable to better accommodate travelers during the service disruption period.

*Bruce B. Becker*

## Senate Committee Approves \$1.4 Billion

On July 20th the Senate Appropriations Committee approved \$1.4 billion for Amtrak next year—more than the \$1.114 billion the House approved, but still \$200 million short of the \$1.6 billion Amtrak needs. If approved in full it would be just over \$100 million more than the current figure of \$1.294 billion.

The Senate modified some of the "time bomb" language in the House version but did not delete it entirely. The date by which food and sleeper service must become "revenue neutral" was set back to 2011 from the 2008 deadline in the House bill. The Committee's report said that "While the Committee believes there is a role for Federal subsidies on intercity passenger rail service...it cannot accept the concept that the Federal taxpayers should pay for...dinner and drinks on the train or first-class accommodations." The bill requires the FY2007 deficit for these services to be 20% less than the 2005 deficit with a "progressive reduction" each year thereafter until it ends in 2011. The House bill (HR-5576) only requires an unspecified reduction by July 1, 2007 but full "revenue neutrality" by Oct. 1st the following year.

The Senate Committee adopted some points of the Bush Administration agenda, requiring Amtrak to undertake a pilot project to permit a state or states to assume responsibility for a specific train, route or corridor that will reduce the federal subsidy. It would also give the Secretary of Transportation power to require Amtrak to provide equipment and access to its facilities including its shops and reservations system. And it would require a pilot program to determine whether a private entity would provide sleeper or first class service on a particular route at no incremental cost.

Finally, Democrats Patty Murray (WA) and Robert Byrd (WV) inserted a provision to prevent Amtrak from purchasing any services now performed in this country from sources outside the U.S. This came after Amtrak informed them it intended to solicit proposals for taking over major parts of its reservation system from various sources including some overseas private vendors, in response to pressure to cut costs.

Sen. Christopher Bond (R., Mo.), Chairman of the Subcommittee that developed the bill, tried unsuccessfully to include a provision to force new labor agreements. And the full committee did not include the House requirement that administrative and overhead costs be reduced by 10% each year. This is fortunate, as the various plans, reports and statements required by both houses to receive the funds appropriated will require extensive staff time.

It is hard to imagine sleeping car or food service revenues covering costs on long distance trains and equally hard to imagine long distance trains without sleepers or diners. According to NARP, most transportation providers worldwide consider moderately priced food service a necessity to attract customers rather than a profit center in their own right. It is urgent to ask our two Senators to work for deletion of this and other micro-managing language from the final appropriations bill when it reaches the floor of the full Senate. Setting the conditions under which Amtrak operates should be accomplished by S-1516, Sen. Trent Lott's Amtrak authorization bill, introduced last summer, which may finally come to the floor for a vote in September. S-1516 has 22 co-sponsors. Both New York Senators have signed on. Authorization bills rather than appropriation bills have been the traditional vehicle for spelling out conditions under which government programs operate. Amtrak's last authorizing legislation expired in 2002.

*Frank Barry*

## Amtrak Gets New President

On August 29th Amtrak's Board of Directors announced appointment of Alexander Kummant to be Amtrak's next president. Kummant, now 45, began his railroad career at 18 with a summer job as a trackworker for the Lake Terminal Railroad at U.S. Steel's plant in Lorain, Ohio. He obtained a B.S. in engineering, an M.S. in manufacturing engineering and an M.B.A. from Stanford University, finishing in 1990. After working for Emerson Electric he joined Union Pacific in 1998 where he held several positions including regional vice president (based in Kansas City), V.P. of Premium Operations (involving intermodal and automotive trains), and V.P. of Industrial Products.

Since leaving Union Pacific in 2003 he has held positions with the BOMAG Division of SPX, Komatsu America Corporation (Executive Vice President and Chief Marketing Officer) and Invensys Controls.

According to Board President David Laney, Kummant's appointment "fulfills the board's commitment to select an extraordinarily strong and capable leader for Amtrak's future, building on the growing national desire for more and improved passenger rail service."

He will begin work September 12th, replacing David Hughes, who has served as interim CEO since the Board fired David Gunn last November. Hughes is expected to remain with the company.

*Frank Barry (from Amtrak Press Release and United Transportation Union Website.)*

## New Amtrak Boardmembers Approved

On July 26th the Senate approved R. Hunter Biden and Donna R. McLean, who were nominated by President Bush to serve on Amtrak's Board of Directors. Biden, an attorney, is the son of long-time Amtrak advocate Senator Joseph Biden (D., Del.) and like his father, regularly commutes to Washington on Amtrak. He is also the first Democrat to serve on the Board since 2004.

Donna McLean has a background in aviation, having served in the Federal Aviation Administration on the staff of the Aviation Subcommittee of the House Transportation and Infrastructure Committee. She also served for three years as the Chief Financial Officer for the U.S. Department of Transportation.

They join Floyd Hall and Enrique Sosa, who have twice been appointed without Senate confirmation when Congress was out of session, as well as Board Chairman David Laney.

*Frank Barry*

## Many Oppose ADA Regulations

Amtrak, the National Association of Railroad Passengers, the American Public Transit Association and many local transit operators have submitted statements urging withdrawal of Americans with Disability Act regulations proposed by the Federal Railroad Administration last winter. These regulations would require "level boarding" for the entire train length to make boarding more convenient for handicapped passengers. For New York State this would eventually mean high level platforms at all stations. CSX and other freight railroads oppose high level platforms because of the potential for fast moving freight trains to make contact and damage them. Consequently they usually require sidings (as in Syracuse) or gauntlets, greatly increasing the expense of a station.

NARP, ESPA and others believe this requirement is unnecessary and that its expense would deprive both handicapped and non-handicapped people of train service by pricing the cost of stations out of reach of many smaller communities, including Lyons, N.Y. In addition such a requirement would be totally impractical on routes where different types of equipment are used, such as superliners and single level coaches.

Many negative comments were submitted by the July 28 deadline. It is now up to the federal Department of Transportation to respond.

*Frank Barry*

## NARP Requests STB Action (Cont'd from page 1)

The letter pointed out that Amtrak mechanical and personnel issues can also delay trains but that "the root causes of many such delays are relentless, terrible on time performance. This unreasonably stretches Amtrak crews and equipment, leaving inadequate time for crew rest and equipment maintenance between trips."

NARP's letter brought support from many, including some state transportation officials frustrated by performance of trains their states help fund. Federal Railroad Administrator (and former NYSDOT Commissioner) Joe Boardman has permanently added the topic of Amtrak on-time performance to the agenda for its ongoing discussions with freight railroads.

The Senate Appropriations Committee Report on its bill to fund Amtrak, dated July 26, reflects these issues: "The Committee is greatly dismayed with Amtrak's deteriorating on-time performance outside the Northeast Corridor. Such delays, frequently longer than 3 or 4 hours, undermine Amtrak's ability to attract repeat customers." It notes the section 24308(c) requirement for freight railroads to give passenger trains priority and directs the DOT Inspector General to "investigate the root causes of Amtrak delays, and compliance" with this law. "The report shall investigate all pertinent issues regarding practices in dispatching trains and delays in maintaining track used by Amtrak."

According to Amtrak's May report there were 30,000 minutes of delay to Empire Corridor trains that month, 24,882 of which were caused by host railroads (primarily CSX). Nearly half resulted from freight train interference and slow orders. CSX has been doing extensive trackwork which hopefully will improve the situation in the future but has caused major delays this summer.

*Frank Barry*

**Glad you have a train service?**

**Wish the service was better?**

**Would you hate to lose it?**

The National Association of Railroad Passengers (NARP) is a national advocacy organization working to promote your mobility and enhance your quality of life by supporting passenger trains as a widely available and attractive transportation choice. Because rail is efficient, cost effective and environmentally friendly, it deserves to be a more significant part of our nation's transportation system, especially at a time when energy is becoming more costly and less dependable.

You can help. We invite you to join us to develop a more modern, convenient and connected national network of passenger trains that are world class. **Join NARP Today!**

**Visit our web site: WWW.NARPRAIL.ORG**

## Empire Corridor Travel Tips and Discounts . . .

- All Empire Corridor trains **NOW** require reservations. While advance reservations are encouraged, last minute passengers will always be accommodated if space is available on a particular train. Booking as early as possible will provide the best possible fare. Amtrak accepts reservations up to 11 months in advance of your travel date! Travel during off-peak periods (mid-week, early morning or late evening) will generally be the least expensive.
- In conjunction with the **2006 'New York By Rail' Travel Guide**, Amtrak is offering a **'50% Off Companion Fare'** discount between all New York State destinations on Empire Service trains; on the Maple Leaf as far as Niagara Falls, NY; on the Adirondack to Montreal and on the Ethan Allen Express to Rutland. Travelers can save 50% off a second adult fare when traveling in pairs. The discount is valid through April 2007, using discount code V707. Specific advance purchase requirements, blackout dates and other restrictions apply. Contact Amtrak for full details...
- Amtrak **'Share Fares'** are now being offered through mid-December on trains operating between Albany and New York City. Small groups of three to six passengers traveling together can save 25% to 50%. Use promotion code H620 when making reservations and contact Amtrak for full information on specific advance purchase requirements, blackout dates and other restrictions.
- AAA and NARP members receive 10% off most regular fares, with a three-day advance purchase requirement.
- Visit [www.amtrak.com](http://www.amtrak.com) and select 'Hot Deals' for the latest discount program information.
- Join the Amtrak Guest Rewards program and earn points towards free travel and more.

### 2006-2007 ESPA Meeting Dates

Saturday, September 30, 2006	New York City – Urban Center/ Municipal Art Society
Saturday, November 18, 2006	Schenectady – The Parker Inn
Saturday, January 20, 2007	Schenectady – The Parker Inn
Saturday, March 10, 2007	Annual Membership Meeting Schenectady

ALL dates, times and locations are subject to change...Please refer to the ESPA Web Site, [www.esparail.org](http://www.esparail.org), for the most current information!

If you would like to become more active in ESPA, these meetings are the perfect opportunity to learn more about the Association and how **YOU** can make a difference! ALL ESPA members (and other interested persons) are welcome and encouraged to attend. Please contact President Bruce Becker, 716-741-6384 or [bbecker@esparail.org](mailto:bbecker@esparail.org), for more information or if you are planning on attending a meeting.

## Tories Admit Privatization Mistakes in Britain

Chris Grayling, the British Conservative Party shadow Transport Secretary, conceded in July that the breakup and privatization of government-owned British Rail was a mistake. He admitted that this process, which began in 1993, inflicted additional costs on passengers and taxpayers and hindered expansion. Speaking to a gathering of railway officials he said, "We think, with hindsight, that the complete separation of track and train into separate businesses at the time of privatization was not right for our railways. Too many people and organizations are now involved in getting things done—so nothing happens."

An article by Simon Jenkins in the *Guardian* said "The cost in underperformance, delay, waste and subsidy has been incalculable and unaccountable." The cost to taxpayers was "three times what it had been before de-nationalization." During the 1980's, fares covered 76% of rail costs, but last year only 42%, according to Jenkins.

Since the 1990's, when all tracks were turned over to a private firm and train operations franchised to various private operators, the government has restructured the industry three times. It is now "re-nationalized in all but name," Jenkins wrote. The track is currently operated by Network Rail, which is owned by the government.

The Conservatives are campaigning to take over Britain's government from Tony Blair and his Labour Party. They now propose to lease the track to five large regional franchised operators who would then manage both "wheel and rail as a coherent whole," according to Jenkins.

The Bush Administration last year pushed Congress to break up Amtrak's ownership of the Northeast Corridor by creating different entities to maintain the tracks and operate the trains.

*Frank Barry (from NARP 7/21 Hotline and Guardian 7/19)*

### Amtrak Seeks ESPA's Input

Amtrak's Empire District Superintendent, James Turngren, wants to hear of your New York State Amtrak travel experiences. Whether everything was great or if there was room for improvement, Jim welcomes our input, as he strives to provide the best possible service on the Empire Corridor. Please send your written trip reports and comments, including specific dates, train numbers and employee names as appropriate to: James Turngren, District Superintendent, Empire District, Amtrak 525 East Street Rensselaer, NY 12144. Please also send a copy to Bruce Becker, so we can track trip experiences and follow up as necessary. Thanks for your help...

### ESPA/NARP Member

If you are a member of both ESPA and NARP you can save \$5 when renewing your ESPA membership. (Renew for \$19 instead of the regular \$24).

**Watch the platform gap.** In places where the platform is even with the train floor, be sure to step over any gap between the train and the platform.

## There's Always a Reason to Ride Amtrak

Niagara Falls [www.niagara-usa.com](http://www.niagara-usa.com)  
Buffalo [www.buffalocvb.org](http://www.buffalocvb.org)  
Rochester [www.visitrochester.com](http://www.visitrochester.com)  
Syracuse [www.visitSyracuse.org](http://www.visitSyracuse.org)  
Utica [www.oneidacountycvb.com](http://www.oneidacountycvb.com)  
Albany [www.Albany.org](http://www.Albany.org)  
New York City [www.nycvisit.com](http://www.nycvisit.com)  
Montreal [www.tourisme-montreal.org](http://www.tourisme-montreal.org)

## Adirondack Scenic Railroad Special Events

2006 Special events include: Loomis Gang Train Robberies, Evening BBQ Train, Eco Tour Train Ride and Nature Walk, Bike & Rail Train, Canoe & Trail Train, Rail & Cruise, Wine Tasting Train, Firefighter's Weekend, among others. Schedules available at [www.adirondackrr.com/ofspecial.htm](http://www.adirondackrr.com/ofspecial.htm)

## ESPA Regional Rail Form (Cont'd from page 1)

ESPA Officers and Coordinators will be reviewing the ongoing plans for intercity rail service improvements across the state.

This event is timed to coincide with a new exhibit at the Urban Center, **'Making the Connection: Moving Forward on Regional Rail'**. On view from September 7<sup>th</sup> through November 8<sup>th</sup>, this exhibit focuses public attention on the need for a truly comprehensive, interconnected rail network for the tri-state region. Through maps, photographs and renderings, exhibit viewers will better understand proposals calling for, among other concepts, the through running of regional trains at Penn Station and the construction of a direct rail link between the planned Moynihan Station and Grand Central Terminal. The exhibit is spearheaded by IRUM President (and ESPA Manhattan Coordinator) George Haikalis. Forum attendees will have ample time to view the exhibit. There is no cost to attend this event and advance reservations are not required. Additional event information will be posted on-line at [www.esparail.org](http://www.esparail.org) as it becomes available. If you have questions, please contact Bruce Becker at [bbecker@esparail.org](mailto:bbecker@esparail.org) or by calling 716-741-6384.

*Bruce B. Becker*

## ESPA's Fun "One-Day Trip" Flyers

One-Day Trip Flyers to Utica, Syracuse, Rochester and Buffalo flyers that list the many attractions that are easily available within a short walk or bus ride from the station are available on the ESPA web site: [www.trainweb.com/espa](http://www.trainweb.com/espa).

The flyers also include a map and Amtrak schedule. For a copy of the four flyers, contact Bob Lenz 10531 Main St. Clarence, NY 14031 e-mail: [rwlenz@aol.com](mailto:rwlenz@aol.com)

## ESPA'S Rail Show Schedule

Help promote ESPA and passenger rail travel to the public at these upcoming rail shows. Promote rail travel, encourage the public to write their elected officials for passenger rail funding and add ESPA members.

Syracuse - November 4 & 5 State Fairgrounds

Hamburg - November 18 & 19 Agi-Center

Lockport - TBA - Kenan Center

We need volunteers to help man the booths. For more information contact Robert Lenz 1-800-841-2340

### ESPA MEMBERSHIP - NEW OR RENEWAL

The Empire State Passengers Association is a volunteer network of people working to improve intercity rail, mass transit and bus service in New York State.

- Introductory membership (\$10.00 for one year)
- Renewal membership (\$24.00 per year)
- Renewal - Student or Senior Citizen (\$12.50 per year)
- Family membership (\$30.00)
- Sustaining membership (\$50.00)
- Patron membership (\$75.00)
- Corporate membership (\$100.00)
- Lifetime membership (\$300.00)

Please make checks/money orders payable to ESPA and mail to ESPA c/o Andrew Cabal, P.O. Box 434, Syracuse, NY 13209.

Send news items and "Letters to the Editor" to: Robert Lenz, Editor, 10531 Main Street, Clarence, NY 14031, Tel: 716-759-2315. e-mail: [RWLenz@aol.com](mailto:RWLenz@aol.com). Deadline for material for Nov./Dec. issue is October 31, 2006. Material may be reproduced if credit is given ESPA and to the writer.

### THE ESPA EXPRESS

10531 Main Street  
Clarence, NY 14031-1684

Forward & Address Correction Requested

Please take a moment to check your mailing label.  
Your membership may be due for renewal.  
We appreciate your support.

FIRST CLASS  
US POSTAGE  
**PAID**  
PERMIT #2  
CLARENCE, NY