



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

## SPECIAL ISSUE

Empire Corridor  
Tier One Environmental  
Impact Statement  
&  
Service Development Plan  
Has Been Released!

Full Coverage & Analysis  
Of The Selected EIS  
'90B' Alternative  
In This Issue

*In This Issue...*

NYS DOT Submits Multiple Federal  
Grant Requests

Amtrak F&B Working Group  
Submits Recommendations

Amtrak Advances Planning For  
New Maintenance Bases

FRA Provides Grants For Interstate  
Rail Compacts

Adirondack Service Update

2023/24 New York By Rail

*And Much More...*

### Long-Awaited Empire Corridor Study Released

- Bruce Becker

After more than 13 years, the **Empire Corridor Tier One Environmental Impact Statement (EIS) & Service Development Plan** was released on February 17, 2023 and the 'Final Record of Decision' of the preferred '90B' alternative was issued by the Federal Railroad Administration (FRA) on March 30, 2023.



The entire study process got underway back in the fall of 2009 and the first 'EIS Advisory Committee' meeting was held in October 2010 (ESPA was there!). A Draft EIS was released in the spring of 2014 which was followed by six public hearings being held across the state. But then came over 8 years of 'complete radio silence' with no public comment or information being released by either NYSDOT or the FRA.

The selected alternative is the '90B' option, the highlights of which include:

- Long segments of sustained 90mph train operations west of Schenectady
- Niagara Falls to New York City travel time reduced by ~1 hour 30 minutes
- 370 miles of new track along the entire corridor, including 322 miles of new dedicated '3rd' & '4th' passenger track west of Schenectady to Buffalo
- Increase west of Albany service to 8 daily roundtrips
- Provide overall on time performance & reliability of ~95%

(Continued on Page 4 - EIS)

### Adirondack Returns to Service

- Benjamin Turon

Amtrak's Adirondack returned to its full route – after a three-year COVID suspension – on Monday April 3rd, 2023, with the first northbound train departing New York Penn Station for Montreal Gare Centrale. This New York state-supported train began on August 6, 1974, during the brief term of pro-rail Governor Malcolm Wilson (R).



Several communities along the route north of Albany welcomed the train back after the 3-year COVID-19 break in service (similar to the over-3-year hiatus of service during the early 1970s). Members of the Empire State Passenger Association rode the train and joined in the welcoming festivities at Schenectady, Saratoga Springs and Plattsburgh. (Continued On Page 3 - Montreal)

## Executive Director's Report: Steve Strauss

The big news from this Spring concerns the Federal Railroad Administration's long-delayed release of the Tier One Environmental Impact Statement for the Empire Corridor and the formal adoption of a "Record of Decision" selecting the '90B' Option for future implementation. New Yorkers now have an approved Plan for moving forward! Full coverage of the '90B' alternative is in the issue!



To borrow a cliché, this is A GAME CHANGER in the campaign for better passenger rail service across New York State. What was a campaign about getting a plan released and approved is now a campaign about advancing the Plan and ensuring that the State has the commitment and funding to implement it. It is also about shortening the time frame from 25 years to 15 years and bringing benefits to Central and Western New Yorkers sooner than Year-10.

Yes, Year-10 is the first year that upstate passengers and cities would see any additional train frequency. While the Mohawk Valley would see significant infrastructure work in Years 6-10 of the Plan, a fifth train doesn't roll out of the station until Year-10. That's too long to wait! So ESPA and our upstate partners will push for action from the State to get an agreement with CSX for an earlier 5th train. We will also seek faster investments in the Plan to shorten the implementation schedule by ten years.

In March, over 75 people attended ESPA's in-person Annual Meeting in Schenectady. It was our first in-person meeting since the whole country shut down for Covid two days after our 2020 Annual Meeting. It was a great program with taped remarks from FRA Administration Amit Bose, presentations from Ray Hessinger of NYS DOT and others. The Annual Meeting is a great opportunity for rail advocates from across the state to get together and discuss our important work.

On July 25th I attended the Northeast region stakeholder group meeting on the FRA Long Distance study. I know that's an important topic for many of our members. Learn more here: [www.fralongdistancerailstudy.org](http://www.fralongdistancerailstudy.org)

What's up next? Our annual summer Working Group Meeting & Lunch will once again be held in Utica. This Saturday, August 12th gathering will be in-person from 11:30am to 3:30pm. [Advance registration is required!](#)

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

## Working Group Recommends Train Food Improvement Tony Rudmann



The congressionally mandated 'Amtrak Food and Beverage Working Group' has recommended nearly two dozen improvements aimed at enhancing Amtrak's food services in a mid-May report. Amtrak has 180 days to provide its response to Congress and come up with plan to enact the recommendations.

The working group establishment was a byproduct of the 2021 Infrastructure Investment and Jobs Act (IIJA) and removal of an old requirement that Amtrak food and beverage operations be profitable. That outdated approach led to serious degeneration of long-time onboard train enhancements such as of food quality, affordability and staffing service.

Among the systemwide enhancements recommended are: update Café Car equipment and include healthy and fresh foods on the menu; upgrade OBS employee training to include both food service and customer experience instruction; and install and operate satellite wi-fi on all Amtrak trains.

Long distance train improvements sought include opening dining car service access to all passengers; restoring traditional quality dining menu and providing affordable meal options. On state-supported routes, localized products should be available. The working committee recommended a series of follow up committees to help ensure the recommendations are followed up and monitored.

[A full summary of the recommendations has been compiled by the Rail Passengers Association.](#)

## Traditional Dining For Sleeper Car Passengers Returns On Florida Trains

As promised, Amtrak reinstated traditional dining on the New York to Florida Silver Meteor and Silver Star in late June. Currently, this amenity is only available to sleeping car passengers, but it is expected that access to the dining car for coach passengers will be offered later this year. The [menu](#) is similar that being offered on the western trains, but with all dinners coming with a salad as the starter instead of appetizer course choices.

Amtrak has not committed yet to reinstate full dining on the Lake Shore Limited, but this is expected to occur in 2024.

**Montreal** (continued from page 1)

A welcoming event at Saratoga Springs Station was held by ESPA, the CDTA, Discover Saratoga/Saratoga Chamber of Commerce, Senator Jim Tedisco's Office, and Mayor Ron Kim of the City of Saratoga Springs. A ribbon-cutting ceremony was timed to conclude with the arrival of the train at the station.

"This is really an exciting day," Saratoga Springs Mayor Ron Kim said at the event. "I have great memories of riding this train. It's a wonderful addition to our transportation needs."

Trains are a part of our future," Saratoga Springs chamber president Todd Shimkus commented. "Mass transit needs more attention. We're a gathering place here in Saratoga Springs, so anything we can do to help this will be very good for our economy. Pre-COVID, there were around 32,000-35,000 dis-embarkments here every year.

Another welcoming event was held at Plattsburgh with speakers including: North Country Chamber President Garry Douglas; US Congresswoman Elise Stefanik (R-21); Plattsburgh Mayor Christopher C. Rosenquest; Amtrak President Roger Harris; and ESPA President Gary Prophet.

"Families throughout Upstate New York and the North Country rely on the Adirondack Line for transportation, and it serves a significant economic driver, connecting tourists and our Canadian neighbors to our region," said Congresswoman Elise Stefanik.

North Country Chamber President Garry Douglas stated: "Where things move is where prosperity occurs. We've said that for years and that is certainly true in everything moving people and goods north and south through this corridor. And for Montreal's U.S. suburb to once again be attached by rail for rail passenger service with Montreal, it's exciting. It's welcome. It's been three years. A three-year gap that we've been separated by rail. We're back on track and separated no more."



Ben Turon

"We had some infrastructure issues that occurred during the suspension of service," Amtrak President Roger Harris said in Plattsburgh. "There was a change of ownership in the station in Montreal. The tracks needed some work after the end of the pandemic and ironically there was a big warehouse in Albany which was threatening the line for a few weeks and it disrupted our training schedules. "So, there was a whole series of complications. But our team worked through them and got back to service because we knew how important it was for the community. Every line in the country is now back. This is why I'm so excited about it. This is really kind of the icing on the cake."

**Adirondack Service Update**

Effective June 23 2023 , Amtrak was forced to suspend Adirondack service between Albany and Montreal, due to extreme heat-related speed restrictions (as low as 10mph) imposed by the Canadian National Railway north of the border on the train's route to/from Montreal. CN claims Amtrak has not made contractual payments for the proper maintenance of the route used into Montreal; a claim Amtrak denies.

Fortunately, on July 24th service was reinstated to/from Saratoga (in time for the busy Saratoga Race Season).

Amtrak states that a full service restoration to Montreal may not occur until mid-September, when temperatures would likely not exceed the CN imposed thresholds. A long-term solution is also being sought by Amtrak & NYSDOT.

**Amtrak Maintenance Facility Upgrade Procurement** Tony Rudmann

Amtrak has announced it will upgrade facilities in Seattle, Washington, Philadelphia, New York City & Boston for the maintenance, repair, inspection and cleaning of the future Airo trainsets on order for Northeast Corridor and select State-Supported routes. Each of the upcoming sites will house various components such as: heavy maintenance, major extended repairs & overhauls; routine maintenance, inspection, cleaning and refueling.

Amtrak will also be upgrading the existing facility in Rensselaer to accommodate the maintenance of the New York State-specific hybrid diesel-battery Airo trainsets included in the overall order. A new layover facility in Niagara Falls is also planned.

According to Amtrak, the "Advance Notices" alerts potential bidders to upcoming opportunities and give time to prepare bids as well as establish relationships with suppliers and subcontractors. The result will be increased competition and improved proposal quality. This approach will be used for other construction projects in the future.

## Empire Corridor EIS (continued from page 1)

Other significant aspects of the proposed service development plan include:

- The entire proposed Empire Corridor '90B' improvement program build-out is projected to take 25 years to fully accomplish, once the program is adopted and a multi-year funding plan is determined. **There is NO current comprehensive projected program start date for west of Albany projects!**
- The identified program improvements would focus on projects along the corridor from New York to the Capital Region in the first five years. Improvement projects proposed for west of Schenectady would be phased in and completed over the following twenty years.
- Service improvements (shorter trip times & additional trains) would be implemented first from New York to the Capital region (including new trains to/from Saratoga Springs) over the first five years of the program.
- Service improvements (shorter trip times; greater reliability & additional trains) west of Albany to Buffalo/Niagara Falls would be implemented starting in year ten of the program & beyond.
- The program would construct two grade-separated 'flyovers' west of Schenectady to eliminate passenger & freight train interference.
- The program would expend an average of ~\$350 million per year over the 25 years, totaling ~\$8.8 billion.
- An average speed of 60 mph west of Schenectady (including station dwell times).

### Empire Corridor Rail Development Plan Selected Alternative '90B'

#### PROGRAM COST

\$8.8 billion

#### ANNUAL RIDERSHIP

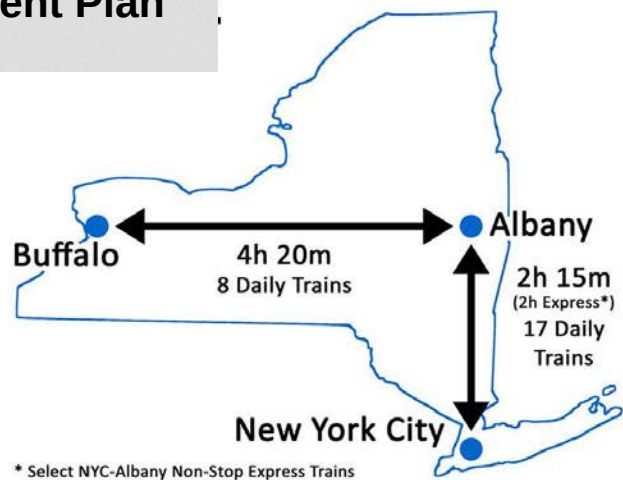
2.6 million (x2 BASE ALT)

#### OPERATING RATIO

81% (6% increase over BASE ALT)

#### ON-TIME PERFORMANCE

95% (12% increase over BASE ALT)



#### SELECT TRAVEL TIMES & FREQUENCY

	SERVICE TODAY		FEIS ALT 90B	
	Travel Times	Round-Trips	Travel Times	Round-Trips
New York–Albany	2h 25m	12	2h 15m (2h Express)	17
New York–Utica	4h 30m	4	3h 55m	9
New York–Syracuse	5h 31m	4	4h 50m	9
New York–Rochester	6h 47m	4	6h 00m	8
New York–Buffalo	7h 53m	4	6h 50m	8
New York–Niagara Falls	9h 00m	3	7h 36m	7

42 distinct infrastructure projects are identified in the overall plan:

- **13 projects are between New York & Albany-Rensselaer**
  - A number of these projects are currently advancing, including the Livingston Ave. Bridge replacement and the Rhinecliff station renovations. (see the related news item on page 7)
- **28 projects west of Albany-Rensselaer include:**
  - 16 projects are for individual (but connected) segments of new 3rd & 4th passenger tracks
  - Station improvements are planned for Amsterdam, Utica, Rome, Syracuse & Buffalo-Depew
  - Fully double-tracking the Niagara Branch between Buffalo & Niagara Falls
  - Two grade-separated 'flyovers' west of Schenectady to eliminate passenger & freight train interference
  - Reconfiguration of the major junction between CSX & Amtrak west of Schenectady
  - New Niagara Falls maintenance base
  - Other related capacity & signal improvement initiatives



## Proposed Schedule for Additional Train Frequencies

	Short Term Capital Plan					Mid Term Capital Plan					Extended Term Capital Plan															
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	Year 24	Year 25	
New York City — Albany	13	13	15	16	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
New York City — Schenectady	6	6	8	8	8	8	8	8	8	9	9	9	10	10	11	11	11	12	12	13	13	13	13	13	13	13
New York City — Saratoga Springs	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
New York City — Syracuse	4	4	4	4	4	4	4	4	4	5	5	5	6	6	7	7	7	8	8	9	9	9	9	9	9	9
New York City — Buffalo-Depew	4	4	4	4	4	4	4	4	4	5	5	5	5	5	6	6	6	7	7	7	7	7	7	7	7	8
New York City — Niagara Falls	3	3	3	3	3	3	3	3	3	4	4	4	4	4	5	5	5	6	6	6	6	6	6	6	6	7

ESPA is pleased with the overall proposed plan, particularly considering that the majority of the improvements west of Schenectady will occur on the CSX-owned right of way, which by prior agreement between the State and CSX limits the top speed to no more than 90mph. The defined improvements in Upstate New York are both realistic and achievable!

**BUT**, ESPA is concerned with the extremely long, 25-year build-out of the plan and the lack of any meaningful service improvements west of Albany until at least year 10. In addition, ESPA is concerned with the ability of NYSDOT to effectively manage such a large and complicated project based on the Department’s current internal resources.

Since the release of the plan, ESPA has been working to educate elected officials and business leaders across the state on the proposed outcomes and economic benefits. These efforts will continue in the coming months in conjunction with other interested groups.

Not surprising, an often asked question is *'But at only 90 mph is this plan isn't really High Speed Rail?'* No, by international standards it isn't High Speed Rail, but by American standards it is 'Higher Speed Rail' and is as close as can reasonably be achieved on a busy shared-use passenger & freight corridor. And the plan does include expanding 110 mph operations in the Hudson Valley which will help reduce trip times to as short as 2 hours for express, limited-stop trains.

**So what comes next?** We are hopeful that a joint NYS Senate/Assembly Transportation Committee hearing will be held this fall, where additional information on the Administration's proposed implementation of the plan would be discussed. ESPA would be included in such a hearing, affording ESPA the opportunity to speak to our concerns representing the passengers of New York State.

**Want to learn more about the proposed EIS plans?**

Please visit the ESPA website - [www.esparail.org](http://www.esparail.org)

*We will continue to provide timely updates and news on the proposed plan in future newsletters, on the website and on the [ESPA Facebook page!](#)*

## Adirondack Railroad Service To Tupper Lake



For the first time in over 40 years, the Adirondack Railroad is offering regularly scheduled passenger service between Utica and Tupper Lake on select Saturday dates this summer & fall. Scheduled at 10 hours, 20 minutes round trip from Utica, the 214-mile round trip is the longest tourist-oriented train trip in the country and brings passengers through the heart of the beautiful Adirondack Park, including a 90 minute layover in Tupper Lake. After a multi-year, state-funded rehabilitation of this historic rail line, trains reach a top speed of 50 mph! The **'High Peaks Limited'** offers dome, first class and coach seating options, along with snack & beverage service. Passengers can also board at Thendara for a shorter 5 hour, 30 minute round trip ride to Tupper Lake.

The railroad is also offering 38-mile, 2 hour round trips between Tupper Lake and Sabattis on select Sunday dates.

Complete information on all **Adirondack Railroad** services (including the ever-popular holiday-season 'Polar Express' trips from Utica) is available on their [website](#) or by calling 800-819-2291.

# New York State Ridership Stats

YTD October - May

Route	2023	2022	2021	2020	2019
Empire Service	795,300 <small>100% of 2019 #</small>	635,800	293,100	555,200	795,100
Maple Leaf	274,100 <small>118% of 2019 #</small>	240,400	124,500	182,000	245,000
Adirondack	9,900 <small>n/a</small>	0	0	44,200	69,200
Ethan Allen Exp.	55,400 <small>181% of 2019 #</small>	30,600	0	23,300	30,600
Lake Shore Lim.	216,400 <small>97% of 2019 #</small>	176,700	78,800	165,100	223,500

Data Source - Amtrak Monthly Performance Reports

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**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.



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## 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 2023

### ESPA Working Group Meetings

**Saturday, August 12**

**In-Person - Utica - 11:30a - 3:30p**

**Home To Suites - N. Genesee Street**

*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)

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

## **NYSDOT Aggressively Seeks Federal Grants for Rail Improvements** Steve Strauss

In an action that has pleasantly surprised ESPA, the New York State Department of Transportation (NYSDOT) has submitted a larger-than-expected number of grant applications to the Federal Railroad Administration over the past year.

Last December, the State sought funding for four projects under the Consolidated Rail Infrastructure and Safety Act (CRISI):

- Livingston Avenue Bridge Replacement - For Final Design and Construction
- Hudson Line Signal and Interlocking Project - For Final Design and Construction
- Hudson Line Bridge Replacement in Staatsburg - For Final Design and Construction
- Hudson Line Capacity Improvements – Poughkeepsie to Spuyten Duyvil - Preliminary Engineering and NEPA work

The application for the much larger Federal-State Partnership for Intercity Passenger Rail - National Network program closed in April. This FRA program is primarily for passenger rail improvements under the Infrastructure Investment & Jobs Act (IIJA). The FRA has approximately \$4.5 billion annually to give to states for passenger rail improvements outside of the NEC\* over the next 4 years.

NYSDOT submitted 10 projects for funding under the Federal-State Partnership program as listed below. There is no restriction on submitting the same project for both CRISI and Federal-State Partnership, so most states will submit for both. The CRISI program is broader with respect to permitted uses and freight projects are eligible for funding as well, but it is a smaller grant program. All of these applications are for Final Design and Construction, with the exception of the Hudson Station and Hudson Line Capacity Improvements which are for additional preliminary work.

- Livingston Avenue Bridge Replacement
- Hudson Line Signal & Interlocking Project (3 Projects; Poughkeepsie - Rensselaer & Schenectady - Hoffmans)
- Hudson Station Grade Crossing Elimination
- Hudson Line Bridge & Speed Improvements (4 Projects; Poughkeepsie - Stuyvesant)
- Hudson Line Capacity Improvements (Spuyten Duyvil - Poughkeepsie)

The Hudson Line Capacity Improvements project is a study to determine what share of needed capacity and reliability improvements in Metro-North's territory can be attributable to the State's and Amtrak's plan to increase intercity passenger rail frequencies. Under federal law, the FRA funds intercity passenger rail projects and the Federal Transit Administration funds commuter rail projects. Project costs may be allocated between the two rail modes when there are shared benefits, which are common on both Metro-North's New Haven and Hudson lines.

According to a schedule published by the FRA, decisions on the CRISI grants will be announced in August or September and decisions on the Federal-State Partnership grants in September or October.

The State also submitted the Hudson Amtrak Station grade crossing elimination project under a separate Grade-Crossing Elimination program. Unfortunately this was not funded

*\* National Network funds may be spent on the NEC to cover the share of national network trains' cost of NEC improvements. Many national-network trains travel on the NEC.*

## **FRA Offers \$5.8 Million for Interstate Compacts** Tony Rudmann

The Federal Railroad Administration (FRA) has announced availability of \$5.8 million in grants to states for joining in a compact to develop intercity passenger rail service. Funding for this program is provided by the Infrastructure Investment & Jobs Act (IIJA) adopted in December 2021. Initial applications for this new program are due in July.

The new grants, known as the Interstate Rail Compacts Program (IRCP), will provide federal funding and technical assistance to states which adopt identical plans for improvement, promotion, or development of multi-state or regional passenger rail operation. "The Interstate Rail Compacts Program will facilitate multistate partnerships to bring world-class passenger rail to more communities while supporting the long-term growth of America's rail network," said FRA Administrator Amit Bose.

Awarded grants may fund costs of administering IRCPs, systems planning, including studying the impacts on freight-rail operations and ridership, promotions of intercity passenger operation and preparation of applications for competitive federal grant programs and operations coordination. Interstate compacts are not unknown. An example in the transportation sector is the Port Authority of New York and New Jersey.

This new program has the potential to advance passenger rail improvements desired by many Empire State residents. For example: New York & Massachusetts could seek a compact on the Albany-Boston corridor; New York & Ohio could cooperate on a Buffalo-Cleveland service; and New York, New Jersey and Pennsylvania could cooperate on a regional passenger link from NYC through Scranton to Binghamton and beyond.



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## 2023/2024 Edition of New York By Rail Released

The 2023/2024 edition of [New York By Rail](#), an official Amtrak publication for 19 years running, was published this spring by Content Studio/Martinelli Custom Publishing. The 100-page magazine features Miss New York 2022, Taryn Delanie Smith, on the cover, photographed for New York By Rail at Amtrak's Moynihan Train Hall and includes letters from Stephen Gardner, Amtrak Chief Executive Officer and Marie Therese Dominguez, Commissioner of the New York State Department of Transportation.

The completely redesigned and reimagined magazine features a six-page article about Miss New York 2022, Taryn Delanie Smith who visited Albany, Schenectady and Lake Placid via Amtrak and chronicled her adventures in exclusive blogs featured on [NewYorkByRail.com](#) and on social media through a partnership between the Miss New York Organization and New York By Rail. Smith's Instagram Reels about her three destination visits received more than 150,000 views.

The issue also includes:

- A special ten-page baseball section with an exclusive interview with former National Baseball Hall of Fame pitcher Randy Johnson previewing his photo exhibit at the Fenimore Museum in Cooperstown, a visit to the National Baseball Hall of Fame & Museum and an overview of Minor League Stadiums near Amtrak service
- Insider tips on what's hot in dining, drinks, and fun from three New York City Concierges
- 7 Amazing Hikes in New York and Vermont near the Amtrak service
- An overview of New York's Excursion Railroads plus an exclusive interview with Frank Kobliski, Adirondack Railroad's General Manager and President of the Board of Directors about the railroad expansion to Tupper Lake
- Interviews with five Amtrak Conductors who share some of their favorite onboard train stories
- Overnight itineraries from Amtrak stations in Poughkeepsie, Saratoga Springs, Syracuse and Burlington, Vt. & a list of major annual events near Amtrak stations.
- A route map and station services guide to 37 Amtrak stops plus connecting bus services throughout New York, western Vermont & Canada.

75,000 copies of New York By Rail will be distributed at Amtrak owned stations throughout New York, Tourist Information Centers, travel shows and other targeted outlets. New York By Rail, a mainstay onboard New York State Amtrak trains since 2005 is temporarily not being distributed on board Amtrak trains.

"New York By Rail is proud to partner with Amtrak for nineteen consecutive years and currently is the only remaining Amtrak magazine", said Thomas Martinelli, Publisher and Chief Content Officer, New York By Rail. "We hope this invaluable travel guide will inspire more people to want to discover all the places Amtrak can take you to throughout New York, Vermont and Canada".

New York By Rail magazine is an APEX award-winning publication of excellence for 13 consecutive years. APEX Awards, a national competition sponsored by Communication Concepts, in Alexandria, Virginia, are based on excellence in graphic design, editorial content, and the ability to achieve overall communications excellence.

The New York By Rail magazine e-edition is also available at [NewYorkByRail.com](#), an online travel resource providing timely getaway ideas, events, discounts, travel packages, itineraries, and other useful information to plan an Amtrak getaway.

New York By Rail is published by Content Studio @ Martinelli Custom Publishing, a full-service content marketing company, which also publishes the Schenectady Destination Guide annually. For more details about the 2023/2024 edition of [New York By Rail](#) contact Tom Martinelli at: 845-462-1209 or [tom@contentstudiony.com](mailto:tom@contentstudiony.com)



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