



# Annual Meeting

**11:00am – 11:10am – Gary Prophet - ESPA President - Welcome**

**11:10am – 11:45am – Marie Therese Dominguez - Commissioner – New York State Department of Transportation**

**11:45am – 12:10pm – Bill Hollister – Senior Manager Government Affairs – Amtrak**

**12:10pm – 12:30pm – Mayor Gary McCarthy - Schenectady**

**12:30pm – 1:30pm – Lunch**

**1:30pm – 2:05pm – Jim Mathews – President/CEO – Rail Passengers Association**

**2:05pm – 2:30pm – Charlie Poltenson – Founding ESPA Member**

**2:30pm – 3:10pm - Congressman Paul Tonko (20<sup>th</sup> District – NY)**

**3:10pm – 3:35pm – Bruce Becker – Past ESPA President**

**3:35pm – 3:45pm - Richard Kulla, ESPA Financial Secretary**

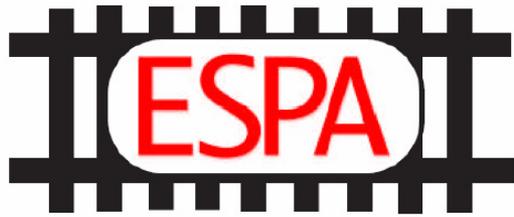
**3:45pm – 3:55pm – Gary Prophet - Concluding Remarks**



**RAIL PASSENGERS**  
ASSOCIATION

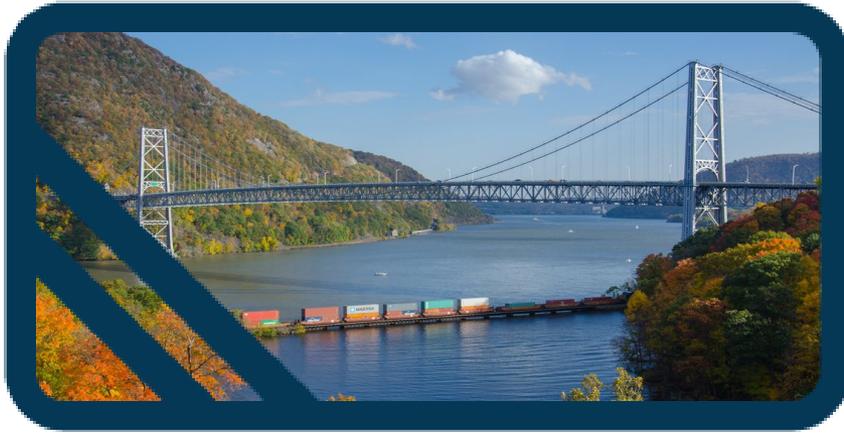
- **Welcome**
- **Safety Briefing**
- **New & Renewal ESPA Memberships Today**
- **Donations To ESPA Today**





**RAIL PASSENGERS**  
ASSOCIATION

- **Safety Briefing**
  - Designate Person To Call **'911'**
  - First Aid/CPR/AED Trained Attendees
  - AED Is Available
  - Emergency Exits
  - Emergency Assembly Location
  - Active Shooter Protocol:
    - Run
    - Hide
    - Fight As LAST Resort



# RAIL PASSENGERS

ASSOCIATION

**ESPA/RPA 2018 Annual Meeting**

**Saturday, March 10, 2018**

**Schenectady, NY**





Interior Rendering

# MENU

## BEVERAGES

Complimentary beverages are available throughout your journey.

Coffee, Regular & Decaf

Hot Tea

Milk

Minute Maid Apple Juice

Minute Maid Orange Juice

Gold Peak Unsweetened Iced Tea

Crystal Geyser Spring Water

Dasani Sparkling Water Lime

Seagrams Ginger Ale

Coke, Diet Coke



## BAR SELECTION

### WINE, BEER & SPIRITS

First drink is on us.

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

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



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

- Gluten Free - Vegan

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

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



## ENTRÉE

### RED WINE BRAISED BEEF

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

### ASIAN NOODLE BOWL

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



### CHICKEN FETTUCCINI

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



### CREOLE SHRIMP & ANDOUILLE

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

### PASTA & MEATBALLS

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



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AMT CMS SLP VERT 1119



### Cash In With Your Onboard Purchases

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

# MENU

## CONTINENTAL BREAKFAST

### OATMEAL

Maple Brown Sugar  
Apple Walnut

### COLD CEREALS

Honey Nut Cheerios®  
Fruit Loops  
Rice Krispies  
Raisin Bran

### MUFFINS

Blueberry  
Banana Nut

### BREAKFAST BAR

KIND Bar

## ASK YOUR SERVER FOR:

### BREAKFAST SANDWICH

Sausage, Egg and Cheese Muffin

### YOGURT

Strawberry®  
Blueberry®

### FRUIT

Bananas®®  
Seasonal Fruit Cup®®

## BEVERAGES

Complimentary beverages are available throughout your journey.

Coffee, Regular & Decaf

Hot Tea

Milk

Minute Maid Apple Juice

Minute Maid Orange Juice

Gold Peak Unsweetened Iced Tea

Crystal Geyser Spring Water

® Gluten Free    ① Vegan

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## BREAKFAST

### SCRAMBLED EGGS\* 8.50

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

### CONTINENTAL BREAKFAST 8.75

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

### AMTRAK SIGNATURE RAILROAD FRENCH TOAST 10.50

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

### THREE EGG OMELET\* 13.75

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

### SOUTHWESTERN BREAKFAST QUESADILLAS\* 13.50

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

## SIDES & TOPPINGS

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

## CHILDREN'S MENU

Available for children 12 and under.

### SCRAMBLED EGG 4.25

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

### FRENCH TOAST 5.25

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

## SIDES & TOPPINGS

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



## LUNCH

### CAESAR SALAD 12.50

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

### BLACK BEAN & CORN VEGGIE BURGER 12.50

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

### NATURAL ANGUS BURGER 12.50

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

### BBQ PORK WINGS 14.00

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

### GARDEN SALAD 3.50

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

## TOPPINGS

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

## CHILDREN'S LUNCH/DINNER

Available for children 12 and under.

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

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

### MACARONI AND CHEESE 7.50

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



## DINNER

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

### LAND & SEA COMBO\* 39.00

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

### THE AMTRAK SIGNATURE STEAK\* 25.00

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

### GARLIC HERB COD 23.00

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

### THYME ROASTED CHICKEN BREAST 18.50

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

### BBQ PORK WINGS 21.00

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

### BAKED MANICOTTI 18.50

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

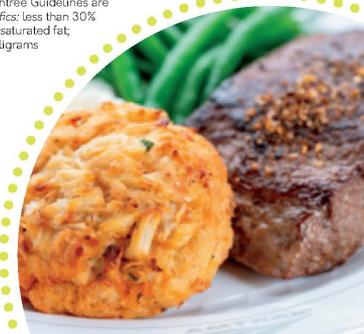
### CUBANO BOWL\*\* 16.50

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

### GARDEN SALAD 3.50

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

\*\*Healthy & Flavor Forward Specialties: Light Entree Guidelines are based on 700 total calories per serving. Specifics: less than 30% (23 grams) total fat, less than 10% (6 grams) saturated fat, 0% (0 grams) trans-fat and less than 750 milligrams of sodium per serving.



## DESSERTS

### AMTRAK SEASONAL DESSERT 7.25

Ask your server about today's selection.

### SPECIALTIES 6.50

Flourless Chocolate Torte (410 cal.)

New York Style Cheesecake (680 cal.)

Ask your server about today's special desserts.

### VANILLA PUDDING 2.75

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

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

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

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

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

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

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

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

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



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

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



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

## BEVERAGES

Milk 2% or Soy 2.00

Coffee, Tea 2.50

Regular or Decaffeinated

Iced Tea 2.25

Juice - Apple, Orange, or Cran-grape 2.25

Coca-Cola Soft Drinks - Regular or Diet 2.50

Bottled Water 2.25



## BAR SELECTIONS

### LIQUOR\*\*

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

Bacardi Rum 8.00

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

### BEER\*\*

Ask your server about today's selections.

Domestic 6.50

Import 7.50

Regional Craft 8.50

### WINE\*\*

Ask your server about today's selections.

Single Serving 8.00

Half Bottle 16.00

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



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AMT LDS 0120

# DINING CAR MENU





## At The New Rochester Station

**Station To Be Named  
In Honor Of  
Congresswomen  
Louise Slaughter  
March 25**





# RAIL PASSENGERS

ASSOCIATION



Jack Ross - NARP

Rep. Gerald Solomon (R-NY)

Bill Hollister - Amtrak

Wes Coates - Amtrak

12-5-97

1997

# THE ESPA EXPRESS

NEWS FROM THE EMPIRE STATE PASSENGERS ASSOCIATION

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



## Working for a More Balanced Transportation System

Vol. 21, No. 2

MARCH/APRIL 2000

### ESPA Celebrates 20 Years

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

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

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

(cont'd on page 5)

### ESPA Award Goes to Adirondack Focus Group

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



Photo: Jack Ross

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

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

(cont'd on page 8)

### Amtrak Plans for Expansion!

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

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

The following proposals will affect New York:

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

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

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

(cont'd on pg. 8)

### Gargano Calls for Kennedy Manhattan Trains Sooner Rather than Later

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

(cont'd on page 6)

## EDITORIAL: New Leadership Needed

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

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

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

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

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

-Frank Barry, President

## Harrison resigns; new LI Coordinator Needed

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

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

## What does a Coordinator do?

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

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

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

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

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

## 2020: Letters needed from legislators

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

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

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

## D&H Prospects: Big Ifs

by Robert Crane

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

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

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

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

## Station Improvements: Inmates and Lions Help Rebuild Rome

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

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

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

## Utica Walkway Finished

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

## Westport Parking Expanded

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

## M-N Plans Parking Expansion

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

## UMTA helps Hudson

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

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

## Ticonderoga Approves Move

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

## Thanksgiving: No Complaints

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

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

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

## Last RTG II Arrives

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

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

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

## Turboliners to Montreal

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

## NY Subway Extension

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

## New Windows on at Niagara Falls

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

## Destination: Visiting Queens Via the Flushing Line

by Theodore W. Scull

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

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

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

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

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

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

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

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

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**Groton, NY 13073**

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

## Amtrak Ridership Increases

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

(Amtrak fiscal year begins Oct. 1)

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

## All Doors Not Open Yet

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

## ESPA Membership

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

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

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

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

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

1996 - 2001



*Prepared by the*  
**Empire State Passengers Association**

# THE ESPA EXPRESS

NEWS FROM THE EMPIRE STATE PASSENGERS ASSOCIATION

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



## Working for a More Balanced Transportation System

Vol. 21, No. 2

MARCH/APRIL 2000

### ESPA Celebrates 20 Years

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

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

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

(cont'd on page 5)

### ESPA Award Goes to Adirondack Focus Group

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



Photo: Jack Ross

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

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

(cont'd on page 8)

### Amtrak Plans for Expansion!

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

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

The following proposals will affect New York:

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

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

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

(cont'd on pg. 8)

### Gargano Calls for Kennedy Manhattan Trains Sooner Rather than Later

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

(cont'd on page 6)



## ***Empire State Passengers Association***

**8175 Old Post Road East      East Amherst, NY 14051      [www.esparail.org](http://www.esparail.org)**

Release Immediately:      June 6, 2011

Contact: Bruce Becker      (716) 880-7291 or [bbecker@esparail.org](mailto:bbecker@esparail.org)

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

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

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

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

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

-- OVER PLEASE --



# *Empire Passengers*



# *State Association*

## **Ideas and Suggestions for Empire Corridor Improvements January 2003**

### **General**

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

### **Marketing**

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

### **Increasing Business Travel**

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

### **Increasing Discretionary/Recreational Travel**

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

## Rail chief quits over gov's 'lies'

By BRENDAN SCOTT Post Correspondent

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

Posted: 3:18 AM, April 19, 2010

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

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

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

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

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

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

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

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

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

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

*brendan.scott@nypost.com*

# 2004 TOURISM SHOWCASE



## TOURISM

INDUSTRY COALITION OF NEW YORK STATE  
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**THE HEART OF**  
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