



Empire State Passengers Association

Working For A Balanced Public
Transportation Network

For All New Yorkers
www.esparail.org

ESPA EXPRESS

News From The
Empire State Passengers Association

REGISTER NOW!

**ESPA
2025 Annual
Meeting
& Lunch**

**Saturday, April 5, 2025
11:00am - 4:00pm
DoubleTree Hotel
Schenectady, NY**

Complete Details - Page 7
Confirmed Speakers



Rep. Paul Tonko
NY - 20



Jim Mathews
Rail Passengers
Association



David Ullman
NYS
Deputy Secretary
Transportation

Empire Corridor Service Reductions - Gary Prophet

Amtrak has announced that Empire Corridor service reductions will begin on Monday, April 28, 2025.

One current round trip between Albany and New York City will be suspended, along with the Maple Leaf and Adirondack operating as a combined train between Albany and New York City. As a result, northbound Adirondack passengers will have an extended layover at Albany-Rensselaer before continuing on to points north, while eastbound Maple Leaf passengers will experience a similar prolonged layover before continuing on to points south. A 13th Hudson Valley round trip which ran up until November 2024 has not been operated since and will also remain suspended going forward.

According to Amtrak, these service reductions are necessary to accommodate the total reconstruction of two of the four East River Tunnel tubes which were damaged by 2012's Superstorm Sandy. One of the tubes will be completely closed for at least 13 months, before the other tube is than taken out of service (26 to 30 months in total).

Amtrak had initially implemented the service reductions in early November 2024, but as a result of intense political & public pressure Amtrak reversed course in early December when they agreed that the project wouldn't start until the Spring of 2025.

The East River Tunnel tubes are also used by other Amtrak NEC trains, the Long Island Railroad and by New Jersey Transit trains which travel east to Sunnyside Yard during the morning rush hour and return west in the afternoon. Unfortunately, the two affected tubes are the only route Empire Corridor trains can use from Penn Station to access Sunnyside Yard in Queens. During the project, many Hudson Valley trains will be turned on the platform at Penn Station to avoid the impending tunnel capacity constraints.

ESPA vehemently opposes these reductions which will eliminate 23% of the train frequency between Albany and New York City which operated prior to November 2024. (Continued On Page 4 - Service Reductions)

Hudson Rail Improvements Announced - Gary Prophet

In early January 2025, [Governor Hochul](#) proposed several state-funded investments for Metro North's Hudson Line (also used by Amtrak's Empire Service) between Poughkeepsie & Spuyten Duyvil in the Bronx.

The proposal includes planning, evaluation and design for: 1) Installing additional capacity in the Metro North yard at Poughkeepsie that could help alleviate Metro North's on-going practice of blocking active platform tracks - 2) Track & signal improvements at Croton-Harmon

(Continued On Page 3 - Improvements)

Executive Director’s Report: Steve Strauss

Welcome to 2025! A year that likely will be quite challenging for Amtrak as it faces a new Administration and a Congress less informed about the value of passenger rail in the nation’s transportation mix. If Amtrak survives a reconciliation bill relatively unscathed, it is unlikely that anti-Amtrak forces would have the votes in Congress to disable Amtrak via the regular appropriations process or in a leadership-driven appropriations bill. That’s because of the near-unanimous support for Amtrak amongst the New York Congressional delegation.



Thanks to the work of ESPA members and our allies at the Rail Passengers Association (RPA) and other groups, our elected representatives have held firm against some in the House Republican leadership who wish to do harm to Amtrak and prevent the flow of infrastructure funds for the needed rehabilitation, expansion and new project starts.

ESPA’s 2025 New York Legislative Agenda has already been distributed to key members of the Legislature and the Governor’s transportation staff. Here are our key asks:

- Ten additional staffing positions for NYS DOT’s rail bureau programs
- Require NYS DOT to prepare a Five-Year Capital Program for the passenger and freight rail, as is done for highways and transit
- Fund the Governor’s proposed \$25 million for design of Lower Hudson rail capital projects
- Fund a summer-only weekend third round-trip (New York - Saratoga Springs)
- Remain vigilant against any planned Amtrak service cuts in the Hudson Valley that lack adequate mitigation actions.

In support of our Legislative Agenda, ESPA President Gary Prophet provided testimony at the Joint Legislative Transportation Budget Hearing held on February 5th in Albany.

ESPA’s complete written testimony is available on our website, www.esparail.org and a link to the video of the entire 9+ hour hearing is also available.



I was was in Albany in late January and again in late February, meeting with legislators and their staff to discuss our legislative goals. You can help by contacting your Assembly Member and State Senator asking them to support our Legislative Agenda. Do it today!

I wish to invite you to our Annual ESPA/RPA Northeast Division 2025 Rail Advocates Meeting & Lunch on Saturday, April 5th at the DoubleTree Hotel in Schenectady, New York. It’s a good opportunity to meet fellow ESPA and RPA members and learn more about what is happening with passenger rail in New York State and the region, from representatives of Amtrak, state government and elected officials. Check the www.esparail.org website for updates to our meeting agenda.

Our parallel Empire State Passengers Foundation (ESPF) is up and running! The Foundation has received the IRS’s 501(c)3 charitable-organization tax-exempt status designation and has applied for similar charitable recognition by New York State. Contributions made to the Foundation may be considered as tax-deductible donations. Of particular interest, seniors (aged 73 or older) may make qualified charitable contributions (QCDs) from their retirement accounts by designating a portion of their required minimum distributions (RMDs) as a direct contribution to the Foundation. Contact Foundation Treasurer Andrew Cabal via esparailinfo@gmail.com for more information on making a donation. As always, you should consult your tax/financial advisor regarding your specific tax-related circumstances.

General contributions to the Empire State Passengers Foundation may be sent to ESPF, P.O. Box 434, Syracuse, NY 13209.

Hope to see you at the Annual Meeting! *Steve*



2025 ESPA/RPA Annual Meeting & Lunch
Saturday, April 5, 2025 - 11am to 4pm
DoubleTree Hotel - Downtown Schenectady



Scan To Register

New York State DOT Applies for Signal Systems Upgrade Grants - Steve Strauss

In mid-December 2024, the NYS Department of Transportation applied for up to \$156 million in federal assistance from the FRA's Federal-State Partnership for Intercity Passenger Rail discretionary grant program to fund two large signal upgrade projects in the Capital Region.

If approved, the grants would fund the upgrade and replacement of the 30-year-old signals between Hoffmans and Schenectady and Rensselaer and Poughkeepsie, along with the upgrading of cab signaling between Rhinecliff and Poughkeepsie. These projects will also add four additional interlockings south of Rensselaer to reduce delays caused by track work or disabled trains and upgrade several grade crossings. When completed the projects will slightly reduce travel time between Albany and New York City.

These grant applications continue NYS DOT's focus on rail capital improvements in areas controlled by Amtrak between the Capital Region and Poughkeepsie. The projects are in territory included in the FRA's Corridor Improvement and Development program, which has a positive attribute in the FRA ranking system. The FRA has over \$1.0 billion to distribute in its Notice of Funding Availability. Final decisions on which 2025 projects receive funding will fall to the Trump Administration either this summer or early fall.

Improvements (Continued From Page 1)

and 3) Constructing a second track at Spuyten Duyvil.

Currently at Spuyten Duyvil, Amtrak uses a single track diverging route to access the west side line heading to & from Penn Station and delays can occur when trains join with Metro North's main tracks. A restored second track for Amtrak in this area would improve fluidity and could potentially continue over the Spuyten Duyvil Bridge.

The Governor stated that with these improvements and other ongoing Metro North initiatives, the goal of less than 90 minute 'Super Express' trains between Poughkeepsie & Grand Central would be possible.

Climate-resilient investments are also proposed along the Hudson Line, in addition to those improvements during autumn 2024 where the two tracks in the Garrison area were raised. This area had seen several occurrences of flooding during heavy rains last summer and at other times. NYS DOT Commissioner Marie Therese Dominguez said, "When we invest in rail and transit, we are investing in environmentally friendly, dependable, and safe modes of transportation."

To reduce both Amtrak & Metro North running times, ESPA recommends that the maximum authorized speed between Cold Spring and Poughkeepsie be raised to 90mph, which was allowed until 10 years ago when Metro-North reduced top speeds to 79mph. In addition, ESPA recommends the activation of a 4th station track at Poughkeepsie and the installation of a third track from Poughkeepsie to just north of New Hamburg, an 8-mile distance.

Governor Hochul also plans to perform an analysis of major employment centers and tourist destinations in Orange County, including examining options like a shuttle bus between west of Hudson Port Jervis Line stations to attractions including Woodbury Commons, Legoland, Storm King, Renaissance Fair, and Stewart Airport. ESPA strongly suggests providing shuttle bus connections to West Point and the Newburgh waterfront, and constructing more sidings on the mostly single-track, Port Jervis Line.



Gov. Hochul - December 11, 2024

Gov. Kathy Hochul

Police On Subway Trains Overnight - Gary Prophet

[Governor Kathy Hochul](#) announced in early January that every subway train in New York City would have 2 police officers on board between the hours of 9pm and 5am. This policy was implemented on January 27, 2025, requiring a total of approximately 300 officers, many working overtime, at a cost to be borne by New York State, not the MTA.

At most stops, the officers switch cars but stay on board the same train. This 6-month plan provides a surge of police on the trains providing a safer environment for travelers during the overnight hours.



Gov. Kathy Hochul

Empire Service Reductions (Continued From Page 1)

ESPA has proposed other scheduling options to both New York State & Amtrak, but the announced April 28th service reductions are expected to be in place for the immediate future.

In response to passenger requests, effective March 3rd Amtrak did revise the schedules of the first daily southbound train from Albany-Rensselaer (#232 now departs at 5:25am & arrives at Penn Station at 7:45am) and the final weekday northbound train from Penn Station (#243 now departs at 9:24pm and arrives Albany-Rensselaer at 11:50pm).

Amtrak has also committed to adding a sixth car to 28 trains per week. The Maple Leaf is expected to gain another coach, but it is currently unclear what other Empire Corridor trains will gain additional capacity.

ESPA will continue to press for service adjustments (particularly to minimize the lengthy Adirondack & Maple Leaf layovers at Albany-Rensselaer) and for additional capacity enhancements.

Empire Corridor - Effective From 4-28-25		New York – Albany – Utica – Syracuse – Rochester – Buffalo – Niagara Falls											
Train Number		63	69	281	233	283	291	49	237	239	241	243	245
Frequency		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	M-F	S&S
NY Penn - NYP	Dp	7:15a		10:20a	11:20a	1:20p	2:19p	3:40p	4:45p	5:47p	6:46p	9:24p	10:45p
Yonkers	Dp	7:43a		11:44a	1:44p	2:42p					7:08p	9:50p	
Croton-Harmon	Dp	8:02a		11:01a	12:03p	2:03p	3:00p	4:23p	5:27p	6:32p	7:26p	10:09p	11:24p
Poughkeepsie	Dp	8:43a		11:43a	12:45p	2:45p	3:42p	5:07p	6:08p	7:22p	8:08p	10:51p	12:06p
Rhinecliff	Dp	8:58a		12:00n	12:58p	2:58p	3:58p	5:24p	6:20p	7:36p	8:23p	11:07p	12:22a
Hudson	Dp	9:20a		12:25p	1:19p	3:20p	4:19p		6:41p	7:57p	8:44p	11:27p	12:42a
Albany-Rensselaer	Ar	9:50a		12:50p	1:51p	3:45p	4:49p	6:20p	7:10p	8:28p	9:15p	11:50p	1:15a
	Dp	10:10a	11:40a	1:15p		4:10p	5:04p	7:05p					
Schenectady	Dp	10:34a	12:03p	1:39p		4:34p	5:28p	7:33p					
Saratoga Springs	Dp	↓	12:28p	↓		↓	5:56p	↓					
Fort Edward	Dp	↓	12:51p	↓		↓	6:17p	↓					
Amsterdam	Dp	10:52a	To	1:57p		4:52p	To	-					
Utica	Dp	11:50a	MTR	2:55p		5:50p	BUR	8:50p					
Rome	Dp	12:03p		3:11p		6:05p		-					
Syracuse	Ar	12:57p		4:02p		6:59p		9:51p					
	Dp	12:57p		4:02p		6:59p		10:05p					
Rochester	Dp	2:13p		5:28p		8:15p		11:29p					
Buffalo-Depew	Ar	3:19p		6:34p		9:21p		12:29a					
	Dp	3:19p		6:34p		9:21p		12:39a					
Buffalo-Exchange	Dp	3:32p		6:55p		9:42p		To					
Niagara Falls, NY	Ar	4:42p		7:35p		10:28p		CHI					
		To											
		TOR											

Empire Corridor - Effective From 4-28-25		New York – Albany – Utica – Syracuse – Rochester – Buffalo – Niagara Falls										
Train Number		232	234	236	280	240	284	290	48	244	68	64
Frequency		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
												From
												TOR
Niagara Falls, NY	Dp				3:52a		6:47a		From			11:50a
Buffalo-Exchange	Dp				4:28a		7:22a		CHI			12:25p
Buffalo-Depew	Ar				4:45a		7:39a		8:53a			12:36p
	Dp				4:45a		7:39a		9:05a			12:40p
Rochester	Dp				5:40a		8:34a		10:06a			1:34p
Syracuse	Ar				6:57a		9:49a		11:28a			2:44p
	Dp				7:06a		9:59a		11:42a			2:54p
Rome	Dp				7:45a		10:38a		-			3:36p
Utica	Dp				7:59a		10:52a	From	12:42p		From	3:53p
Amsterdam	Dp				9:01a		11:54a	BUR	-		MTR	4:55p
Fort Edward	Dp				↓		↓	1:00p	↓		5:33p	↓
Saratoga Springs	Dp				↓		↓	1:22p	↓		6:02p	↓
Schenectady	Dp				9:21a		12:17p	1:58p	2:21p		6:38p	5:39p
Albany-Rensselaer	Ar				9:42a		12:39p	2:21p	2:53p		7:00p	6:05p
	Dp	5:25a	6:50a	8:20a	10:05a	11:15a	1:05p	2:48p	4:10p	4:30p	7:40p	7:40p
Hudson	Dp	5:47a	7:10a	8:42a	10:26a	11:35a	1:26p	3:08p	-	4:50p	-	8:01p
Rhinecliff	Dp	6:09a	7:34a	9:04a	10:49a	11:57a	1:49p	3:29p	4:55p	5:12p		8:23p
Poughkeepsie	Dp	-	7:51a	9:15a	11:10a	12:15p	2:10p	3:48p	5:13p	5:30p		8:40p
Croton-Harmon	Dp	7:01a	8:31a	9:54a	11:50a	12:54p	2:50p	4:28p	5:53p	6:10p		9:19p
Yonkers	Dp	-	8:55a	10:1p	-	1:16p	3:11p	4:50p	-	-		9:42p
NY Penn - NYP	Dp	7:45a	9:21a	10:45a	12:45p	1:45p	3:45p	5:24p	6:42p	7:05p		10:15p

New York State FY 2024 Station Stats

Station	Staffed Station	FY 2019 Passengers	FY 2023 Passengers	FY 2024 Passengers	# Variance '23 vs '24	% Variance '23 vs '24	# Variance '19 vs '24	% Variance '19 vs '24
Albany-Rensselaer	YES	806,960	790,673	909,772	119,099	+15.1%	102,812	+12.7%
Amsterdam	NO	11,183	12,231	13,955	1,724	+14.1%	2,772	+24.8%
Buffalo-Depew	YES	107,780	102,050	122,682	20,632	+20.2%	14,902	+13.8%
Buffalo-Exchange	YES	43,384	48,914	55,294	6,380	+13.0%	11,910	+27.5%
Croton-Harmon	NO	46,403	49,146	62,041	12,895	+26.2%	15,638	+33.7%
Fort Edward	NO	9,365	7,588	8,407	819	+10.8%	-958	-10.2%
Fort Ticonderoga	NO	2,008	346	750	404	+216.8%	-1,258	-62.6%
Hudson	YES	237,268	245,691	277,620	31,929	+13.0%	40,352	+17.0%
New Rochelle	NO	96,057	114,937	145,442	30,505	+26.5%	49,385	+51.4%
Niagara Falls	YES	34,965	33,930	38,098	4,168	+12.3%	3,133	+9.0%
Plattsburgh	NO	13,386	2,010	7,595	5,585	+377.9	-5,791	-43.3%
Port Henry	NO	2,846	172	888	716	+516.3%	-1,958	-68.8%
Port Kent	NO	402	0	0	0	0	-402	n/a
Poughkeepsie	NO	109,877	123,366	139,276	15,910	+12.9%	29,399	+26.8%
Rhinecliff	YES	211,139	203,629	228,395	24,766	+12.2%	17,256	+8.2%
Rochester	YES	132,434	130,121	158,640	28,519	+21.9%	26,206	+19.8%
Rome	NO	6,924	9,267	10,741	1,474	+15.9%	3,817	+55.1%
Rouses Point	NO	1,454	287	788	501	+274.6%	-666	-45.8%
Saratoga Springs	YES	41,611	31,368	42,492	11,124	+35.5%	881	+2.1%
Schenectady	YES	62,180	57,456	66,905	9,449	+16.4%	4,725	+7.6%
Syracuse	YES	131,515	138,686	162,520	23,834	+17.2%	31,005	+23.6%
Utica	YES	63,968	65,867	78,717	12,850	+19.5%	14,749	+23.1%
Westport	NO	4,733	790	2,351	1,561	+297.6%	-2,382	-50.3%
Whitehall	NO	1,893	273	1,008	735	+369.2%	-885	-46.8%
Yonkers	NO	<u>32,109</u>	<u>40,045</u>	<u>48,005</u>	7,960	+19.6%	15,896	+49.5%
Total		2,211,844	2,208,843	2,582,382	373,539	+16.9%	370,538	+16.8%
New York Penn	YES	10,811,323	10,249,956	12,023,052	1,773,096	+17.3%	1,211,729	+11.2%
Montreal, QC	VIA	64,791	12,861	34,591	21,730	+169.0%	-30,200	-46.6%
St. Lambert, QC	NO	n/a	391	1,423	1,032	+263.9%	n/a	n/a
Niagara Falls, ONT	NO	12,421	21,490	32,446	10,956	+51.0%	20,025	+161.2%

Counts Are The Total Number Of Passengers Boarding And Deboarding At The Station

New York State Ridership Stats

Route	FY' 25 YTD October - December										Dec. '24 Customer OTP
	Dec. '24	Dec. '23	Dec. '19	2025	2024	2023	2022	2021	2020	2019	
Empire Service	123,600 <small>114% of 2019 #</small>	116,300	108,700	367,600 <small>114% of 2019 #</small>	338,300	313,000	264,800	97,800	324,900	322,600	83.7%
Maple Leaf	44,100 <small>104% of 2019 #</small>	45,500	42,500	127,900 <small>128% of 2019 #</small>	130,500	106,200	95,000	43,300	104,500	100,300	71.2%
Adirondack	7,800 <small>73% of 2019 #</small>	8,700	10,700	22,900 <small>74% of 2019 #</small>	24,500	0	0	0	29,500	31,000	78.0%
Ethan Allen Exp.	11,500 <small>205% of 2019 #</small>	7,600	5,600	22,000 <small>171% of 2019 #</small>	22,600	23,600	12,600	0	14,100	12,900	84.8%
Lake Shore Lim.	35,500 <small>95% of 2019 #</small>	34,800	37,200	101,000 <small>107% of 2019 #</small>	102,500	92,500	83,600	29,200	98,600	94,300	68.0%

Data Source - Amtrak Monthly Performance Reports

NYS Route Definitions

- Empire Service** - New York To Albany-Rensselaer Trains Only
- Maple Leaf** - New York - Albany - Syracuse- Buffalo - Niagara Falls - Toronto Trains
- Adirondack** - New York - Albany - Saratoga - Montreal Train
- Ethan Allen Express** - New York - Albany - Saratoga - Rutland - Burlington Train
- Lake Shore Limited** - New York/Boston - Albany - Buffalo - Cleveland - Chicago Train

Hudson River Train Tour App Now Available!

Did you know that there is a mobile audio tour available for train trips on the Hudson Line?

The Hudson River Train Tour App will introduce you to the castles, lighthouses, mansions, and other historical and natural sights you can see from trains between New York City and Albany. Utilizing GPS location services, the app tells you about the sites you're approaching in real time.

Tours are organized by three themes: 'Freedom and Dignity', 'Corridor of Commerce', and 'Nature and Culture'. The app also includes the 'Voices of the Hudson' audio series, allowing you to listen to stories as the Hudson Valley passes by the window.

Produced by the Hudson River Valley National Heritage Area, in partnership with the National Park Service, the app was developed thanks to a \$100,000 Market NY Grant from the Empire State Development Corporation and I Love NY in 2016, that was matched by \$50,000 in funding from the National Park Service.

The Hudson River Train Tour is available today for free download from the app stores of Apple, Android, and Google Play. An instructional video can also be found on the 'Hudson Greenway' YouTube channel and at: www.hudsonrivervalley.com/app

Thanks To Our Corporate Members For Their Generous Support!



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 2025. 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.

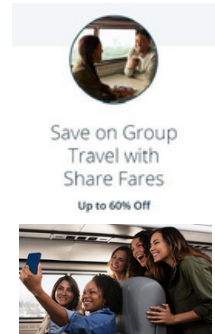
See New York and Save 15%

Visit 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. The more family, friends, loved ones you bring, the more you all save.

Share Fares provide a group discount of up to 60% off tickets for 8 passengers traveling together on the same reservation. Here's how the discount works: Passenger 1 – full price (or lowest available fare); Groups of 2 – full price (or lowest available fare); Groups of 3 – 15% off all tickets; Groups of 4 – 25% off all tickets; Groups of 5 – 37% off all tickets; Groups of 6 – 47% off all tickets; Groups of 7 – 54% off all tickets; Groups of 8 – 60% off all tickets. 2-day advance purchase required. Other terms & conditions apply.

Visit Amtrak.com; click on 'Deals' at the top, then click on 'Deals & Promotions' and then 'Share Fares'



ESPA Meetings

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

Check 'Events' at www.esparail.org for the most current meeting information! Advance registration is required!

Upcoming 2025 ESPA Meetings Working Group/Board Meetings

Future Dates To Be Announced!

2025 ESPA Annual Meeting

Schenectady - Saturday, April 5, 2025

Full Details & Registration Available On Page 7

Dates, times & locations are subject to change!

ESPA Membership

- Introductory Membership (\$20.00 for first year)
- Regular Individual Membership (\$35.00 per year)
- Student, Senior, Fixed-Income Membership (\$25.00 per year)
- Family Membership (\$45.00 per year)
- Sustaining Membership (\$65.00 per year)
- Patron Membership (\$120.00 per year)
- Association/Non-Profit Org. (\$300.00 per year)
- Corporate Membership (\$500.00 per year)
- Lifetime Membership (\$500.00 One Time)

Join or Renew On-Line At www.esparail.org or

Send A Check Made Payable To 'ESPA' To 'ESPA', P.O. Box 3012, Poughkeepsie, NY 12603



45th Annual Meeting
of the
Empire State Passengers Association

and
Rail Passengers Association's Northeast Division

Saturday, April 5, 2025 **11:00am – 4:00pm**

DoubleTree Hotel 100 Nott Terrace Schenectady, NY

Five Blocks From The Amtrak Station – Free Parking

Invited Speakers & Presentations:

Representatives From Federal, State & Local Government, Amtrak & Allied Organizations

Speakers To Be Announced As They Are Confirmed!

Full Registration Includes The Meeting, A Three Course Luncheon & Beverage Breaks

Full Early Bird Discount Registration - \$70.00 Per Person
(Registrations Must Be Processed/Post Marked By March 22nd)

Full Late Registration - \$80.00 Per Person
(ALL Registrations Processed/Post Marked After March 22nd And At The Door)

Meeting ONLY Registration (No Lunch or Beverages) - \$40.00 Per Person

Please complete and return this form with your check for the appropriate registration fee, to be received NO later than March 29, 2025. (NO cancellations after this date).

Please Note: Written confirmation of your meeting registration and payment having been received is **NOT** provided unless specifically requested (i.e. tickets are not mailed to you in advance of the meeting). **Meeting registration begins in the DoubleTree Ballroom foyer at 10:00am.**

Please make checks payable to 'ESPA' and mail to:

Bruce Becker - ESPA
8175 Old Post Road East
East Amherst, NY 14051

Name(s): _____

Address: _____

City, State, Zip: _____

Telephone No: _____ **E-Mail:** _____

_____ I will be arriving into Schenectady on: Tr. # 280 Tr. #63 Other

_____ I will need transportation assistance to/from the Amtrak Station



Scan To Register

**More Information &
Registration By Credit Card
at www.esparail.org**



New Long-Distance Cars For Canada

In early December 2024, VIA Rail announced the launch of the process to replace its 70-year-old long-distance cars, with the issuance of a Request for Qualification (RFQ) to potential manufacturers interested in partnering with VIA on an entirely new fleet of locomotives and cars.

The proposed fleet will feature single level cars, configured in several different lay-outs. Interestingly, new dome cars are expected to be included for use on the transcontinental Canadian. Sleeping cars will offer multiple levels of accommodations including economy open section berths, private rooms for two with facing seats (perhaps similar to Amtrak's current roomettes) and premium-priced Prestige Class rooms with full size double beds.

To take advantage of the scenic vistas valued by passengers on the Canadian, the proposed concept designs include extensive use of panoramic windows in all of the passenger cars. VIA also clearly articulated that the new dining cars will "have a full kitchen, allowing our chefs to prepare tasty meals using fresh ingredients, with an emphasis on local produce."

VIA is hopeful that the new long-distance fleet can be in service within ten years.



ALL - VIA Rail Canada

Illustration 3D de nos nouveaux trains LDRE - Design non définitif
3D rendering of our new LDRE trains - Design subject to change