

the 6:53

December 1991

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 98

State Senator Cooper Snyder Addresses OARP: "the missing link is rail passenger service!" -- and Ohio Senate President Stanley J. Aronoff Makes A Special Guest Appearance in Support: "we need to make best use of all transportation modes!"



Photo Left: State Sen. Cooper Snyder, R. 14th, from outskirts of Cincinnati thru city of Portsmouth. Owner of small business, chairman Education Com., member of Highways, Transportation Com. Active interest for many years in restoring passenger train service.



Photo Right: State Sen. Stanley J. Aronoff, R. 8th, President of Ohio Senate, Cincinnati and Hamilton Co. Attorney, Member of Senate since 1967. Offered Regional Transportation Authority Act. Willing listener to concerns of OARP -- with us at Cincinnati meeting.

Addressing OARP's Nov. 2, 1991 meeting in Cincinnati, State Sen. Cooper Snyder (R. 14th) identified himself as a "long-time supporter of rail passenger issues." He noted that while Ohio has everything going for it from education to tax incentives to a skilled labor force to the finest transportation system which includes waterways, highways, 225 airports, and the finest railway system, "the missing link is rail passenger service." Sen. Snyder lamented the gridlock which he encountered in exiting Columbus and at our airports, asserting that the "biggest problem we have is ignorance and apathy", adding that in the last year this perception has begun to change, with members of the legislature and state government understanding what gridlock is all about!

He noted that on Sep. 29 he co-sponsored legislation directing that the rail excise tax be directed for rail purposes through the Rail Development Fund and voiced dismay that the Supreme Court recently found this tax to be unconstitutional, thereby "pulling the rug out from under our efforts." (Actual court ruling by Federal District Court found the Rail Excise Tax contrary to provisions of the federal 4 R Act which forbids taxes unique to railroads.) Undaunted he assured the group that he will continue to work for the rail passenger service, something which he asserted "we need now." An engaging speaker who was well-received by OARP, he promised to continue to work with ODOT and linking up all interested parties.

Sen. Stanley J. Aronoff (R. 8th), Pres. of the Ohio Senate and attending the C.U.T. dedication, addressed

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Update on Cincinnati's Support for proposed Chicago-Florida Passenger Train

Summary of the presentation by Ben McKay and David Rogers at OARP's Nov. 2 Meeting

Rail passenger service is back in the news in Cincinnati with restoration of C.U.T. and the return of Amtrak service to this terminal. I used this as an occasion to write to the Cincinnati City Council, asking if it was concerned and cared whether the proposed Amtrak Chicago-Florida train would come through Cincinnati. I was delighted to receive acknowledgements from various council members, including council candidate Virginia Rhodes, council member Bobbie Sterne, and Teresa Isaac of Lexington KY. [Subsequent election results indicate Virginia Rhodes was not elected. Bobbie Sterne was re-elected, but is no longer chairperson of Council Committee on Intergovernmental Affairs, which deals with railroad matters. Newly elected Council member Roxanne Qualls is the new chairman of this committee. Dwight Tillery is the new Cincinnati Mayor -- contact will be made with him in near future. Ed.]

It was immediately recognized that we need a cost study for this proposed service through Indianapolis-Cincinnati-Lexington, a study which will not be forthcoming from Amtrak unless it is pressed by an area member of congress. The City Manager's report on this route was submitted to council by Quentin E. Davis, the new director of the Economic Development Department of Cincinnati, who has assigned it to Mr. Barry Strum. I also met with Mr. Joseph Kramer of the Cincinnati Chamber of Commerce.

In response to letters, Sen. Glenn wrote to Sen. Lautenberg, Chair. of Transportation Appropriations Subcommittee, urging him to direct Amtrak to give equal

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**(Sen. Aronoff - Cincinnati Meeting,
continued from Page 1)**

our OARP meeting. With a positive interest in our group and a concern for rail passenger service the senator from Cincinnati stated that we need to make the best use of all transportation modes, noting that in Ohio we have moved from a Highway Department to a Department of Transportation. Cautious about high-speed rail, Senator Aronoff encouraged the focus on conventional service. He commended the people of Hamilton County for voting in the museum tax which brought about the C.U.T. restoration, adding that in Ohio we need to move from taxing ourselves for a highway fund, letting it become a transportation fund. He asserted that we need to use these funds to benefit all the citizens of our state, and that includes funding for inter-city rail. In response to a question from the floor, Senator Aronoff added that he sees the current state administration being much more open to using funds for rail passenger service than any previous administrations. The members of OARP interpreted Sen. Aronoff's presence as a sign of affirmation for its efforts.

The Nov. 2, 1991 OARP meeting began with a welcome by OARP regional coordinator, W. Mike Weber at 10:00 a.m. in Tower A of the Cincinnati Union Terminal, formerly the nerve center for controlling all passenger rail movements into CUT, which still overlooks CSX yards and mainline and Norfolk Southern's new piggyback yard.

OARP President J. Howard Harding, who presided at the day's events, offered an update on the proposed PENNSYLVANIAN extension, stating that Amtrak and Conrail did cost studies which exceed all estimates -- tough negotiations lie ahead, "it will be a while before this extension happens". Update was also offered concerning 3-C Corridor proposals.

Howard reported on recent NARP meeting in Milwaukee, noting that NARP needs additional funds and feels that Amtrak's drive towards self-sufficiency carries a "great danger that service quality will be compromised." Good news is that Amtrak is working on this item.

The national transportation bill recently passed by the House is quite different from the U.S. Senate version. Difficult negotiations are underway, so it is important that we call our members of Congress asking that the conference committee version allow Amtrak to be recipient of these transportation funds.

NARP has adopted an 8 point agenda, which includes concern about the proposed third major airport in Chicago area. Since 40% of those using Chicago's existing airports, travel 500 miles or less, it is essential that we expand rail alternatives -- watch for more on this item. At this Milwaukee meeting the local mayor went on record promoting passenger rail travel as essential for urban health and area economics.

Jeff Honefanger, deputy director for Rail for ODOT, addressing the assembly, brought greetings from Jerry Wray, Director of the Ohio Department of Transportation. He reported that currently ODOT is working on a multi-modal transportation plan looking to the year 2020; is trying to identify the significant Ohio travel corridors; regards Cincinnati, Cleveland, Columbus, and Toledo as important hubs for freight and passenger travel; is happy to announce that the Panhandle Columbus-Pittsburgh rail link will be preserved; is working on the redesign of the cross buck at rail crossings; is identifying highway-rail crossings to be closed in Ohio; and is evaluating different options for the 3-C Corridor. Jeff remained with the group through lunch hour to field feedback and questions.

The "Ad Hoc Finance Committee" (Larry George, Manfred

Orlow, and Robert Boyce) reported that it is developing financial resources for non-administrative activities of OARP, including raising funds for an OARP videotape and participating in an Amtrak spring 1992 equipment display and possible 3-C route run-through.

Following the presentation by Sen. Snyder and greetings by Sen. Aronoff, the meeting adjourned for a buffet lunch in one of the C.U.T. private dining rooms. The afternoon session began with words from Virginia Rhodes, candidate for the Cincinnati City Council who has been active in the promoting the Chicago-Florida train via Cincinnati.

The chief afternoon presentation was by OARP member Benjamin "Ben" McKay, retired city traffic engineer, speaking on behalf of the drive to bring the proposed Amtrak Chicago-Florida train through Cincinnati. He was joined in his presentation by David Rogers of Winchester, KY. Ron Doctor, of the city planning department, was also available at this meeting. (See separate article which summarizes Ben's presentation to OARP.)

A report on the proposed restoration of the Cincinnati Historic Streetcar Line beginning at the waterfront was presented by Tom Dann.

The proposed constitution/by-law revision to Article V Sections 1 and 2, enlarging the board from 9 to 11 members, was adopted as presented. The meeting concluded with special thanks to our host, the Cincinnati Railroad Club which leases the Tower A space from C.U.T., and to club members Dale Brown, Tom Bruggeman, and Ed Kipp. Additional thanks were extended to Mike Weber and David Dawson, local OARP members, who handled arrangements for this get-together which concluded with a tour of the Amtrak station and platform, hosted by Mary Darr, local Amtrak agent.

(Florida Service Update, continued from Page 1)

consideration to this proposed routing also. I have also been able to assemble data sheets for a proposal based on population figures.

It is very important to understand that the city of Evansville, Indiana has a high-powered campaign in progress -- with all 16 Indiana congressmen behind it! We are playing catchup, and we need to organize our members of congress.

There are many good reasons for promoting the Chicago-Florida route via Cincinnati as the best:

1) population considerations point to a route through Ohio, which has a population base 2 1/2 times larger than the other proposed route through Indiana,

2) while the trip via Cincinnati will take longer, it will allow for reasonable departure/arrival times in both Florida and Chicago,

3) something needs to happen by 1996 when the summer Olympics come to Atlanta (which is the primary and original promoter of this passenger corridor),

4) the money is there -- will it be spent on refurbishing I-75 or building a new highway or financing a train?, and

5) the alleged issue of a freight train conflict in the Chattanooga area can be resolved by using an existing alternate route which by-passes the problem area.

We need a transportation system which will serve the entire population, including the elderly and poor -- for this rail service is more useful than automobile. In addition it is in everyone's interest financially to serve the largest possible population areas with each train so as to maximize revenue potential.

I am glad to share the perspective of a highway transportation

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A Word received from Amtrak's Government and Public Affairs Office

Extension of the PENNSYLVANIAN to Cleveland

For some time, Amtrak has stated its interest in extending the New York-Pittsburgh PENNSYLVANIAN service to Cleveland. This would provide Amtrak's first day service between Cleveland and Pittsburgh and the first Amtrak service between Cleveland and Harrisburg, Lancaster, and Philadelphia.

Because Amtrak does not own the tracks over which the extended PENNSYLVANIAN would operate, Amtrak has had to work with the host railroads -- Conrail and CSX Transportation -- to determine whether and how the PENNSYLVANIAN could be routed to serve Cleveland. Portions of the two possible routes are used heavily by Conrail for day-time freight traffic and this greatly limits the ability of a time-sensitive passenger train to "thread" itself between slower moving or stationary freight trains.

Amtrak has inspected two possible routes between Pittsburgh and Cleveland with both Conrail and CSX Transportation officials. The first route would be via Conrail trackage between Pittsburgh and Alliance, Ohio and then north to Cleveland. The second route would be via Conrail trackage between Pittsburgh and Beaver Falls, then north to New Castle, then along CSX trackage to Youngstown and Ravenna, where the train would head north to Cleveland on Conrail trackage. The need to minimize travel time via the Youngstown route requires that Amtrak trains switch between several different rail lines in order to avoid lengthy delays.

Due to heavy daytime Conrail freight movements, Conrail has stated that use of the Alliance route would require a new traffic control system with an estimated price tag of \$25 million.

The preliminary capital costs associated with the New Castle, Youngstown, Ravenna route would be approximately \$17 million. Improvements that would be required include:

1. Upgrade Koppel secondary track between Waumpum and Wood \$2 million
 2. Construct new connection between CSXT, P&LE and Conrail at New Castle \$3 million
 3. Construct new connection at Ravenna between Conrail and CSXT \$4 million
 4. Add a new traffic control system between Ravenna and Cleveland \$7 million
 5. Provide service and storage facilities in Cleveland \$1 million
- Total \$17 million

Amtrak believes this second routing is the most favorable of the two, both because it is less costly and because it would serve a greater en route population. Because Amtrak lacks the capital funds to pay for the needed improvements, Amtrak intends to work closely with Ohio and Pennsylvania to identify capital funding sources. Once funds have been provided, actual construction of the improvements would take less than a year to complete. Amtrak would clearly like to operate this service but must depend on others to provide the capital funding.

(This complete report, printed above and dated, November 1991, was provided to the 6:53 by Amtrak's Government and Public Affairs Office. The covering letter indicated that Amtrak "became concerned several months ago that the lack of visible progress on the extension idea was probably being interpreted by some as either resistance to the idea or lack of interest." The letter added that their "analysis is based on the stated position of Conrail and preliminary agreement between Amtrak and Conrail over the estimated costs. The traffic control

upgrades referenced by Conrail are improvements we believe are justified even in the absence of passenger services. In any case, we don't dispute that without them reliable passenger train operations would be unlikely.")

[OARP leaders have raised a question about the last statement, that if the traffic control upgrades are justified for Conrail freight operations without passenger service, why should Amtrak and the states be asked to pay for them? In addition those in OARP who are well-acquainted these issues of this northeast Ohio extension, feel that traffic control costs for the upgrade between Ravenna and Alliance are unjustified, when compared with costs for the Cleveland-Ravenna section. Ed.]



Amtrak Inspection Train passing through Ravenna in 1989 -- roadbed of former "Ravenna Connection" is on right.

Cleveland-Pittsburgh Update

By Kenneth Prendergast, CLE-PITT Project Director

Continuing with the news reported in the last issue of the 6:53 and in response to the adjacent statement from Amtrak, OARP and others have been exploring Conrail's controversial preconditions to the extension of Amtrak's PENNSYLVANIAN to Cleveland. The debate centers on whether Conrail's demand for a maximum of \$25 million in signalling improvements on its Cleveland Line (Cleveland-Ravenna-Alliance) is legitimate. OARP and others have heard from several sources, including Conrail's own employees who regularly work on and around the Cleveland Line, that Conrail's demands are arbitrary and unnecessary.

But now, the question arises: "what do we do?" After the OARP Board met on Nov. 2, the consensus was that Conrail should be confronted, otherwise they may be encouraged to attach similar preconditions to future Amtrak expansion projects -- and there simply isn't enough money going around to pay for that! This confrontation could be engaged in the following manner:

First, OARP and its friends could encourage key decision-makers from Amtrak, Conrail, ODOT, and the federal and state legislatures to come together and solve the questions regarding the PENNSYLVANIAN extension.

Second, if Conrail refuses to budge, the signalling system will have to be upgraded to bring the PENNSYLVANIAN to

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(CLE-PITT Project, by Ken Prendergast, continued from Page 4)

Cleveland. In this instance, Amtrak or, more likely, the government entities who could be asked to pay for the improvements, should consider several demands of Conrail. These demands could include: a 79 mph passenger train speed limit over a majority of the Cleveland Line; the right for Amtrak to institute a specific number of additional trains over the Cleveland Line in the future, without any further preconditions from Conrail; and finally, the right to use existing Conrail trackage at/near the Cleveland station for the overnight layover of the PENNSYLVANIAN. It makes little sense to pay for excessive layover facilities at the lakefront site as long as a move to Cleveland Union Station is an active proposal.

Finally, I feel compelled to follow-up a story that appeared in the June issue of *the 6:53* and was paraphrased in the October issue of *Trains Magazine*. Both articles dealt with the Pentagon's inclusion of the abandoned Ravenna Connection in their Strategic Rail Corridors Network (STRACNET). STRACNET identifies which rail lines are important to the shipment of military goods. After some dialogue between the Ohio Department of Transportation and officials at the Ravenna Arsenal, the military has shown little interest in restoring the Ravenna Connection. Their reasoning was that a suitable connection exists from the erstwhile E-L mainline (which forms the northern border of the arsenal) and Conrail's Cleveland Alliance mainline. In case you were wondering, passenger trains wouldn't be able to use this connection considering that the old E-L mainline has been reduced to a 10 mph railroad; it is also on the selling block.

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State Rep. Robert Hagan speaks in support of the proposed PENNSYLVANIAN extension

The Aug. 9, 1991 edition of the Youngstown *Vindicator* featured an article headlined "Hagan pursues local link for Pa. line. Amtrak's Pennsylvania line could be extended through Youngstown, a state representative says, giving the city two passenger train services." According to the *Vindicator* State Rep. Robert Hagan of Youngstown (D-53rd) is



"negotiating with officials from Amtrak, CSX Transportation and several cities to have Amtrak's Pennsylvania line rerouted to include a stop in Youngstown. Moreover, Hagan said the house finance committee will consider subsidizing part of the rerouting cost." "The question is how much it is going to cost. I heard it was between \$5 million and \$15 million for track improvements, station improvements, and signal installations", he said. The track is owned by CSX. The improvement money would likely have to be pooled from Amtrak, interested cities and the state and federal government, depending on what deal could be made with Amtrak, Hagan said."

When contacted in a telephone interview by *the 6:53* on Nov. 24, Representative Hagan added that once we have a static figure for Ohio's share of the improvements, he will try to obtain money from the state's capital improvement fund, a fund currently under pressure because of state revenue shortfall. He hoped that work could begin by summer of 1992, adding that

funding now will have to come from the state and federal governments, especially since cities like Youngstown have already made a substantial investment.

When asked if people really want train corridor service, Rep. Hagan stated quite clearly "people want it! Most people believe that for us to go into the 21st century, we need passenger service to avoid doing considerable damage to the environment. This is especially important when it comes to 3-C." He noted that people are waking up to the fact that the skies are crowded, highways are packed, and that rail can be cost effective.

Promising to continue his supportive role, the friendly legislator from Youngstown added "that Ohio needs active voices which have driven trains", such as himself. He is very optimistic about Ohio developments for conventional passenger service, because he sees both the legislative and executive branches "perking up" when it comes to these issues.

Rep. Robert Hagan, a railroad engineer for 20 years (15 years active experience on CSX), has served in his current legislative position for 5 years, during which time he has been an active proponent of the PENNSYLVANIAN extension.

The Aug. 9 article concluded with the comment that "House Finance Committee Chairman Patrick Sweeney said he would be open to committing state capital improvement funds towards the project [adding that] he was interested in transportation proposals that help reduce vehicle traffic in the state."

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**Columbus Area OARP Activity Update
by Robert M. Boyce**

More than 50 people turned out for the first "Bring Back Amtrak" rally in Arch Park, Sat., Oct. 19. Members, visitors and reporters from three TV and a radio station were on hand as Stu Nicholson explained the need to get passenger trains back to Columbus, the nation's largest city without any. Petitions were signed and several visitors showed an interest in joining.

Members gathered afterward at the Red Door to talk over reactions and the need to keep the momentum going. Thanks to Lou Viereck for passing out rosebuds to the ladies at the Red Door. What a nice gesture! And thanks to Stu Nicholson for orchestrating the event and to all members who attended and made it a success. Mary Eckert's 5x7 "Bring Back Amtrak" banner showing an oncoming Amtrak train made a spectacular display draped across pillars of the arch (see cover photo).

Recent publicity has been good! The Arch Park story with photo appeared in *This Week* and other stories were in the *Delaware Gazette*, *Marion Star*, and *Lancaster Eagle Gazette*. On Oct. 20 the *Columbus Dispatch* covered conventional rail.

Responses to copies of state fair petitions urging conventional rail, which were sent to the governor, ODOT director and key legislators are encouraging and suggest some high level discussions may be under way. Meanwhile, copies of a new batch of petitions collected during Sep., and Oct. and bearing 310 more signatures urging 3-C conventional service have been sent to the same mailing. Thanks to the Zweifels, the Greys, Mary Eckert, Mary Shover, Kent Wilt, Garlene Staton, Jim Shoemaker of Newark, and others for their efforts.

Columbus OARP members in the news: *Lou Viereck* was profiled in Oct. issue of *Columbus Monthly* telling of his family florist business in which he has been engaged since age 14. *Mary Eckert*, the "Flag Lady," was featured in a recent issue of *WOSU's Air Fare* magazine, telling about her family's railroad tradition and enthusiasm for passenger trains. *Bill Schuler* of Pataskala was recently named to the Newark Chamber of Commerce. **NEXT MEETINGS: Sat., Dec. 7, 10 a.m., and Jan. 11, 1992, 10 a.m., both at Red Door Tavern in Columbus.**

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Updated Dec. 1, 1991

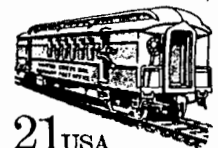
"Thank you for thanking us for thanking you!"

The Sep. 9, 1991 Toledo *Blade* contained an advertisement with photo of staff writer and transportation reporter, Hank Harvey captioned "The *Blade* and staff writer Hank Harvey, Commended by OARP Rail Transportation Advocates." Written in response to our tribute in the June, 1991 issue of the *6:53* for the *Blade's* outstanding coverage, it concludes with the words "Thank you, OARP, for your recognition of the *Blade's* coverage. Along with you, we advocate the revitalization of rail passenger travel as a major link in the U.S. transportation network."

BAGGAGE & EXPRESS

@@@ Nov. 4, 1991 issue of *Advertising Age* had an article entitled "Amtrak moves on from basic training --- Boosted ad budget and narrower buys seek to hold onto gains." The article noted that while Amtrak uses TV and radio ads, its largest advertising increases came in newspaper and magazine ads, up 125% and 89% respectively @@@ From Washington: the House of representatives has approved a conference bill to provide Amtrak with a \$506 million subsidy in fiscal 1992, up from \$475 million, and an additional \$150 million to help run New York-Boston trains in three hours or less. Amtrak stands to receive \$331 million for operating expenses, a reduction from \$343 million, but its funding for equipment and other capital expenses would be increased from \$132 million to \$175 million @@@ Saw a great article in the Oct. 27, 1991 Akron *Beacon-Journal* in tribute to Patty Harding, wife of OARP's Prez. Howard. Though she navigates with a wheelchair, she has not let this cramp her style when it comes to community work, support for her husband, her job, her travels, and her work for OARP @@@ Norman E. Burkhardt, OARP member from Frazeyburg, wrote an Oct. 9, 1991 letter to the Newark *Advocate* knocking down one recent county commissioner's well-intentioned, but dangerous proposal to build a bike path alongside an active rail line --- well-written response! @@@ Springfield city planning board members recently rejected a proposal from Conrail, ODOT, and the Public Utilities Commission of Ohio to close five crossings in exchange for improvements to others in the city @@@ August, 1991 (Issue #444) of *Rail Travel News* carried an article by Al Wolf, "Amtrak to Denver", highlighting a recent trip by Al, his wife, and children. Most challenging part was the ride on the HOOSIER STATE, although the uneven on-board service continues to remain a challenge to them and all of us @@@ "Lots of talk over many years, but little action" can be one way to describe rail passenger progress in Ohio: 16 years ago the Feb. 26, 1975 *Cleveland Press* contained these words --- "planners have proposed major significant passenger service improvement" for Ohio's principal cities including "THREE DAILY ROUND TRIPS between Cleveland and Pittsburgh (three hours), THREE DAILY ROUND TRIPS between Cleveland and Cincinnati via Columbus (five hours and 30 minutes), TWO DAILY ROUNDTRIPS between Cleveland and Buffalo (three hours, 15 minutes)." Sounded good then, but don't hold your breath! @@@ The Aug. 18 Lancaster *Eagle-Gazette* reported on the appointment of the Ohio Transportation Focus, "a group of state legislators working with ODOT to improve Ohio's transportation system to meet the state's expanding economy." Study purports to include a solid look at rail systems, in addition to waterports, airports, and potential highway corridors. We shall see @@@ Good news, bad news department: Aug. 28 *Booster* reported that "Franklin County passed Cincinnati's Hamilton County between the 1980 and 1990 censuses to become the second largest in Ohio" --- 1990 population is pegged at 961,437 --- bad news is that all this county offers to rail passenger service --- just highways and orange barrels @@@ Aug. 12 Columbus *Dispatch* did an interesting article, ranking Ohio with other states: Ohio is "a lowly 48th in spending on the environment" and "22nd in use of mass transportation" --- reaction: most of us have been aware of that for some time!! @@@ The July 28 Columbus *Dispatch* points to Governor Voinovich's recent budget vetoes, including killing a "six-member transportation planning task force favored by Rep. Patrick A. Sweeney" @@@ Oct. 28 Dayton *Daily News* featured an article on high speed which was prefaced with the comment "Ohio should resume conventional railroad passenger service as a forerunner to service at speeds up to 195 miles per hour, the chairman [Jim E. Betts] of the Ohio High Speed Rail Authority says." Same issue of the *Daily News* saw this timely article by OARP's Al Wolf, "High-speed rail better choice than MAGLEV." Al included a great plug for OARP and encouraged readers with the reminder that "the Voinovich administration, which has shown interest, should be contacted as well." @@@ The Oct. 19 *Daily News* reported on a meeting with Dayton-area elected officials, the Miami Valley Regional Planning Commission and the Ohio Rail Organization, a private consortium interested in the high-speed rail for the 3-C Corridor @@@ All of us at one another time have dreamed of riding on one of the American-European Expresses luxury trains, especially "if our ship come in." AEE had been offering twice-weekly service on its GREENBRIAR EXPRESS between New York and Chicago with stops at White Sulphur Springs and Indianapolis. Plans called for the trains to revert to alternate New York-Miami service beginning Nov. 19. Alas, that new routing has been scrubbed with the next move for AEE up in the air. Bankruptcy is not anticipated, but plans are being reworked. As a matter of fact the luxury rail had begun to show a modest monthly profit, when it was hit with

Railroad Mail Car
1920s Presorted
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the 6:53

..... Signs that support for the return of rail passenger service are growing in the Executive and Legislative branches of Ohio government

Articles include

- ... Greetings from State Senate President Stanley J. Aronoff
- ... Supportive words by Senator Cooper Snyder
- ... A good word on PENNSYLVANIAN extension from Rep. Robert Hagan
- ... Update on Florida train proposal via Cincinnati
- ... Highlights of OARP's November meeting in Cincinnati
- ... Amtrak's explanation of upgrade costs for PENNSYLVANIAN extension
- ... Application Form to become a member of OARP



OARP's plea to Ohio and Columbus --- BRING Amtrak BACK. Banner custom-made by Mary Eckert and placed on the Arch, the last vestige of the Union Station in Columbus, in a regional OARP ceremony in Arch Park on Oct. 19, 1991. Photo by David Lebold.



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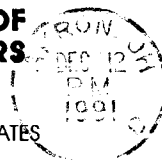
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DEADLINE: for the February issue -
January 15, 1992

Words of support from State Senate President Stanley J. Aronoff, Sen. Cooper Snyder, and State Representative Robert Hagan, and Latest Update on proposed Chicago-Florida Service via Cincinnati, and CLE-PITT project and extension of the PENNSYLVANIAN to Cleveland

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