

the 6:53

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 101

The Quest For The PENNSYLVANIAN Extension: Will It Ever Happen?

Cleveland Pittsburgh Update
by Kenneth Prendergast,
CLE-PITT Project Director

This is the last article in a series detailing the five capital projects referenced for the PENNSYLVANIAN extension. In this issue, the two projects in Western Pennsylvania, the *New Castle Connection* and the *Koppel Secondary* will be covered.

While the *Ravenna Connection* project may be the most significant physical obstacle to the PENNSYLVANIAN extension, reworking the *New Castle Connection* ranks a close second. The other project in the Keystone state requires upgrading Conrail's *Koppel Secondary* to reach potential station sites in Beaver Falls. A key assumption for the PENNSYLVANIAN is that its path from New Castle to Pittsburgh will also be followed by the BROADWAY LIMITED. Thus, these two capital projects could benefit two Amtrak services, not just the PENNSYLVANIAN.

The current all-CSXT New Castle-Pittsburgh (NWC-PITT) route used by the BROADWAY is not being considered as a viable route for the PENNSYLVANIAN. At present, the BROADWAY dawdles along the 56-mile NWC-PITT segment in slightly over two hours, and requires a time-consuming reverse movement to back in and out of Pittsburgh's Penn Station. These difficulties result in an average speed that barely eclipses 25 mph

(Continued on Page 2)

The Buckeye Crossbuck!

New Reflective Railroad Crossing Signs Are Showing Up All Over Ohio -- Using A Concept Invented By A Conrail Engineer

By the end of 1992 the "Buckeye Crossbuck", a crossing sign developed over five years by Conrail and the Ohio Department of Transportation, will be at railroad crossings throughout the state that don't have electric warning signals. According to Gov. Voinovich these will ultimately be erected at 3,741 railroad crossings.

According to a Jan. 14, 1992 Columbus *Dispatch* story "the move can't come too soon for Martin Joyce, a Conrail engineer who invented the concept for the sign. As a railroad engineer who makes the run from Cleveland to Columbus, Joyce

has seen 33 auto-train accidents, including 15 deaths, at railroad crossings The 11-foot-tall, aluminum signs will be made of reflective material mounted at 45-degree angles. The signs are engineered to reflect oncoming automobile lights to the engineer at the same time it reflects the train lights to the motorists at the cross. About three-fourths of the signs will be traditional black and white, the federal governments's choice, with the remaining 25 percent in red and white, colors the state wants to test The signs will be made by prisoners at Ohio Penal Industries and will cost \$200 apiece, for a total of nearly \$1.5 million.



The new red and white reflective *Buckeye Crossbuck*, to be tested in Ohio, seen at the Fairchild Avenue crossing of the W&LE RR in Kent.

However, state officials hope to persuade the federal government to foot a large part of the bill, since Ohio will test the signs.

OFFICIAL NOTICE: The 1992 OARP **Summer Meeting and Inspection Field Trip** will be held on **Saturday, August 1, 1992 beginning at 10:45 a.m.** at the Buckeye Scenic Railroad and Newark Holiday Inn, Jacksonton/ Newark, Ohio. See Page 5 for meeting information and registration form.

(Continued from Page 1)

CLE-PITT PENNSYLVANIAN Update

through the backwoods of Pennsylvania. Fortunately for Amtrak, this embarrassing pace is mostly disguised by the curtain of night when snoozing passengers aren't consciousness enough to be bothered by the tedious operation. The PENNSYLVANIAN extension, which would operate in broad daylight most days out of the year, would expose its passengers to this laggardly pace if it were to operate on CSXT's rural NWC-PITT line.

Enter the New Castle Connection. This \$3 million project involves reworking and extending the operative mile-long Conrail/P&LE connection another eighty feet to access CSXT's 79-mph main stem to Youngstown and Ravenna, Ohio. At the minimum and depending on CSXT's plans to single track its main line, at least one crossover would need to be constructed between P&LE and CSXT. The balance of costs for the New Castle Connection are for tie and rail renewal on the connection itself along with replacing older hand-throw switches with new remote-powered turnouts onto Conrail's Youngstown Line.

Once the tab for the connection is paid and the trackwork is complete, eastbound Amtrak trains, for instance, could use the following new route to Pittsburgh, described below.

Eastbounds would leave CSXT tracks at New Castle via new switches to reach and cross the P&LE main to maneuver down the rebuilt connection, entering Conrail's Youngstown line near the confluence of the Shenango, Mahoning, and Beaver Rivers. From there, trains could roll alongside the scenic Beaver River for the length of twenty miles on this double-tracked portion of the Youngstown line until Rochester. At this point, trains would breeze onto Conrail's triple-tracked 70-mph Fort Wayne Line for Downtown Pittsburgh. It can be expected that the New Castle Connection would permit

at least thirty minutes to be sliced from the current NWC-PITT running time and reroute Amtrak trains through a population market that is nine times larger.

Although the above routing description through the Beaver Valley's unforgiving topography makes a station at or near Beaver Falls improbable, there is a way to bring this city and its surrounding population of two-hundred thousand people on line. A \$2 million upgrading of the six-mile long Koppel Secondary will allow the PENNSYLVANIAN extension to serve Beaver Falls which otherwise wouldn't be accessible from the cliff-sides above Conrail's Youngstown Line. After leaving the New Castle Connection, eastbound Amtrak trains would spend only five miles on the Youngstown Line until reaching the town of Wampum. There they would switch to the improved Koppel Secondary to reach the Fort Wayne Line at Homewood. Five miles south of Homewood, the tracks serve Downtown Beaver Falls with Pittsburgh's Penn Station thirty miles farther down the line.

If all this sounds confusing, you're not alone. It took me about a half dozen trips to the New Castle-Beaver Falls region in order to thoroughly visualize the layout and condition of each rail line. A couple of years ago, I escorted an ODOT-hired railroad consultant from Chicago to the same area where we spent hours inspecting various potential passenger routes. After a number of follow-up phone calls to reconfirm where certain routes were, he decided we should repeat our visit to the Beaver Valley so he could better understand that tangled railroad jungle. Even Amtrak's experienced Operating-Engineering people required two Beaver Valley inspection trips within three months to get a firmer grasp of what they later described as "one of the most complicated railroad routes in the entire country."

Summary of April 4 Regional Meeting in Indianapolis

INDARP was the host for the NARP Region VI meeting at the Ramada Inn South in Beech Grove The morning was devoted to a two and 1/2 hour guided tour of Amtrak's Beech Grove Maintenance facility Bob Stout, general manager, was one of the tour guides 125 people participated in this look at the maintenance facilities and related equipment in various stages of (re)assembly The afternoon session brought regional reports on rail passenger activities and aspirations in Ohio, Indiana, and Michigan Ross Capon, NARP executive director, was the afternoon presenter: if Chicago-Florida service is to succeed, it is up to the states; Beech Grove layoffs are a real possibility in an attempt to reduce costs; for the first part of current fiscal year Amtrak revenues are off .9% from projections, while expenses at 1.8% higher than anticipated; Amtrak may order a substantial number of Viewliner sleeping cars this year; progress on Al Swift's HR 4114 (the penny tax) is slow Elections for Region VI directors brought these results -- Mark Carlson, Howard Harding, Jim Stevenson, and Mike Weber (Ohio) and Paul Arden and Don Hurst (Indiana).



Amtrak's Superliner cars undergoing maintenance and repairs at Beech Grove, as seen on April 4 tour.

MAY 6, 1992 -- NATIONAL RAIL PROGRESS?

by J. Howard Harding, *OARP President*

On May 6, 1992, the U.S. House Committee on Energy and Commerce approved and ordered printed its report (#102-513) on H.R. 4250, the "Amtrak Capital Acquisition and Technology Development Act." This bill authorizes appropriations for Amtrak for fiscal years 1993 and 1994 and provides statutory guidelines for cost-sharing of service expansion throughout the country. Letters of support to Congressmembers are needed. Be sure to emphasize the service expansion provisions.

Specific provisions include:

- \$712 million for Amtrak in FY 1993, including;
 - NEC -- \$272,000,000; General Capital Funds -- \$300,000,000;
 - Core System Operating Funds -- \$389,820,000;
 - NEW Section 403(b) Operating -- \$ 7,500,000.
- \$921,304,000 for Amtrak in FY 1994, including;
 - NEC -- \$281,000,000; General Capital Funds -- 309,304,000;
 - Core System Operating Funds -- \$321,500,000;
 - NEW Section 403(b) Operating -- \$ 9,500,000.
- For new services requested by states and agreed to by Amtrak:
 - High Density City Pairs (Cleveland-Cincinnati; Seattle-Portland; etc)
 - Rolling Stock -- Amtrak 90%; states 10%;
 - Track, Signals, Stations -- states 90%; Amtrak 10%.
- Long Distance Corridors (Chicago-Florida?)
 - Rolling Stock -- Amtrak 75%; States 25%;
 - Track, Signals, Stations -- states 90%; Amtrak 10%.

Amtrak is required to develop, by September 30, 1993, a plan for the demonstration of new transportation technologies in rail passenger equipment. Such demonstrations are, to the extent practicable, to be conducted throughout the national intercity rail passenger system.

The NEC funding would support electrification and other improvements needed to permit three hour Boston-New York service. Report language makes it clear that Congress intends this project to be a demonstration of what can be done in other corridors across the nation. The explicit cost-sharing language for non-NEC Corridor projects will simplify negotiations between states and Amtrak by ending any hope that stalling may pressure one side into accepting a less-favorable cost split deal.

H.R. 4250 must next be reconciled with a somewhat different Senate Bill before it can be passed on to President Bush for signature. There is little substantive difference between House and Senate versions. Dollar amounts vary little, but the Senate version extends authorizations for three years rather than two as in the H.R. 4250.

New Officers and At-Large Directors Elected

All incumbent OARP officers -- J. Howard Harding, *President*, Bill Hutchison, *Vice President*, Ben Farah, *Secretary*, and George Bayless, *Treasurer* -- were re-elected at the May General Membership Meeting. Unless the membership amends the OARP Constitution, this is the last two year term these officers can serve in their present positions. That means that two years from now, we will be making some significant leadership changes.

Also elected in May were two additional At-Large Directors -- Stuart Nicholson of Columbus and Duane Roller of Lima. (*See the masthead for addresses and phone numbers.*) With these additions, we now have 11 Board Members from all areas of the state.

Contributions

Thanks to all who have recently contributed extra funds to support OARP. Your generosity is helping OARP leaders to implement a major campaign to expand our rail education efforts. The support of each and every member for this campaign is extremely important to our success.

Anyone who would like to contribute, please send your check, payable to "OARP", to **George Bayless, Treasurer, 2422 S. Patterson Blvd, Dayton, OH 45409.** *Please indicate whether the money is for the ODOT/OHSRA 3-C TRAIN FUND or for OARP's operating fund.* Unlabeled donations will be assigned to the operating fund for the planned educational campaign. Remember that most donations to OARP are tax-deductible for federal income tax purposes.

Columbus Area OARP Activity Update by Robert M. Boyce

"Access Ohio" testimony, the kickoff of the Capital City Transit Coalition, and OARP's annual meeting highlighted recent central Ohio activity. Six central Ohio members testified for passenger development at the Ohio Department of Transportation's public hearing April 30 in the Riffe Center. In addition, two testified at an earlier hearing in Delaware. Cleve Ricksecker got his new Capital City Transit Coalition off to a rousing start May 12 with a kickoff at Capital University.

A membership drive is under way to "raise public awareness of the need for mass transit in metropolitan Columbus and the state of Ohio." Stu Nicholson has been named to the Board of Trustees and Bob Boyce to the Advisory Committee.

Nineteen central Ohio members were among the nearly 70 attending the annual OARP state meeting and election of officers at the Trueman Club in Columbus May 16. Current officers were re-elected at the event arranged by Stu, who was elected as one of the two new at-large directors.

Plans were made at the May 9 Red Door meeting for Mary Eckert's Fostoria visit to meet with Greg Peiffer of WFOB Radio, who will take them on a tour of the Amtrak station and a visit to Council. Plans were also discussed for new petition stations, and Stu reported a favorable reaction from management at North Market for a station there.

Harold Zweifel, our ad hoc treasurer, reported that by the end of the meeting, \$13 in contributions had been collected in the voluntary treasury which was adopted at the previous meeting. Funds will be used for such minor expenses of members as copying and postage. A petition station at Whetstone Park on April 25 for Earth Day, arranged by Ken Wilt, netted 86 signatures, according to Larry Grey, who conducted the petitioning.

Ron Pilatowski goes right to the source when he's after passenger rail support -- he met with Ohio State University's President E. Gordon Gee on May 25, and although Gee didn't promise to write a supporting letter, he is surely aware by now of the need and benefits of a conventional 3-C rail service. Ron also wrote letters to heads of Ohio State's student bodies, as well as to Columbus Mayor Lashutka and Councilwoman Shoemaker, and to several legislators. He got favorable replies from Stinziano and Wylie.

Several members attended public forums in March at which the Columbus Comprehensive Plan was outlined. Thanks to all who turned out for the Arch park welcome for the March 20 Amtrak demonstration train, and especially to Bill Schuler for supplying box lunches and to Tom Allen for arranging for the "Ohio Needs Amtrak Trains" signs.

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Toledo OARP Area Update by W. Scott Lawson, Toledo Area Coordinator

On May 1 we held a special public informational meeting regarding passenger rail issues. The main feature was guest speaker, Hank Harvey, Toledo *Blade* Transportation Editor. In addition, we viewed an Amtrak promotional tape and enjoyed refreshments. 20 persons were in attendance, which is

good compared to average attendance of six persons. Hopefully, our attendance will continue to climb.

In light of plans by Amtrak to construct a new train station, a coalition has been formed and announced plans to renovate the Toledo C.U.T. Encompassed in the plans are a restaurant, lounge, as well as a rail museum and misc. retail outlets. Rep. Marcy Kaptur voiced support for the project and will attempt to secure federal money for the project. Also, we have been recently informed that Rep. Kaptur has signed on as a co-sponsor for HB 4414. This brings the tally to twenty co-sponsors, however, many, many more are needed if this bill is to pass. Write your congressman regarding this matter, we only have our voice, so let's use it!!

The most recent Toledo area meeting was held on Fri., June 5 at 7:30 PM at the Oregon Municipal Building, 5330 Seaman Road, Oregon, Ohio. If you are a newer member in the greater Toledo area and have not been receiving our regional meeting notices, you may not be on our latest roster -- if so, please contact me, so I can begin sending you our regional mailings. My telephone number is in the Director on page 7 of this issue of *the 6:53*.

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Amtrak Boarding/Deboarding Statistics For Ohio

	1991 Oct-Dec	1991 12 mos	1990 Oct-Dec	1990 12 mo
Akron	2,528	11,163	1,511	1,511
Alliance	768	3,234	428	428
Bryan	1,607	5,466	1,379	5,061
Cincinnati	4,481	19,585	4,182	18,455
Cleveland	13,331	55,422	12,815	49,018
Elyria	1,801	6,871	1,486	5,840
Fostoria	1,647	7,039	986	986
Hamilton	725	2,743	567	1,958
Sandusky	877	3,226	687	2,734
Toledo	23,661	96,829	20,949	78,936
Youngstown	1,768	7,798	1,108	1,108
Mayville KY	263	1,325	332	1,620
So Portsmouth	264	1,631	297	1,699
Huntington WV	1,501	5,992	1,764	6,313
Charleston WV	3,217	10,661	3,182	10,912

(Figures courtesy of Deborah M. Hare and Amtrak's Chicago Public Affairs office.)

Observations: Akron, Alliance, Fostoria, Youngstown -- new service began in 1990. Cincinnati -- is on the increase, even though CARDINAL runs only 3 times week. Is Cincinnati picking up slack from Lima? But on the other hand, note the slight decline in West Virginia stations. Toledo is the station with the biggest usage as it edges toward 100,000 boardings/deboardings annually. **Do people in Ohio really use Amtrak? In 1991 Ohio had 219,376 boardings and deboardings -- what would the numbers be if the state of Ohio got behind the rail passenger service by supporting 403(b) intra-state service?**

Round Trip, Florida to Ohio, by Amtrak -- Harold M. Wolff

..... We left Wildwood, Florida at 2:00 P.M. Feb. 13, 1992 on the SILVER STAR with about fourteen people boarding Leaving Ocala we could only travel about 25 to 30 miles per hour, because of numerous grade crossings. Many of these could and should be eliminated by using highly subsidized highway monies to protect the auto and truck traffic We don't expect river and canal users to pay for our bridges, now do we?

..... We are heading north to the land of ice and snow and frozen fingers. We have six sleepers, eighteen coach and baggage cars, lounge and dining cars, and four locomotives. With all this horse-power, we can really sail and whistle Dixie, provided track conditions permit. For the evening meal we ate in four shifts: five, six, seven, and eight o'clock. The food was good with a choice of chicken or fish with mashed potatoes and string beans or a vegetable lasagna, each with salad and roll. The food was good, but the menu selection is limited

..... Getting into the main terminal at Philadelphia [30th Street], we were pleasantly surprised to find how modern and clean it was, with shops, restaurant, baggage claim and storage, ticket agents, information center, clean restrooms with shoeshine stand, and a very large waiting room with boarding and passenger gates. In the center of this large waiting room was a large electronic board that kept us up to date on times, train numbers, and gate numbers of arrivals and departures of trains There are many porters, information centers, and ticket agents, easy to find. They have arrivals and departures every 15-30 minutes of from 50 to 100 people at a time

..... (Return Trip) We left Akron at 3:30 A.M. April 6, 1992 and arrived at Philadelphia April 6, 3:30 P.M. The very busy Philly Terminal for an approximate two hour layover. As before the four pigeons were walking around and flying around this beautiful terminal, looking for a handout. After indulging some snacks we left the terminal at 6:00 P.M. We are now on electric power heading toward Washington D.V. at ninety miles per hour. As we approached Washington D.C. at ninety miles per hour At Washington D.C. we were completely sold out. The only thing left to sell would have been the toilet seats and the lounge tables

..... The only real complaint we have on this trip was that both ways from Florida to Philadelphia they served us with a buffet lunch, which I hate on a train Part of enjoying a train trip is to be able to sit down at a table and enjoying a good meal as we have enjoyed on previous trips

OARP SUMMER MEETING AND INSPECTION FIELD TRIP
A Family Summer Program
BUCKEYE SCENIC RAILROAD * NEWARK HOLIDAY INN
JACKSON/ NEWARK, OHIO

Saturday, August 1, 1992 - 10:45 a.m.

DIRECTIONS

FROM COLUMBUS, take Interstate 70 EAST to SR 79 exit, then NORTH on SR 79 to US 40 in Hebron. EAST on US 40 three miles to BUCKEYE SCENIC RAILROAD Depot.

FROM ZANESVILLE, CAMBRIDGE, & I-77, take Interstate 70 WEST to SR 13, then NORTH on SR 13 to US 40 at Jacksontown. WEST on US 40 to BUCKEYE SCENIC RAILROAD Depot. **FAMILY, FRIENDS AND GUESTS WELCOMED!**

- AGENDA:**
- 10:45 a.m. ... Gathering time at Buckeye Scenic Railroad -- US 40
Three miles east of Hebron, Red Station with Green Locomotive
 - 11:00 a.m. ... Train departs for 90 minute inspection field trip
 - 12:30 p.m. ... Train returns to Buckeye Depot
 - 12:45 p.m. ... Depart for Lunch at Holiday Inn/ Newark
 - 1:00 p.m. ... Buffet Lunch at Holiday Inn/ Newark
 - 2:00 p.m. ... Brief Meeting
 - President's Report
 - Regional Reports/ Member Activities
 - Officers' Report, Other Business
 - 3:15 p.m. ... Planning for an October 3 meeting in Fostoria
 - 3:30 p.m. ... Adjournment

< Cost: \$12.50 adults; \$11.00 children IN ADVANCE; \$15 AT TRAIN. Includes train inspection trip and buffet lunch. Mail registration form, with check/ money order payable to "OARP", to: J. Howard Harding, 489 Overwood Road, Akron, Ohio 44313-5327. REGISTRATION DEADLINE -- July 25, 1992.

!----- OARP 1992 SUMMER MEETING IN NEWARK ON AUGUST 1 -----!

! NAME _____	! NAME _____
! ADDRESS _____	! ADDRESS _____
! C/S/Z _____	! C/S/Z _____
! PHONE _____	! PHONE _____

!-----!

PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS:

Akron	Parkside Travel U S A	(216) 724-1800	Joel Brown
Alliance	Alliance AAA Travel	(216) 821-2323	(216) 456-6315
Canal Fulton	Massillon AAA Travel	(216) 854-6616	
Cincinnati	West Chester Travel, Inc.	(800) 634-8150	(513) 777-6770 David Dawson
Cleveland	Ohio Motorists Association/AAA Travel	(216) 361-6080	
Cleveland	Randall Park Mall Travel Agency	(800) 999-2434	(216) 475-8747 Robert Beck
Columbus	Accessible Travel Agency	(800) 837-2822	(614) 792-3555 Jude Cuddy
Columbus	The Ohio Automobile Club/AAA Travel	(614) 431-7823	
Elyria	Tours & Travel Service, Inc.	(800) 443-7789	(216) 323-5423 Michael E. McClister
Mansfield	Mansfield Travel Center	(419) 756-8747	Jay Gilbert
Massillon	Massillon AAA Travel	(216) 833-1034	Cheryl Anderson
Piqua	The Miami County Auto Club/AAA Travel	(513) 773-3753	Frank Neff
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633	Roberta Slyker
Solon	Searles Travel Service	(800) 759-7404	(216) 248-7740 Amtrak Al Mladineo
Tipp City	The Miami County Auto Club/AAA Travel	(513) 667-5333	Richard Hardesty
Troy	The Miami County Auto Club/AAA Travel	(513) 339-0112	

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in this DIRECTORY, should send a \$40 check, made payable to OARP, to "the 6:53" Editor, 120 Luther Ave., Kent OH 44240. The TRAM annual listing fee of \$40 entitles you to list your CITY, the NAME OF YOUR AGENCY, one LONG DISTANCE PHONE NUMBER (which may be a "WATS" (800) toll-free number), one LOCAL PHONE NUMBER, and the name of one salesperson at the agency. RENEWALS will be billed by the Treasurer.

Updated: June 1, 1992

Fostoria Station Update

Fostoria's new Amtrak station was dedicated by officials in a ceremony on Mar. 20 sponsored by WFOB and Amtrak, according to a Mar. 20 Toledo *Blade* article. Guests toured the facilities, enjoying refreshments -- passenger facilities occupy one third of the former depot. According to the *Blade* "the city contributed \$67,500 for two platforms and a parking lot and Tri-County raised more than \$5,000 for restoration. Last year, more than 7,000 passengers used the station to board the New York-Chicago BROADWAY LIMITED, according to Amtrak."

BAGGAGE & EXPRESS.....

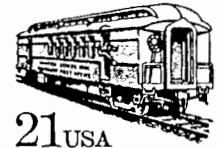
@@@ The saga of Sandusky's deteriorating depot continues -- the Mar. 19, 1992 Sandusky *Register* ran over a page feature (with four large color photos) showing the crumbling station plus a good editorial. Locals are quoted as fearing that the bad station conditions are contributing to falling train usage and a possible discontinuance by Amtrak of this stop (although Amtrak people say "not so" -- it is here to stay!). The depot is boarded and decaying, while passengers wait under a portico on the asphalt ramp @@@ Concerning the March 20 Amtrak 3-C Educational train (reported in our April issue): the Cleveland *Plain Dealer* reported this as an upcoming event on March 15, in a helpful story featuring comments by Jeff Honefanger (ODOT's deputy rail director) and Robert Boggs, chairman of the OHSRA. Same edition also published an updated report on the activities of the Ohio High Speed Rail Authority and the Ohio Rail Organization (thanks to Juan Ogrodnik for sending us copies along with a Mar. 9, 1992 Elyria *Chronicle-Telegram* article describing the \$2.1 million transportation master plan study which will be undertaken in Ohio in the near future)

@@@ The Mar. 15 and 19 Springfield *News-Sun* also carried good articles on the Educational Train including some helpful comments by OARPer Steve Klipfel and David Marshall -- their article noted that local interest was high in Springfield, with City Commissioner Dale Henry, County Commissioner Roger Baker, and City Commissioner Faye Flack among the riders who were interviewed -- hats off to all these folks for taking time to ride and learn @@@ The Sep./Oct. 1991 issue of *Home & Away* (published by AAA) carried an article "Why Won't Commuters Use Mass Transit?": mediocre content -- which ignores the massive \$\$\$ going to highway subsidies and claims our freedom to do what we want is the motivating force for using automobiles and sitting in traffic jams -- saw a great written response by veteran OARPer Harold Wolff (although has not been published as of this date) @@@ In February the Springfield *News-Sun* published a series of article by Bob Greene (syndicated by the Chicago *Tribune*) recounting his trip on the CAPITOL LIMITED -- neat story in four parts, worth reading -- one would hope some other Ohio papers will also run it @@@ "Panhandle sale completed" -- so read the Apr. 15, 1992 headline in the *Coshocton Tribune*. The story continued by noting that the "Ohio Department of Transportation will acquire the 160-mile line Thursday using an innovative financial transportation never before employed by the state." \$900,000 will come from state grants, with the balance of \$6.5 million being raised through the sale of Certificates of Participation which is "an avenue similar to municipal bonds." "The Panhandle is the last direct link from Columbus to Pittsburgh." Public announcements for the final action came from Lt. Gov. Michael DeWine

@@@ Word has it that AmeriFlora '92 (the event celebrating Christopher Columbus' 1492 arrival in the new world) is worth visiting. Good news is that COTA (Central Ohio Transit Authority) is devoting 67 buses to AmeriFlora routes to serve the influx of exposition visitors; bad news is that to get to Columbus one has to travel by auto through orange barrel country on I-71 or I-70 -- how logical it would have been to have had 3-C rail passenger service on line through Columbus for this celebration -- usage would have set records, travel agents could have sold packages, and the traveling public would have had a special reason to become acquainted with this new service -- but then logic doesn't count, as Ohio continues to snatch defeat from the jaws of victory! @@@ Saw a neat letter to the Jan. 15, 1992 Columbus *Dispatch* by OARP member Cleve Ricksecker, titled "Highways don't answer all transportation needs." Among things Cleve said were "more highways are not the answer to our transportation needs. In the past 20 years, highway construction has not relieved auto congestion, but merely encouraged more trips by car, which would otherwise be made by transit, bicycle or foot" Well said, and, how true, how true! @@@ The Mar. 21, 1992 Columbus *Dispatch* featured a photo of OARPer Jim Shoemaker of Newark with his 3 year old daughter Jamie, holding a sign with the words "Ohio Needs Amtrak Trains!!", as the special educational train stopped at Columbus' Arch Park

@@@ Does Ohio have money for rail passenger service or not? The Buckeye state may be short of bucks for some things, but the May 9, 1992 Akron *Beacon Journal* reported that "Cleveland's proposed Gateway stadium project probably will receive \$15 million in Ohio's upcoming two-year capital improvements budget, and perhaps an additional \$10 million in the following budget" -- now if only we could squeak out of the same budget a few mil for the PENNSYLVANIAN extension (and who said there is no money?) @@@ Received a note from Malcolm S. Ritchie, our

Railroad Mail Car
1920s Presorted
First-Class



Canton-Akron Regional Co-ordinator, stating that he "just returned from a highly successful OHSRA "Alternative Davis-Swanson" Route meeting. There is strong support in Stark and Summit County for the new High Speed Rail project. [It] seems to have generated more excitement about rail passenger services than anything else I can remember. I assisted Mr. Swanson with his presentation. OARP should get into this project as one of their main future goals OARP members to support this High Speed Rail project from Cleveland to Columbus and Cincinnati through Akron-Canton-Coshocton"

@@@ The May 1, 1992 Youngstown *Vindicator* carried an article by-lined Youngstown Rail Service: Amtrak ridership meets projections." It continued that "Nearly 8,000 people took advantage of Amtrak's passenger service to Youngstown last year, about what the rail company had projected Overall ridership on the BROADWAY increased 5.6 percent since the rerouting." The article concluded with a plug for the PENNSYLVANIAN extension and an update on efforts to place the Amtrak ticket booth and waiting room in the renovated B & O station/ restaurant

@@@ Saw an informative article in the June 1992 *Popular Science* discussing the technology in high-speed rail and its application in parts of the US. It also featured comments on the Swedish manufactured "tilt train", capable of speeds up to 125 mph, which will be put to use soon on Amtrak's Northeast Corridor

@@@ The Mar. 24, 1992 Sandusky *Register* reported the following: "The United Brotherhood of Carpenters and Joiners of America Local 940, serving Erie and Huron counties, has volunteered to clean up and secure the dilapidated Amtrak train station on North Depot Street. In a letter to Link, the union said if the city determines it owns the property and makes equipment available, "Local 940 will volunteer for the clean-up." Link said the city "will keep this in mind." Sounds like a pretty neat offer to us! @@ Our sympathy to OARP member Al Mladineo whose wife recently passed away after a long illness. In addition to being an active travel agent, Al has been a faithful and hard-working member and leader in OARP from the beginning back to the days when LAKE SHORE service first began

DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC. (OARP) Updated: June 1, 1992

DIRECTORY

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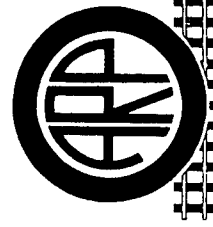
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