



"the 6:53"



Ohio Rail Passenger News

October 1994

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue #113

The Talgo Cometh... Spanish Tilt-Train Visits Ohio

The Spanish built Talgo Pendular 200 will be making a whirlwind tour across Ohio on Sunday, October 23rd and Monday, October 24th. The Talgo Tour of Ohio will include public displays in Toledo, Columbus, and Cleveland. The complete schedule is on the back page...

The Talgo is a modern passenger train from Spain, and a high-speed trainset with a twist: a unique passive tilting mechanism allows the train to take curves faster, without any discomfort to passengers. The Swedish built X2000 which visited Ohio last year was also a tilting train. The X2000 employs what is known as an active tilting mechanism - a complex configuration involving computers and advanced hydraulic systems. The Talgo, in contrast, uses a much simpler passive tilting system, which works by raising the suspension above the center of gravity. As a result of centrifugal force, the Talgo cars tilt naturally in curves - with no chance of error and no consumption of energy.

The Talgo has another twist: since the trainset can run up to 125mph on existing track and be pulled by a variety of locomotives, it fits right in with the incremental approach to high speed rail that the Ohio Association of Railroad Passengers (OARP) has advocated for years.

For a fancy European train, the Talgo is a bit more modest than the Swedish built X2000 or the luxurious ICE from Germany, both of which visited Ohio last year. But then, the Talgo is less expensive, too. It is also more versatile and very safe. The Talgo's passenger cars are linked by means of articulated unions, which allows greater freedom of movement between cars, less noise, and a safer, more rigid train.

The Talgo is very well appointed - with extra wide seats and armrests, sleek video monitors, two-and-one seating (ideal for individual travelers), telephones, sliding glass doors between cars, and a unique cafe/diner car.

You are cordially invited to come out and see the Talgo in person. At the same time you'll be showing your support for increased passenger rail services across Ohio. We look forward to welcoming you aboard!

The Talgo Tour of Ohio has been a cooperative effort among many different government entities and private groups/companies, including: All Aboard Ohio, Inc.; Amtrak; The Capital City Transit Coalition; Conrail; COTA; CSXT; The Fostoria Chamber of Commerce; The Galion Chamber of Commerce; The Galion CIC; The Greater Cleveland RTA; The Marion Chamber of Commerce; MORPC; MUSA; NOACA; The Northeast Ohio Transit Coalition; The Northwest Ohio Passenger Rail Task Force; The Ohio Association of Railroad Passengers; The Ohio High Speed Rail Authority; Renfe Talgo of America, Inc.; TARTA, & TMACOG.



One of the Talgo's best features is its ability to be pulled by conventional diesel locomotives in addition to electric locomotives. This type of flexibility fits in well with the incremental approach to high-speed rail that OARP supports. Here the Talgo is seen as it will appear in Ohio - pulled by an Amtrak F-40 locomotive. This picture of the Talgo pulling into the Olympia, Washington station was taken in May, during the Talgo's highly successful demonstration service in the Pacific Northwest's Cascadia Corridor.

Photo by Ken Wilt.

Talgo Pendular Facts

Maximum speed in commercial service
125 mph (Higher than 187 mph on tests)

Brakes
High-power disc brakes with anti-skid device (ABS).

Wheel System
Independent wheels with two bearings per wheel.

Suspension
Natural Pendulation TALGO system.
Talgo inter-car stabilization system with hydraulic shock absorbers.

Electric Power
Supplied by power groups in end service cars.
Emergency and services DC supply.

SOURCE: Renfe Talgo of America, Inc.

**On The
Rails...
with
Ken Wilt**



*Aboard
the
Talgo
tilt-train
in
Washington
State.*

The Talgo In Service

I was very fortunate to have the opportunity to ride the Talgo on four different occasions while it was in service in Washington State this past summer. The six-month demonstration project with the Talgo on the portion of the Cascadia Corridor between Portland, Oregon and Seattle, Washington was a success. The Talgo operated at 80% capacity and carried approximately 60,000 passengers during its service in the Pacific Northwest.

After riding on the Talgo a couple of times, it was easy to see why it was so popular: it ran on time, had a safe feel to it, was clean, quiet, and comfortable. The sleek video monitors were an unexpected bonus, and the 2-and-1 seating meant I didn't have to sit next to anyone if I didn't feel like it. The cafe car was a treat - it's unique design reminded me of a fifties diner. Even the Amtrak crew aboard the Talgo was cheerful - maybe because they had such nice equipment to work on.

Just so that I don't give the false impression that the Talgo is a perfect train, I'll mention a few of its drawbacks: the seats were difficult to adjust, there were no footrests, and the fold down trays were extremely flimsy. Also, the windows were big, but could have been bigger and would have been much easier to see out of if they weren't so highly reflective. One last gripe: no cup holders for balancing a drink, and that combined with the flimsy trays made it difficult to even have a snack.

Why Did They Do It?

What was a Spanish train doing in America's Pacific Northwest in the first place? The answer lies in the progressive nature of the citizens and legislators of that region, and their ability to visualize what the future will most certainly bring with it: an increased number of people who want increased mobility. As I leaned back and relaxed aboard the Talgo, my eyes gazing out upon the packed Interstate and the cars we were passing in our quiet, peaceful, and comfortable train, I knew for sure that these folks were on the right track...

What Does It Mean To Us?

While in Washington State I was able to meet with officials from the Rail Division of the Washington State Department of Transportation and with passenger rail advocates from both the Washington Association of Railroad Passengers and the Association of Oregon Rail and Transit Advocates. It appeared that the dedication, hard work, and cooperation between these three groups was starting to pay off. To them, the Talgo demonstration project represented a victory - a commitment from the region to move forward and make passenger rail travel a viable alternative. However, these folks don't see the Talgo alone as an end. They spoke highly of the Talgo, but they also see the need for improved rail infrastructure, increased safety, speed and service frequency. The equipment itself is only part of the story. The rest of the story, and what we need to take from the Pacific Northwest experience and apply here in Ohio, is the cooperation, and the concept of rallying around a corridor.

The Cascadia Corridor, which runs from Eugene, Oregon to Vancouver, British Columbia, has played a major role in the Pacific Northwest's relative passenger rail success. The people of that region have promoted the corridor concept, and have even been able to convince the federal government to designate the Cascadia Corridor as one of only five high-speed rail corridors nationwide. The Cascadia Corridor's designation as a high-speed rail corridor is likely to pay off in the millions, if not Billions of Dollars over the next few decades.

Corridors are valuable, and we should do everything we can to promote Ohio's corridors. OARP has already been heavily involved in promoting the Cleveland-Columbus-Cincinnati, or 3-C Corridor. This corridor offers us the opportunity to create the building block upon which future rail service can be built. Please help us convince Ohio's citizens and legislators of the need to establish rail passenger service on the 3-C Corridor!



*The
Talgo's
Unique
Cafe
Car*

What does TALGO mean?

Tren (train)

Articulado (articulated)

Liegero (light)

Goicoechea (A Spanish Engineer)

Oriol (A Spanish Family Involved)

Many thanks to the following people, who made my month long Amtrak adventure back in May not only possible, but more fun and productive!

- David, Paula and Dennis Wilt - My loving family, who covered for me on the home front...
- Robert Wilt - My brilliant and fun uncle in Boston...
- Thomas Kirk - The Amtrak Station Supervisor in Boston...
- Dorr Altizer - Sysop of CompuServe's TrainNet and the Editor of Desert Rails...
- Beth, Mary, Jim, Becky, Bev and Marjorie - Friends made on the SOUTHWEST CHIEF...
- Rose Sellin - A friend made aboard the COAST STARLIGHT...
- Jerry Griffo - Chief of Onboard Services on the northbound COAST STARLIGHT of May 12th...
- Bruce Halmos & Gilbert Rojas - Coach car attendants aboard the COAST STARLIGHT of May 12th...
- Dan McFarling - Bulletin Editor of the Association of Oregon Rail and Transit Advocates...
- TJ and Stephanie Johnson - My good friends in Olympia, Washington...
- Lloyd Flem - Executive Director of the Washington Association of Railroad Passengers...
- Jeff Schultz & The Gang at the Rail Branch of the Washington State Department of Transportation...
- The Gang at the Olympia/Lacey Amtrak Centennial Station...
- H.C. Naumann - the Operation Lifesaver Coordinator for Washington State...
- Paul Vitous - Videographer and co-owner of LOCOmotion Pictures of Olympia, Washington...
- M.L. Gibson - Author of "Trak Tables: A Scanner's Directory of Amtrak Road Frequencies"...
- George Hough, Jr. - Demographer for the Washington State Office of Financial Management...
- "Gail" - A friendly resident of Olympia, Washington...
- Matt Weatherford - A good friend in Seattle, Washington...
- Anne Rasnake - My fun aunt in Bothel, Washington...
- And Sara, Nicole, Elizabeth, and Cody Tracy - My cool cousin and her family in Bothel, Washington...

THANK YOU ALL VERY MUCH! I HOPE TO SEE YOU 'ON THE RAILS' AGAIN SOMETIME...

Ken Wilt

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

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Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in this DIRECTORY, should send a \$50 check, made payable to OARP, to Stephen Klipfel, Treasurer, 825 S. Tecumseh Rd, Springfield, OH 45506. The TRAM annual listing fee of \$40 entitles you to list your CITY, the NAME OF YOUR AGENCY, one LONG DISTANCE PHONE NUMBER, one LOCAL PHONE NUMBER, and the name of one salesperson at the agency. RENEWALS will be billed by the Treasurer.

Updated: June 1994

Amtrak Offers Half Price Companion Fares

As reported in last month's **OARP Members Journal**, Amtrak is offering 50% off a second fare when another adult or senior fare is purchased on the same itinerary. (Children 2-15 always get special discounts.) These special fares are available until October 31st for tickets on travel through December 11th, 1994. There are some restrictions. For details and reservations, please contact one of the Authorized Amtrak Travel Agents listed to the left, or call Amtrak at 1-800-USA-RAIL.

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Updated: October 1994

Please clip out this updated directory!

Talgo Tour of Ohio Schedule

Sunday, October 23rd

TOLEDO Central Union Terminal

ARRIVE 10:00 AM

PUBLIC DISPLAY: 1:00 PM to 4:00 PM

Monday, October 24th

TOLEDO Central Union Terminal

LEAVE 7:00 AM

FOSTORIA Amtrak Station

ARRIVE 8:20 AM

LEAVE 8:30 AM

MARION Union Station

ARRIVE 9:50 AM

LEAVE 10:00 AM

COLUMBUS Downtown (Arch Park)

ARRIVE 11:45 AM

PUBLIC DISPLAY: NOON to 1:30 PM

LEAVE 1:45 PM

GALION Station

ARRIVE 3:00 PM

LEAVE 3:10 PM

CLEVELAND Amtrak Station

ARRIVE 5:30 PM

LEAVE 9:30 PM

PUBLIC DISPLAY: 6:00 PM to 9:00 PM

Please note that this schedule is subject to minor changes.

Superliner Equipment Displays

Tuesday, October 25th... 2pm to 4pm... CAPITOL LIMITED Superliner equipment will be on display at Toledo's Central Union Terminal. Come out to tour the new equipment and show your support for increased and improved passenger rail service. OARP will have a table. For more information, contact Larry George at 419/698-2167.

Wednesday, October 26th... 9am to Noon... CAPITOL LIMITED new Superliner equipment will be on display at Cleveland's Lakefront Amtrak Station. Tour the equipment and show your support for increased and improved passenger rail service. OARP will have a table. For more information, contact Ken Prendergast at 216/891-6277.



The Ohio Association of Railroad Passengers
 "Dedicated to Promoting and Improving Rail Passenger Service In and Through Ohio"



OARP Membership Special

Join OARP now and get a free year long membership in All Aboard Ohio - Ohio's Intercity Rail Coalition (a \$5 value).

For over 20 years, OARP has been the only statewide passenger rail advocacy and educational group in Ohio. OARP volunteers have worked hard to provide a voice for rail passengers and to educate both legislators and the public about the importance of improved passenger rail service and infrastructure. As a non-profit group with 501(c)(3) status, contributions to OARP are tax-deductible.

A new membership in OARP costs only \$15, and includes subscriptions to both the *6:53/Ohio Rail Passenger News* and the *OARP Members Journal*.

If you join OARP with the special coupon below, you'll also receive a one year membership in All Aboard Ohio, "Ohio's Intercity Rail Coalition."

Please mail the coupon below, along with your \$15 check or money order (payable to OARP) to:
 Steven Klipfel, Treasurer, 825 South Tecumseh Road,
 Springfield, OH 45506-4235.

Yes, I'll join OARP in their fight to promote and improve passenger rail service in Ohio! Please also enroll me in All Aboard Ohio at no additional cost.

NAME _____

ADDRESS _____

PHONE (optional) _____

TALGO Tour '94

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