



## Is Ohio legalizing highway robbery?

COLUMBUS — A proposal to increase Ohio's debt cap on highway obligation bonds could take needed funds away from mass transit and potentially impair the state's financial soundness. That was the message in a May 31 memo sent to State Senator Scott Oelslager (R-Canton) from the Legislative Budget Office.

Under an amendment to Senate Joint Resolution #7 — a re-authorization of the state's popular Issue 2 infrastructure program — the debt cap would rise from the current \$500 million, to \$1.2 billion. The amendment also allows the Ohio Department of Transportation to increase its annual bond issuance limit of \$100 million to \$220 million.

Issue 2 has few bureaucratic strings and can be used for almost any infrastructure purpose. It generally goes for rehabilitation-type projects instead of adding new capacity.

Highway obligation bonds (which pay for road repairs and new construction) are backed by highway user revenues. However, sufficient highway user revenues do not exist to retire the added debt that is being proposed. ODoT's user-financed, pay-as-you-go system is thus torpedoed. This is very disappointing for many ODoT officials who are being asked to slash budgets to come up with \$50 million per year for principal and interest on the new debt.

Debt is advisable only when a stream of revenue is identified, but not available at the beginning of a project. Since no stream of revenue has been identified for the highway projects, the debt would rest on all of the state budget.

According to the LBO memo, Ohio's seemingly insatiable appetite for new road work could turn a \$5 million user revenue surplus in 1996 into a \$37 million deficit by 2003.

OARP and others who seek to diversify Ohio's transportation choices might be tempted to watch highway construction interests cut their own throat, if the negative effects didn't stop there.

This proposal's arrival, the memo says, "would be at a time when funding shortages are plaguing the department. ODoT will need to pool all existing resources (gas tax, bond authority, and 'soft match') in order to fully leverage federal funds" for highway projects.

"Soft match" funding is occasionally used for non-highway projects, including transit projects, rail station improvements, and pedestrian/bicycle facilities. In other words, highway projects could soon suck up every discretionary federal dollar available to Ohio transportation projects. They could absorb even more.

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## Board picks Vice-President, Executive Director

DELAWARE, OH — At its Aug. 19 meeting, the Ohio Association of Railroad Passengers Board of Directors made several bold changes to its internal and external structures.

Bill Hutchison, a charter member of OARP and resident of Columbus, was named by unanimous consent to fill the unexpired term of vice-president, vacated by George Bayless in July. Mr. Hutchison served as vice-president under former President J. Howard Harding, and will continue to serve as Government Affairs Director. Mr. Hutchison also is co-vice chair of the Ohio Alliance for Transportation, a newly-formed coalition which he has long advocated.

OARP President Mark Carlson endorsed the appointment: "I can think of only a handful of people with the background, knowledge, and understanding of the issues that are before OARP," said Mr. Carlson. "Bill brings all of that to the Board. Add to that his enthusiasm and energy and you can see the benefits to having Bill onboard."

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### OARP's new look!

As you can see, this edition of the newsletter is different from what we have used for the past decade or so.

It is our belief that this new format will allow us to streamline the production process, and decrease the time for news items and articles to appear in your mailbox in the *Ohio Passenger Rail News*.

OARP requires the ability to quickly disseminate news and information to its membership. In the past, it had taken as long as a month for you to receive your newsletter. This is an attempt to make your newsletter more responsive to the needs of our cause and your interests.

In the future you will see more changes as we strive to create a better newsletter. If you have any comments or suggestions, send them to:

OARP Newsletter  
c/o Ken Prendergast  
80 Emerson Ave #13005  
Berea, OH 44017

## Cincy gets \$4 million for transportation study

CINCINNATI — A \$4 million federal grant was awarded to the OKI Regional Council of Governments so that work could advance on the I-71 Corridor Transportation Study. Burgess & Niple, a Columbus engineering firm, was selected to be the lead consultant on the study.

This 24-month study will evaluate transportation development options in the corridor from the Cincinnati/Northern Kentucky International Airport, through downtown, to Kings Island amusement park in Warren County.

All interstate highways in this travel corridor, accounting for one-fourth of all trips in Greater Cincinnati, are projected to be at or near gridlock by 2010. Travel capacity must be expanded; the question is: how?

Options to expand capacity in the I-71 Corridor include:

- Improvements to bus transit, including modifications of routes and schedules, and adding or increasing express service;
- High occupancy vehicle lanes, or busways, for use by express buses and other high occupancy vehicles;
- Roadway expansion;
- Roadway operational improvements;
- Light rail or commuter rail.

The total range of options will be developed before the end of this month. The study process will then analyze those options and produce the preferred option or combination of options by April, 1997.

That process will include participation by the general public, organizations, elected officials, transportation departments, and OKI. Public input seminars now are being held throughout the city.

The general public is invited to the next Study Oversight Committee meeting, at 3 p.m. on Monday, Sept. 25 at the OKI Board Room (Suite 400), 801b West 8th Street in Cincinnati.

Also, a telephone hotline and computer bulletin board service has been set up to provide updates and information. The study's hotline is (513) 929-2828. The BBS is (513) 731-7171 (much of the information in this article came from the BBS). You may also call Joan Holly at OKI at (513) 621-6300.

The study will consider the direct and indirect costs of alternatives; mobility improvements; social, economic, and environmental effects; land use alterations or recommendations; economic development; financing; and energy consumption.

The project's manager for OKI is Warner Moore. The project manager for Burgess & Niple is Bruce Mansfield.

An uphill battle could beset the light rail option if input by elected officials gains added importance. In the July 20 edition of the *Cincinnati Enquirer*, Congressmen Steve Chabot and Rob Portman, both Cincinnati Republicans, were quoted as saying that light rail is a waste of money.

Portman backed Chabot's efforts to eliminate \$666 million for new rail projects nationwide, and to cut \$2 million to con-

**See STUDY, Page Four**

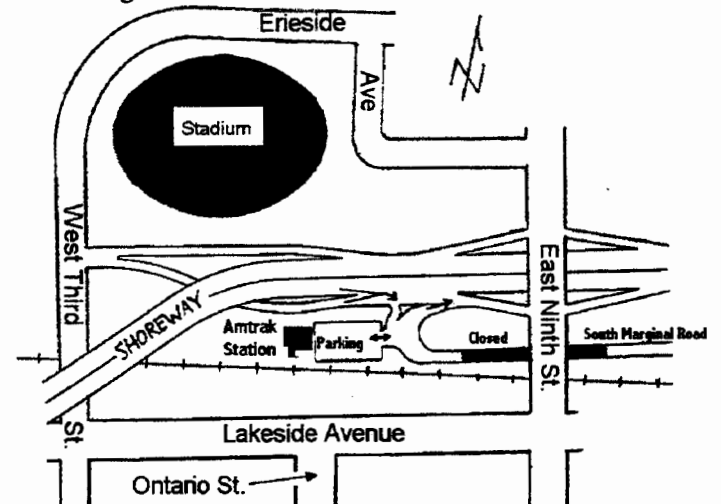
## Easy does it when approaching Cleveland Amtrak Station

Construction of the GCRTA light rail Waterfront Line near the Cleveland Amtrak station has forced a temporary detour for Amtrak travelers trying to reach the station by car.

Orange trailblazer signs are posted for the new entrance into the Amtrak station. Travelers driving into downtown on I-71, I-77, or I-90, will need to head for West Third St.

- From the East Shoreway (and I-90), exit at East Ninth St. and turn right (north, towards the Rock-n-Roll Hall of Fame), and then left onto Erieside Ave. Follow Erieside around the north side of the Stadium and turn left at the traffic light. Stay in the right lane...
- From the south and west (including I-71, I-77, and I-90), take Ontario St. northward through Public Square to its end at Lakeside Ave. Turn left onto Lakeside and then right at West Third St. (first traffic light). Drive north on West Third St. to the next traffic light (at the Stadium) and turn right. Stay in the right lane...
- From the West Shoreway, get off at the East Ninth St. exit, and move to the extreme right...

Do not go up the ramp to East Ninth St. At the base of the ramp is a temporary driveway to Amtrak's parking lot. Approach this new entrance from the Shoreway ramp AT NO MORE THAN 20 MPH or you may overrun it! Turn sharply before the sign.



This detour will be in effect while construction continues on the East Ninth St. Station and light rail line under East Ninth. Construction work has closed South Marginal Rd. at this location and also has forced a rerouting of RTA's Outer Loop buses.

## New rolling stock deliveries

TRAIN #49 — Amtrak's capital equipment program took another step forward last month. Beginning in August, the new Superliner II coaches were reported being deadheaded by the LAKE SHORE LIMITED to Chicago from the Bombardier plant in Vermont and will soon be pressed into service.

## AMTRAK: Reorganization is "still on track"

WASHINGTON (Business Wire) — Amtrak's plan for focusing on customers and improving its financial bottom line is still on track, according to the company's third quarter financial report.

Based on current trends, Amtrak will improve its bottom line by \$154.4 million by the end of the fiscal year in September, an important step toward ending Amtrak's need for federal operating assistance by the turn of the century.

However, Amtrak says it must have permanent capital funding of \$500 million to \$1 billion each year to reach self-sufficiency—and stay there.

Only six months after Amtrak undertook an aggressive plan to improve its financial status, the company can report that:

- Passenger revenues are \$27 million ahead of planned. Riders stayed with Amtrak even after route and service adjustments, resulting in 17 percent less revenue loss than expected.
- Of eight services announced for elimination in Amtrak's business plan, all but two were "brought back" by the states at a cost closer to Amtrak's real cost of providing those services.
- 585 managers and 1,520 labor personnel have left since October, 1994.
- 189 aging cars and locomotives have been retired, representing half of Amtrak's planned fleet retirement.
- On-time performance is up 8.5 percent compared to last year (77.6 percent for FY95 compared to 71.5 percent for FY94).
- Although Amtrak has reduced service, the company is putting more people in the remaining seats. The load factor is up 14 percent where route and service changes have occurred.
- The company's cash outlook has improved. Originally Amtrak had expected it would have to borrow \$67 million for FY94 and FY95, but now only \$14 million to \$43 million will be needed.
- While doing well on many fronts, the company still faces an \$18.6 million shortfall at year's end, having absorbed \$92 million in costs for employee buyouts, relocation, training and equipment retirement.

## In sympathy

CONDOLENCES to the family of OARP friend Wade McGuire who passed away Aug. 4 in Dover, OH. Wade was one of the great fighters in keeping the Columbus-Pittsburgh Panhandle rail line from being abandoned. The Ohio Central Railroad named a locomotive in his honor to recognize his dedication. Wade also was president of the National Association of Retired and Veteran Railway Employees' (NAVRE) unit in Dennison.

## Elyria seeks to relocate Amtrak station to NYC site

ELYRIA — Amtrak may finally move from a cramped, out-of-the-way trailer to a truly attractive, multi-use facility.

Elyria officials, Amtrak, and others are taking steps to relocate rail passenger facilities from a 20-year-old, "temporary" station to a permanent location. Where?...To the 70-year-old, former New York Central station in the heart of this town of 55,000 people.

Efforts to restore the old station to its original purpose were inspired by the joint OARP/ODoT "Festival Of Stations" seminar held last fall in Columbus.

Mayor Michael Keys, project developer Douglas McDonald, and others have taken the lead on the project. The city has paid \$7,000 to create an architectural plan for rebuilding the station.

The project's total cost is estimated at over \$2 million. The city has applied for a federal grant through the Intermodal Surface Transportation Efficiency Act to help fund the project.

The NYC station was originally built with a high ceiling, but a second floor was wedged in by NYC in the 1950s. In the plans being developed, the station would be restored to its original appearance, requiring the removal of the second floor.

It also means the passenger subway underneath the tracks and former platforms would be reopened for Amtrak travelers. The station's terrazzo marble floors and ornate ceilings would be restored to their historic splendor.

Offices or a restaurant could share space with Amtrak at the station. Additional traffic may arrive with Lorain County Transit buses and, possibly, Greyhound serving the site. Commuter rail to downtown Cleveland, 25 miles to the east, is also a desire of many Elyria officials.

## ROBBERY, From Page One

"While not a provision of law," the memo reads, "the State of Ohio seeks to limit the amount annual debt service it is liable for to five percent of GRF (General Revenue Fund) revenues. Although no provision mandates the level of departmental debt, ODoT's current level of debt service is about 11 percent of state (GRF) revenues."

"The issuance of the additional bonds will raise this level to about 19 percent. It is not known what affect this would have on bond ratings," the memo says.

OARP members should oppose this amendment to S.J.R. 7 unless highway user charges are increased to repay the additional debt as it is incurred. User charges should be of a sufficient amount so as to protect the soft match funding category for non-highway transportation projects.

As a wise person said: "Widening roads to control congestion is like letting out your belt to control obesity."

OARP continues to advocate a more balanced transportation diet for Ohioans, rather than the steady diet of concrete spaghetti which we have been fed. Ohio should not let out its belt in preparation of ingesting more of what has made its highway system obese.

## 3-C Corridor train for baseball playoffs a "Good shot"

COLUMBUS — Contrary to recent media reports, the chances are slim for running Cleveland-Columbus-Cincinnati (3-C Corridor) passenger trains during a Reds/Indians World Series, according to officials at the Ohio Rail Development Commission (ORDC).

They cited the fact that there is no guarantee of the two teams meeting each other in the Fall Classic, and that this uncertainty has made their planning efforts very difficult.

Instead, state officials see a better pitch to hit: during the first round of the playoffs, which the Indians have and the Reds are close to clinching, passenger trains would run to Cleveland and Cincinnati, with Columbus as their home plate.

The timing is better, too. During the first week in October, when the first-round playoffs are held, the Federal Railroad Administration (FRA) will be transporting a rebuilt Amtrak turbo train from New York State to a demonstration in Illinois.

If state officials can negotiate the week-long detour, it would save about \$7,500 from having to bring an Amtrak train to Ohio to use it exclusively for the World Series trips. It will still cost the state \$10,000 a day to run the 3-C trains.

Request for proposals are being sought from marketing firms to promote the train and to sell train tickets, the prices for which have not been determined. ORDC and the Ohio Department of Transportation would cover any losses from the trains' operation.

The train equipment to be used is a 1975 Rohr-built turbine-powered 5-car set, rebuilt last year by Turbomecca Corp. for FRA-sponsored 125 mph revenue tests between New York City and Albany. Illinois officials have invited the train demonstration, and now, so is Ohio.

"We have a real good shot at getting this train for the first round of the playoffs," said Lou Jannazo, interim director of the ORDC. Cleveland will play at home Oct. 3 and 4, as will Cincinnati Oct. 6. If Cincinnati's fourth and fifth playoff games are needed, they will be played Oct. 7 and 8.

Tentatively, trains would depart from Columbus (station location is undetermined at this writing) and arrive at the Cleveland Amtrak Station or adjacent to Cincinnati's Riverfront Stadium about two hours prior to game time. Departure times for return trips are still being discussed.

Station stops at Dayton and at Galion (Mansfield area) are envisioned.

Can the state fill the trains? Possibly. There are 100 Cleveland Indians' season ticket holders in Mansfield and another 600 in Columbus. It is unknown where Cincinnati Reds' season ticket holders are distributed along the 3-C Corridor.

Stay tuned to local media for information on whether the baseball playoff trains will run, what the train fare might be, and how to purchase tickets.

OARP hopes the trains will run, and will whet the appetites of the Voinovich Administration and the General Assembly for permanent 3-C Corridor rail service, 365 days a year.

## Ground-breaking for innovative transit rail station

EAST CLEVELAND — On Aug. 8, Transportation Secretary Federico Peña, Federal Railroad Administrator Jolene Molitoris, RTA General Manager Ronald Tober and others participated in a ground-breaking ceremony for a new \$12.6 million Windermere station on RTA's Red Line. Windermere is the Red Line's second-busiest station, behind Tower City Center.

The new facility, one of the few of its kind anywhere in the nation, will replace a 40-year-old station at the same site. In addition to being a train station, it will feature a sheltered bus transfer loop, parking for several hundred cars, neighborhood-oriented retail space, and a Head Start child care center. Few rail stations nationally have a child care center on the premises.

Research has shown that workers who drop a child at day care use cars to get there, and continue to drive into work unless convenient mass transit is located at the child care center. Thus, transit-convenient day care centers can promote a significant increase in transit ridership.

RTA is in the midst of a program to rebuild or relocate all 18 stations along the Red Line at a cost of \$75 million. Funding for the Windermere station, one of the most expensive station projects, is coming from RTA and the Federal Transit Administration.

### BOARD, From Page One

The board then created an executive director position, a post OARP has never had in its 22-year existence. Ken Prendergast of Berea was appointed to become executive director. Formerly the director of the Cleveland-Pittsburgh Special Project, and later, as Director of Special Projects, Prendergast gains a title more appropriate for his activities — providing administrative support to OARP's leadership. As a full-time journalist, he was chosen by the board to edit *Ohio Passenger Rail News*.

To put OARP's money where its mouth is, the board voted to become a member of the rapidly-growing O.A.T. coalition by contributing \$100 per month, subject to periodic board review. Bayless, a former OARP treasurer, agreed in August to take the same post with O.A.T., which now has 9,000 members.

The Board of Directors next meeting is from 10:15 a.m. to 3:00 p.m. on Oct. 21 at Bun's Restaurant in Delaware, OH.

### STUDY, From Page two

tinue studies of the light-rail portion of the I-75 Corridor Transportation Study. In each instance, the Congressmen failed to block the funds.

"These (light rail) systems consistently cost more to operate and attract fewer riders than their planners project," Chabot said, according to the *Cincinnati Enquirer*.

Cincinnati Mayor Roxanne Qualls disputes Chabot's claims. She believes the proposed 33-mile, \$700 million light rail line linking the airport, downtown, and Warren County would do as well as other cities' successful lines. Qualls and other local officials have been lobbying in Washington for the project.



# WHAT'S WRONG WITH THIS PICTURE?

By Ken Prendergast, Executive Director

A lot is wrong with this picture. This advertisement appeared last month in newspapers nationwide, including the *Delaware (Ohio) Gazette*. The *Gazette's* circulation area includes the district of Congressman John R. Kasich (R-Westerville), chairman of the House Budget Committee.

The ad is splattered with falsehoods which border on slander. It is obvious the intent is to sway opinion against trains. However, for rail passengers, the ad turns out to be a good motivator. Informed citizens should contact their Congressmen to express support for the Amtrak amendment to the National Highway System bill.

The Amtrak amendment to the NHS legislation, now working its way through Congress, would give states the option on how best to respond to local needs.

It would allow states to use for intercity rail passenger service a very small percentage of their transportation dollars, which in the past went to highway construction. However, this money would have a greater effect on rail passenger service than it would on highways.

If, for example, Ohio had more choices on how to spend a \$10 million federal grant, the funds could extend Amtrak's PENNSYLVANIAN from Pittsburgh to Cleveland, or it could fund one-fifth of the costs of starting 3-C Corridor service, or it could build one new highway cloverleaf interchange.

**THE FUNDS REFERRED TO IN THE AD CAN'T BE USED FOR AMTRAK LABOR COSTS, CONTRACTS, OR ANY OPERATIONAL COSTS.** They can be used only for capital start-up costs, such as acquiring rolling stock, track and signal upgrading, and station construction.

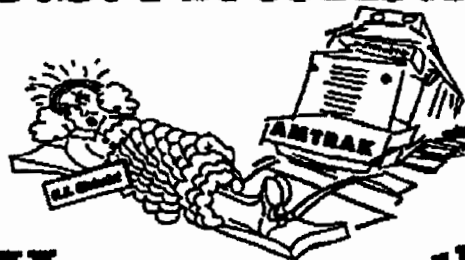
This program would be an extension of spending discretionary transportation dollars for more non-highway uses, including transit, bicycle, and pedestrian facilities. It would hardly break open the multi-billion-dollar Highway Trust Fund, which restricts the use of transportation dollars, prevents investment choices, and keeps the nation addicted to the single-occupant automobile.

It is correct, that nationally Amtrak carries only three out of 1,000 people traveling from one city to another. This includes all the markets which Amtrak does not serve, including routes like the 3-C Corridor. Highways carry 90 percent of all intercity travel. If highways were held by a stockholder-owned company instead of being a ward of the government, they could be subject to anti-trust regulations. Highway interests seek to keep their highway monopoly in the transportation market place.

Is Amtrak nearly bankrupt? No. Amtrak in 1994 covered nearly 80 percent of its expenses with revenues. The difference is provided by federal and state grants. According to the Federal Highway Administration's "Highway Statistics" in 1994, highway user fees covered only 60 percent of highway expenses. If Amtrak is nearly bankrupt, as the Highway Users Federation says, are highways even more "nearly bankrupt"?

Who is the Highway Users Federation? HUF's members include the American Petroleum Institute, American Trucking Association, U.S. Chamber of Commerce, American Automobile Association, American Road Builders Association, and other groups having a vested interest in more highways. It is not an association of grassroots Americans.

## WATCH OUT U.S. Motorists...



## Here comes the Train!

Because of poor ridership and bloated operating costs, Amtrak is nearly bankrupt. Now Congress wants to railroad motorists into wasting their money as well.

For the first time ever, the Senate has voted to break open the Highway Trust Fund. Money collected from motorists to build and maintain roads would be used to subsidize Amtrak's labor costs and contracts. But only 3 out of 1000 people traveling from one city to another take Amtrak.

### Using the Highway Trust Fund to bail out Amtrak is highway robbery!!!

Soon, the U.S. House of Representatives will decide whether to go along with the Senate. Call, write or visit your representatives today and tell them to vote for the National Highway System and against the Amtrak amendment.

### The Highway Trust Fund should go toward better roads, not bankrupt railroads!

Paid for by the

**HIGHWAY USERS FEDERATION**

1776 Massachusetts Avenue, NW Suite 500 Washington, DC 20036 202/837-1200

## Briefs

### Railroad Line Widens

CINCINNATI — Construction is well underway for adding a third main track to a CSX rail line north of Cincinnati in the Mill Creek Valley. Capacity is being added to ease rail traffic congestion, which continues to increase at this choke point.

Three miles of new track is being placed on the portion of the line which parallels I-75. Construction of the I-74 overpass are bogging down the building of a trio of rail bridges.

The extra main track, funded by the ODOT and CSX, is expected to be in operation by the end of the year.

Six different railroad companies use the line: CSX, Norfolk Southern Conrail Grand Trunk, Indiana & Ohio, and Amtrak (the CARDINAL). It would also be used by future 3-C Corridor passenger trains, now undergoing advanced planning by the state.

### Buses To Precede Trains?

AKRON — On Aug. 28, Akron Metro Transit began express bus service between Akron and Cleveland's Public Square on I-77, perhaps as a precursor to commuter rail in this market.

The North Coast Express runs along two routes. The Chapel Hill route stops at park-rides at the Mall and in Macedonia, while the downtown Akron route also stops in Montrose.

Both routes operate twice each weekday mornings and afternoons. Additionally, there is a mid-day trip and a late evening trip. A one-way fare between endpoints is \$4. Discounted ten-ride tickets are \$35.

A \$1.8 million Congestion Mitigation/Air Quality (CM/AQ) grant through the Intermodal Surface Transportation Efficiency Act (ISTEA) is funding the new service.

For schedules and information, call Akron Metro at 216 / 762-0341 or 800 / 227-9905.

### Federal Commuter Rail Grant

CANTON — U.S. Representative Ralph S. Regula (R-Canton) has put \$6 million into the Federal Transportation Appropriations bill for Cleveland-Akron-Canton commuter rail.

The bill has yet to reach House-Senate conferees, so the funding, likely for train operations, is not assured.

## RAIL SURVEY HIDDEN FROM PUBLIC

By Bill Hutchison, Vice President

This is a tale of two cities: Salt Lake City and Columbus, and the contrast in leadership between the two. Salt Lake City had the courage to stick to its convictions, despite possible federal cuts in transit aid. It was rewarded with a \$241 million grant for a 15-mile light-rail line in late July.

Meanwhile, a few naysayers in Columbus, including the mayor and the *Columbus Dispatch*, persuaded a weak-willed Central Ohio Transit Authority Board into shelving the light rail plans here. They said federal budget cuts might make funds hard to come by.

This opposition took place despite polls showing high levels of support for better public transportation, especially for light rail. Opposition also occurred despite other light rail success stories. According to a recent edition of *Business First*, the business paper of greater Columbus, a confidential COTA survey taken last year "found 62 percent of respondents favoring a sales tax increase for public transit expansion." At the time, light rail was a part of the transit plan.

Interestingly, that support declined to 46.1 percent once the trains were dropped. Voters don't see enough of an advantage to a bus-only system to warrant a favorable vote — an embarrassment to COTA, now committed to such a system. That might be the reason *Business First* had to make repeated requests for the surveys under Ohio's open records law.

Thanks to the myopic vision of some, we are now facing a future with more gridlock, more sprawl, more pollution and less choice in how we travel. The Capital City Transit Coalition has sidestepped the issue, despite being the main group pushing light rail. Mike Wilkos, their executive director stepped down out of frustration with CCTC and COTA.

George Bayless, an Ohio transit authority board member, believes that the light rail plan didn't stumble, but that it was tripped.

"It's a possibility that this measure has been set up to fail so that the motor-heads can say: 'See I told you so. The voters do not want transit!' The reason I am so interested is because of the disproportionate influence Columbus has on state policy. I am afraid that these actions could result in even less support, if that is possible, for nothing but automobiles in this state," Mr. Bayless said.

The light rail line would have given Columbus a 22-minute travel time from Crosswoods Center, just north of I-270, to downtown (compared to the present 88-minute bus ride or the proposed 49-minute bus ride under the COTA plan).

While buses are an important part of urban transit, they end up in the same traffic jams as cars and often are not as attractive as light rail. All involved are urged to give light rail a second look and to propose that the initial line be built to serve Les Wexner's developments on the northeast side.

There is an abandoned railroad right-of-way from downtown to Morse Road, where the line could turn east to access retail development, I-270, and suburbs beyond. This routing would provide city residents with easy access to suburban jobs. It would provide an intermodal link in both downtown and at I-270.

This project could be a public/private partnership between Mr. Wexner and COTA, similar to on-going road projects in Columbus.

Tying this line into current and proposed downtown businesses and attractions would make light rail a real alternative to autos. Other areas should be linked to downtown by light rail, augmented by a network of feeder buses and commuter rail service to nearby towns. This will result in a construction boom downtown, similar to what happened to other cities — Portland, OR has seen \$1 billion worth of new development as result of its MAX light rail line.

We owe it to ourselves to look forward if we want our city to be known by a name other than "COW-lumbus."

**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	
Cleveland	Ohio Motorists Assoc/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	Ohio Automobile Club/AAA Travel	(614) 431-7823	
Elyria	Tours & Travel Service, Inc.	(800) 443-7789 (216) 323-5423	Mike McClistler
Mansfield	Mansfield Travel Center	(419) 756-8747	Jay Gilbert
Massillon	Massillon AAA Travel	(216) 833-1034	Cheryl Anderson
Perrysburg	Hayes Travel Agency	(800) 234-8877 (419) 874-2271	
Piqua	Miami County Auto Club/AAA Travel	(513) 773-3753	
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633	Roberta Slyker
Soion	Astro Travel Service	(800) 759-7404 (216) 248-7740	Al Mladineo
Troy	Miami County Auto Club/AAA Travel	(513) 399-0112	

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in the 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 CONTACT at the agency. Renewals will be billed by the Treasurer. Updated: September, 1995

**Help OARP Meet the Challenges of 1995!**

An introductory one year membership in OARP cost only \$15.00 and includes a subscription to OARP's newsletter, the *Ohio Passenger Rail News*.

Mail your order to OARP's Treasurer:  
 Stephen Klipfel  
 825 S. Tecumseh Road  
 Springfield, Ohio 45506.

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
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 Phone (optional) \_\_\_\_\_

Contributions to OARP are tax-deductible.



Saturday, September 23, 1995  
 9:30 a.m. to 4:00 p.m.

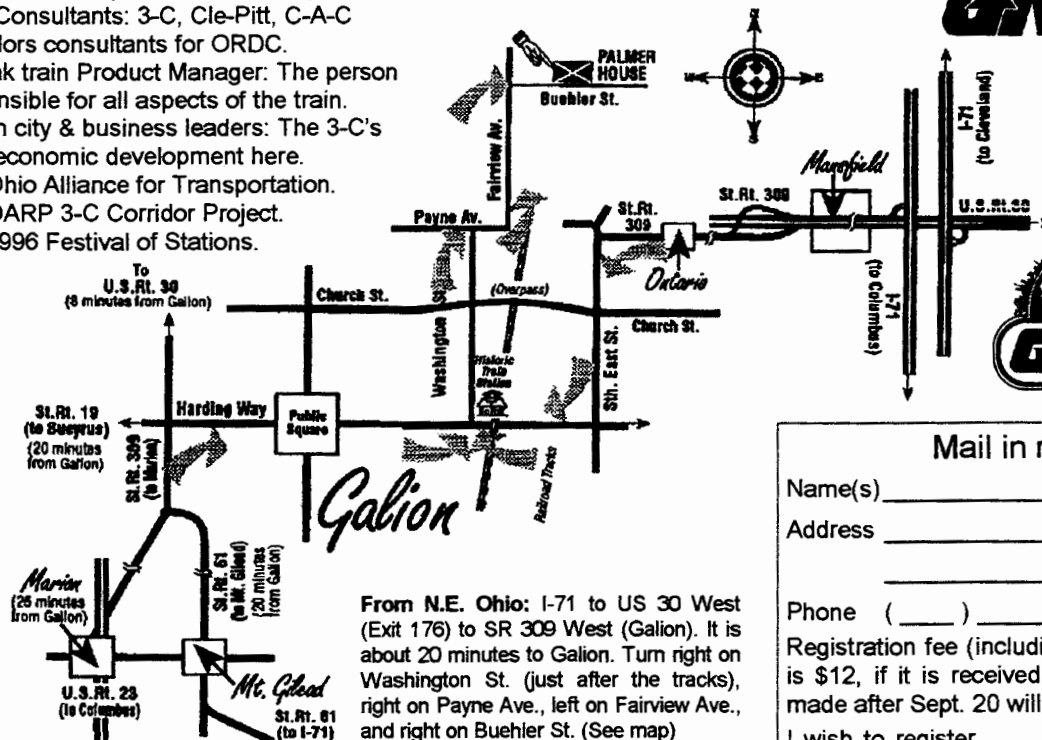
**Quarterly Membership Meeting**  
**Galion, Ohio**  
 Co-sponsored by:  
 The City of Galion  
 Galion Area Chamber of Commerce  
 Galion Merchants Association



The Palmer House Restaurant  
 134 Buehler Street

**Partial List of Speakers and Topics:**

- > URS Consultants: 3-C, Cle-Pitt, C-A-C Corridors consultants for ORDC.
- > Amtrak train Product Manager: The person responsible for all aspects of the train.
- > Galion city & business leaders: The 3-C's spell economic development here.
- > The Ohio Alliance for Transportation.
- > The OARP 3-C Corridor Project.
- > The 1996 Festival of Stations.



**From Southern Ohio:** I-71 to SR 61 (Exit 140) north through Mt. Gilead. SR 61 turns right at SR 19 through Public Square. Turn left on Washington St. (just before the tracks), right on Payne Ave., left on Fairview Ave., and right on Buehler St. (See map)

**From N.E. Ohio:** I-71 to US 30 West (Exit 176) to SR 309 West (Galion). It is about 20 minutes to Galion. Turn right on Washington St. (just after the tracks), right on Payne Ave., left on Fairview Ave., and right on Buehler St. (See map)

**From N.W. Ohio:** US 30 East to SR 598 turn right (south) to SR 19, turn left (east) through Public Square. Turn left on Washington St. (just before the tracks), right on Payne Ave., left on Fairview Ave., and right on Buehler St. (See map)



**Mail in registration**

Name(s) \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 Phone (\_\_\_\_) \_\_\_\_\_

Registration fee (including buffet lunch) per person is \$12, if it is received by Sept. 20. Registrations made after Sept. 20 will cost \$13.

I wish to register \_\_\_\_\_ people at \$\_\_\_\_. Send a check or Money Order Payable to OARP to:

Mark Carlson  
 479 Humiston Drive  
 Bay Village, OH 44140-3017  
 (216) 331-3161

## UPCOMING OARP MEETINGS...

**OARP General Membership Meeting** is on Saturday, September 23, from 9:30 a.m. until 3:30 p.m. at The Palmer House Restaurant; Galion. All members are invited and non-member visitors are also welcome.

There is a \$12.00 per person fee for the hot buffet lunch and to cover meeting expenses. For more information, see the meeting notice on page seven of this issue of the *Ohio Passenger Rail News*.

**OARP Board of Directors Meeting** will occur on Saturday, Oct. 21, from 10:00 a.m. to 3:00 p.m., at Bun's Restaurant, in Delaware, OH.

*NOTE: Attendance by general membership is welcome, however board discussions are to remain confidential until published.*

**OARP Columbus Area Local Meetings** are held on the second Saturday of each month, from 9:00 a.m. to noon, at the Red Door Tavern, 1736 W. 5th Avenue.

**OARP General Membership Meeting** will be held in Dayton in November. Details will follow.

## ORDC MEETING SCHEDULE

Responsible public observation of the Ohio Rail Development Commission (ORDC) is encouraged, and OARP members are invited to attend.

### BOARD OF COMMISSIONERS MEETINGS

**September 28 at 9:30 a.m.**  
Riffe Center, Studio 3  
77 South High Street  
Columbus, OH

### ORDC COMMITTEE MEETING

**October 26 at 9:30 a.m.**  
ORDC Offices, 15<sup>th</sup> Floor  
LeVeque Tower  
50 West Broad St.  
Columbus, OH

If you have any questions about the meeting times, agendas, or locations, call the ORDC at 614/644-0306, or 614/644-0310.

### Your Contributions Make the *Ohio Passenger Rail News*...

Your passenger rail related articles, clippings, letters, and photos are welcome! We may edit and we can't guarantee that we'll use everything you send. But we'll try...

Please note that all signed articles appearing in the *Ohio Passenger Rail News* reflect the opinion of their authors, and not necessarily the views and positions of OARP and its officers.

Send your newsletter items to:

OARP Newsletter  
c/o Ken Prendergast  
80 Emerson Ave #13005  
Berea, Ohio 44017

Phone 216/891-6277

CompuServe e-mail 72764,2020

Internet: 72764.2020@compuserve.com

## OHIO ASSOCIATION OF RAILROAD PASSENGERS

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RAIL TRANSPORTATION ADVOCATES

ADDRESS CORRECTION REQUESTED