Access Ohio: Not Just Another Rail Study

Requiring three and one-half years, the Access Ohio studies of developing passenger rail in Ohio are gaining its finishing touches. What remains to be done is to realize the first step in OARP's 22-year-long vision: putting rail passenger service back on Ohio's rails.

This introduction and three articles in this issue of Ohio Passenger Rail News will detail Access Ohio and the studies conducted by consulting firms. The consultants' analyses were done under contract with the Ohio Department of Transportation and the Ohio Rail Development Commission.

Three priority passenger rail corridors, which already were determined by past studies to be feasible routes, underwent preliminary engineering:

- Cleveland-Columbus-Dayton-Cincinnati (3-C)
- Pittsburgh-Youngstown-Cleveland (P-C)
- Cleveland-Akron-Canton commuter demonstration (C-A-C)

OARP raised the alarm many times in the past on what seemed to be an endless parade of costly studies which duplicated those which came before. But "study" needn't be a dirty word. Just as there is a logical evolution of developing passenger rail service from conventional speed (79 mph) to high speed (125+ mph), there also is a required, step-by-step study process.

This process begins with someone suggesting an intriguing idea, such as running passenger trains. Once the process begins, various political or market forces can and occasionally do interrupt, repeat, or perpetuate the study process regardless of results from earlier studies.

A general study process appears below (Amtrak or a governmental agency often conducts the earlier study phases, with specialized consulting firms conducting the more complex later phases):

1. A FEASIBILITY STUDY is undertaken to evaluate, in a broad sense, the revenues, capital (start-up) costs, operating costs, and service alternatives. This is the idea's litmus test;
2. An ALTERNATIVES ANALYSIS would follow, to determine which route alternatives should be studied, and to identify the positives and negatives associated with each alternative. A route is often recommended in this phase;
3. PRELIMINARY ENGINEERING (P/E) is then conducted. Specific cost projections for track and signal work, station location recommendations, detailed riderhip estimates, suggested train schedules, and train equipment needs are among the elements which are developed in this phase.

An implementation study, describing what tasks must be conducted — and in what order — to start train service is normally included in P/E. Sometimes, an environmental impact study

See "ACCESS OHIO", Page Three

Cleveland-Akron-Canton (C-A-C) Commuter Corridor

Not too long ago, farmland separated Cleveland, Akron, and Canton. Today, those cities have sprawled to comprise a single urban area of 3.5 million people stretching along a 70-mile corridor. From that growth, the corridor's highways have become the most congested in Northeast Ohio. No two Ohio counties have more commuters traveling between them than Cuyahoga (Cleveland) and Summit (Akron). Land for more and wider highways is being squeezed out by their own urban sprawl.

Area businesses, politicians, and planners want relief and seem ready to try commuter rail. To that end, URS Consultants is developing a commuter rail implementation study for the Ohio Rail Development Commission, Greater Cleveland Regional Transit Authority, and Akron Metro Transit Authority.

The commuter rail service is being called a demonstration project as it would last only a few years. To get the project rolling will likely cost at least $83 million, and as much as $190 million. However, those officials who want the commuter trains say the service should become a permanent fixture.

Two parallel rail lines exist in the corridor: a lightly-used Wheeling & Lake Erie Railroad (W&LE) route, and another via Hudson and Uniontown using patchwork segments of Conrail, CSX, and Summit County Port Authority tracks. Since 1993, the port authority has been preserving for commuter rail several line segments threatened with abandonment.

Because it is more direct and has more on-line population, local officials generally prefer the latter routing (Cleveland-Hudson-Akron-Uniontown-Canton).

But this line also has more freight train congestion along Conrail's 25-mile Cleveland-Hudson portion, and CSX's 5-mile Cuyahoga Falls-Akron segment. Both Conrail and CSX want another track to be laid before up to eight commuter trains "choke" their already-busy two-track mainlines.

The alternative route would make use of W&LE's single-track line via Garfield Heights, Bedford, Twinsburg, Kent, Mogadore, Akron, Hartville, and Canton. The northernmost seven miles of Conrail's Cleveland-Hudson segment would still have to be used.

As a struggling regional railroad, W&LE is anxious to have their line upgraded to passenger train speeds and to gain trackage rights revenues from the commuter rail operator.

Use of the W&LE for commuter trains is a new idea. Therefore, URS Consultants is still evaluating the line and is generating cost and ridership data for it.

The Cuyahoga Valley National Recreation Area line between Cleveland and Akron was rejected because of low on-line population and its slow, curving trackage.

See "C-A-C", Page Three
3-C CORRIDOR

This 258-mile route, serving four of Ohio’s largest cities and several smaller towns, has been the object of many studies in the past twenty-five years.

Amtrak in 1991 identified 3-C Corridor (Cleveland-Columbus-Dayton-Cincinnati) as the nation’s second-most promising route which it did not already serve. The most promising was New Orleans-Miami, which gained service in 1993 after Florida spent $6.5 million on minor track and signal improvements.

By comparison to the New Orleans-Miami route, Ohio will have to spend more than Florida did if it wants to get its promising route up and running. The reason? More track and signal needs to be upgraded. Highway crossing protection must be improved. Stations in key cities, such as Dayton and Columbus, no longer exist. Train equipment is not available, requiring the purchase or lease of new locomotives, coaches, and cafe cars.

The details are spelled out in URS Consultants’ recently completed preliminary engineering report to the Ohio Rail Development Commission.

URS’ service analysis was broken up into two levels—BASIC and ENHANCED. Both levels of service would serve up to 12 proposed, en-route station stops:

<table>
<thead>
<tr>
<th>Variable Element</th>
<th>BASIC (Direct)</th>
<th>BASIC (Akron)</th>
<th>ENHANCED (Direct)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLE-CIN route miles</td>
<td>258</td>
<td>304</td>
<td>258</td>
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<tr>
<td>Daily round trips</td>
<td>2</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Daily train miles</td>
<td>1032</td>
<td>1216</td>
<td>2064</td>
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<tr>
<td>Top speed (mph)</td>
<td>50-79</td>
<td>50-79</td>
<td>60-79</td>
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<tr>
<td>CLE-CIN running time</td>
<td>5.45</td>
<td>7.00</td>
<td>5.00</td>
</tr>
<tr>
<td>1997 ridership</td>
<td>349,860</td>
<td>337,190</td>
<td>465,142</td>
</tr>
<tr>
<td>1997 start-up costs (a)</td>
<td>$48.40</td>
<td>$61.70</td>
<td>$189.00</td>
</tr>
<tr>
<td>Operating cost/train mile</td>
<td>$29.23</td>
<td>$29.23</td>
<td>$27.84</td>
</tr>
<tr>
<td>1997 operating costs</td>
<td>$11.20</td>
<td>$13.20</td>
<td>$21.20</td>
</tr>
<tr>
<td>1997 revenues (b)</td>
<td>$11.20</td>
<td>$6.40</td>
<td>$9.40</td>
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<tr>
<td>1997 revenue shortfall</td>
<td>$4.20</td>
<td>$6.80</td>
<td>$11.80</td>
</tr>
<tr>
<td>1997 revenue/cost ratio</td>
<td>63 %</td>
<td>48 %</td>
<td>44 %</td>
</tr>
</tbody>
</table>

NOTES:

(a) Includes track improvements, signal system upgrading, new or rebuilt stations, train equipment, contingencies, and final engineering.

(b) Takes into account predictable passenger revenues, but does not account for non-passenger revenues such as mail, package express, and other business opportunities.

P-C CORRIDOR

The Pittsburgh-Cleveland Corridor is a 138-mile route which would serve two large Ohio cities — Cleveland and Youngstown, the northeastern suburbs of Akron, and several smaller towns. The extension of Amtrak’s New York City-Pittsburgh PENNSYLVANIAN service to Cleveland has occasionally been evaluated by Ohio officials since 1984.

Amtrak in 1990 rerouted its Chicago-Washington D.C. CAPITAL LIMITED and Chicago-New York City BROADWAY LIMITED via major portions of the P-C Corridor. Today, the CAPITAL LIMITED still serves the corridor each night on a schedule which favors travelers from Chicago and the East Coast, avoiding daytime freight train congestion. It also uses a route that bypasses Greater Youngstown’s 600,000 residents.

Why can’t Cleveland-Pittsburgh trains run by way of Youngstown? A 4,500-foot track connection was abandoned ten years ago at Ravenna, where a Conrail main line from Cleveland bridges CSX’s east-west route through Youngstown.

Also, for daytime passenger service, an upgraded electric signal system between Ravenna and Cleveland (37 miles) is needed to limit interference with freight trains. While Cleveland and Youngstown have station facilities, several other key Ohio cities do not. Train equipment is available for a basic level of service, since the PENNSYLVANIAN’s equipment would make its nightly lay-over in Cleveland rather than in Pittsburgh.

While URS Consultants are evaluating the PENNSYLVANIAN Extension to Cleveland, Amtrak is engaged in a study of its own. Amtrak is considering not just extending the PENNSYLVANIAN to Cleveland, but it is looking 107 miles farther west, towards Toledo. While Cleveland has no servicing facilities and no space for a storage track for the train, Toledo’s Central Union Terminal does. A Toledo extension could save the state $1 million in capital costs, but would increase operating costs.

Because of labor work rules, Amtrak believes that a Toledo extension would not require any additional labor expenses. Because of employee work rules, the train and engine crews would be paid the same whether they go to either Toledo or Cleveland.

URS Consultants recently completed preliminary engineering on the P-C Corridor for the Ohio Rail Development Commission. Their report on the corridor provided data for this article. URS’ service analysis was broken up into two levels—BASIC (PENNSYLVANIAN Extension) and ENHANCED (PENNSYLVANIAN Extension plus a second PIT-CLE round trip). Both levels of service would serve up to nine proposed station stops:

Cleveland (downtown) Garfield Hts-Bedford Hudson
Lordstown (optional) Youngstown (downtown) Ravenna
Beaver Falls Pittsburgh (downtown) New Castle

The basic service level was analyzed for an optional route through Akron (via Hudson, Akron, Kent, and Ravenna). URS does not recommend routing P-C Corridor service via downtown Akron. A connecting bus or commuter train would serve Akron instead. A summary table of URS’ findings (which does not acknowledge the CAPITAL LIMITED’s presence) follows:

See “P-C”, Page Four
October, 1995
Ohio Passenger Rail News

“P-C”, from page one

P-C Corridor Summary
All costs are in millions, except “Operating cost/train mile”

<table>
<thead>
<tr>
<th>VARIABLE ELEMENT</th>
<th>BASIC</th>
<th>BASIC</th>
<th>ENHANCED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(Direct)</td>
<td>(Akron)</td>
<td>(Direct)</td>
</tr>
<tr>
<td>PIT-CLE route miles</td>
<td>138</td>
<td>159</td>
<td>138</td>
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<tr>
<td>Daily round trips</td>
<td>1</td>
<td>1</td>
<td>2</td>
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<td>Daily train miles</td>
<td>276</td>
<td>318</td>
<td>552</td>
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<tr>
<td>Top speed (mph)</td>
<td>40-79</td>
<td>40-79</td>
<td>59-79</td>
</tr>
<tr>
<td>PIT-CLE running time</td>
<td>3.24</td>
<td>4.21</td>
<td>3.00</td>
</tr>
<tr>
<td>1997 ridership</td>
<td>69,346</td>
<td>49,923</td>
<td>109,086</td>
</tr>
<tr>
<td>Start-up costs</td>
<td>$8.50</td>
<td>$15.70</td>
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<td>Operating cost/train mile</td>
<td>$29.23</td>
<td>$29.23</td>
<td>$27.84</td>
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<tr>
<td>State Administration costs</td>
<td>$0.20</td>
<td>$0.20</td>
<td>$0.20</td>
</tr>
<tr>
<td>1997 operating costs</td>
<td>$3.10</td>
<td>$3.60</td>
<td>$5.80</td>
</tr>
<tr>
<td>1997 revenues</td>
<td>$2.00</td>
<td>$1.50</td>
<td>$2.70</td>
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<tr>
<td>1997 operating shortfall</td>
<td>$1.10</td>
<td>$2.10</td>
<td>$3.10</td>
</tr>
<tr>
<td>1997 revenue/cost ratio</td>
<td>62%</td>
<td>41%</td>
<td>46%</td>
</tr>
</tbody>
</table>

NOTES:
(a) Includes restoration of Ravenna track connection, track improvements, signal system upgrading, new or rebuilt stations, train equipment (in ENHANCED column only), contingencies, and final engineering.
(b) Takes into account predictable passenger revenues, but does not account for non-passenger revenues such as mail, package express, and other business opportunities.
(c) This is the total new ridership attributable to the Pennsylvania Extension (and, in the ENHANCED column, the added riders from a second round trip between Pittsburgh and Cleveland only).

“ACCESS OHIO”, from page one

ACCESS OHIO is requested (and may be required if federal funding is being sought). The EIS can be conducted separately from P/E.

4. START-UP FUNDING is acquired. These funds allow for the last “study” — final engineering — to be completed. Final engineering, including detailed station designs, track and signal schematics, and other features, is performed only if funds are available to pay for their construction.

Three years ago, the Access Ohio program was launched by Governor George Voinovich’s administration to determine Ohio’s transportation needs into the 21st Century.

A state-wide public input process in 1992 showed strong support for developing passenger rail services, both intercity and intracity. Intermodal connections among multiple transportation modes also was sought by Ohioans.

A macro phase of Access Ohio took a “big picture” view of the public input, and a subsequent micro phase evaluated the details. The conclusion of the three preliminary engineering studies comprises the second-to-last stage of Access Ohio’s micro phase for passenger rail service.

Funding for the trains is all that remains. In OARP’s history, this is the highest point reached in the study process for conventional-speed passenger service.

Together, Ohio’s passenger rail advocates can climb the last, ever-steepener steps to the apex. OARP and others must be judicious in selecting their footholds.

“C-A-C” from page one

Up to four weekday round trips are envisioned by URS Consultants. Three inbound trains in the morning and three outbound in the afternoon would cater to commuters heading for downtown Cleveland, with a single reverse run to downtown Akron and Canton. Funding constraints and objections from Conrail and CSX may force a scaled-down service level.

Local bus services would be rerouted and rescheduled to connect with commuter trains. At Cleveland, the trains would likely use the Amtrak station, adjacent to the light rail Waterfront Line’s East Ninth Street station now under construction.

Much investment is needed to start service on either route: new and upgraded tracks, modernized electric signal systems, new or refurbished stations, new or rebuilt train equipment, and new train storage/servicing facilities.

For the preferred route via Hudson and Uniontown, up to 13 stations would be established along the 62-mile rail line:

Cleveland (Downtown)
Macedonia
Akron-Canton Airport
Hudson
East 55/Euclid Ave.
Cuyahoga Falls
Portage Road
Garfield Heights
Akron (Downtown)
Everhard Road
Canton (Tuscarawas St.)

NOTE: These station locations were used for URS Consultants’ analyses and do not necessarily reflect the final station locations.

A summary table of URS’ findings (which does not acknowledge the P-C Corridor’s or CAPITOL LIMITED’s presence between Cleveland and Hudson) appears below.

C-A-C Corridor Summary
All costs are in millions, except “Operating cost/train mile”

<table>
<thead>
<tr>
<th>VARIABLE ELEMENT</th>
<th>LOW END</th>
<th>HIGH END</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ESTIMATES</td>
<td>ESTIMATES</td>
</tr>
<tr>
<td>CLE-AKR route miles</td>
<td>38</td>
<td>38</td>
</tr>
<tr>
<td>AKR-CAN route miles</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>Daily round trips</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Daily train miles</td>
<td>2480</td>
<td>2480</td>
</tr>
<tr>
<td>Top speed (mph) (a)</td>
<td>40-79</td>
<td>59-79</td>
</tr>
<tr>
<td>CLE-AKR running time (a)</td>
<td>1:24</td>
<td>1:12</td>
</tr>
<tr>
<td>AKR-CAN running time (a)</td>
<td>:45</td>
<td>:45</td>
</tr>
<tr>
<td>1997 ridership (b)</td>
<td>887,145</td>
<td></td>
</tr>
<tr>
<td>Start-up costs (c)</td>
<td>$83.70</td>
<td>$190.00</td>
</tr>
<tr>
<td>Operating cost/train mile (c)</td>
<td>$55.00</td>
<td>$66.00</td>
</tr>
<tr>
<td>1997 operating costs</td>
<td>$7.50</td>
<td>$7.50</td>
</tr>
<tr>
<td>1997 revenues (c)</td>
<td>$1.50</td>
<td>$3.00</td>
</tr>
<tr>
<td>1997 operating shortfall (c)</td>
<td>$6.00</td>
<td>$4.50</td>
</tr>
<tr>
<td>1997 revenue/cost ratio (c)</td>
<td>20%</td>
<td>40%</td>
</tr>
</tbody>
</table>

NOTES:
(a) The two figures represent low-end and high-end estimates. The conclusion of on-going evaluations may result in a figure outside of the range shown;
(b) This is an estimate based on U.S. Census work trip data. Detailed ridership forecasting has yet to be completed;
(c) The two figures represent low-end and high-end estimates. These account for track improvements, track construction, signal system upgrading, new or rebuilt stations, train servicing facilities, purchase or lease of train equipment, contingencies, and final engineering.

The Ohio Association of Railroad Passengers
Amtrak acquires satellite-based communication system

WASHINGTON D.C. — On Sept. 6, Amtrak signed a contract to purchase 80 mobile satellite communications units from QUALCOMM Inc. of San Diego, CA to improve train operations and customer services.

The communications system, called OmniTRACS®, is a breakthrough for trains operating on remote routes where cellular phone/radio coverage is sparse. Satellite-based communication systems often can transmit to, and receive from a much larger coverage area than can ground-based cellular antennas.

Norris W. Overton, an Amtrak vice president, said this system will more than pay for itself in less than a year. Details of the purchase agreement were not released.

In conjunction with an Amtrak-supplied palmtop computer and a wireless modem, the OmniTRACS® system will provide two-way communications between en route trains and Amtrak’s major operational and customer service centers throughout its 24,000-mile nationwide rail system.

With assistance from the on-board services manager, passengers aboard OmniTRACS®-equipped trains will be able to make advanced reservations, check connections and receive special care should an emergency occur.

Important data such as reliable arrival information and seat availability will be sent to the reservation and sales centers located in Riverside, Calif., Chicago and Ft. Washington, Pa., allowing for accurate and instantaneous information for waiting and potential passengers.

The services manager will also use OmniTRACS® technology with Amtrak’s palmtop computer to report cafe and dining car restocking needs to the next station en route while also accounting for the revenue received from these cars. In addition, expansion of the system can provide for the locomotive’s state of health and scheduled maintenance needs.

Grey Appointed as OARP Secretary

COLUMBUS—On Sept. 19, Meg Grey was appointed by the OARP Board to become the association’s new secretary. She fills the post’s unexpired term, vacated by Ken Wilt’s resignation in August.

Mrs. Grey, who joined OARP last year, lives about 15 miles east of Columbus in Pickerington. She has been active with the Columbus local meetings and was enthusiastic about becoming secretary.

“I’m looking forward to being OARP’s new secretary. I’m happy to now be a part of the board and all the activities it’s getting involved in,” Mrs. Grey said.

OARP President Mark Carlson also was happy to have her on the board.

“I knew we had the right person for the job when she showed up at the Galion meeting with a tape recorder, two microphones, and several blank tapes. She is prepared, eager, and certainly qualified,” Mr. Carlson said.

Rear-view mirrors should be second

Opinion by Ken Prendergast, OARP Executive Director

Imagine a car without rear-view mirrors. An unpleasant thought, isn’t it?

Now, imagine a car having rear-view mirrors but lacking a forward view—like forgetting to cut a space in the sheet metal for a windshield to see where you’re going. That would be a backward sense of priorities if it ever happened.

It just did.

The federal government spent $80 million on rejuvenating Steamtown, a railroad museum in Scranton, PA. It should prove to be a welcome tourist attraction in this city which has fought back from industrial decline.

Establishing a location for celebrating what railroads meant to the history of this nation is undeniably important. There are other railroad museums, and fine ones at that.

But railroads, as we all know, still have a bright future, one that is as vast and untapped as visions can imagine, and as sound policies can realize.

But it seems the federal government is more interested in putting trains into museums than into a productive capacity for our nation to compete worldwide.

For $80 million, Amtrak could have purchased modern rolling stock to re-equip its remaining heritage fleet trains, including the now-dead Broadway Limited. Maybe those funds could have kept the Broadway Limited out of the railroad museum.

Unfortunately, under current federal transportation policies, the Broadway Limited and other poisoned trains have a more stable future in a museum than it has had in the tilted transportation playing field. It sure didn’t find that stability at Amtrak—Congress’ malnourished stepchild.

Where do the federal government’s priorities lie?

Is our nation’s policy to create a rail passenger system which ranks as highly with those in other developed nations? Or is it to wave good-bye to the passenger train with the Grim Reaper’s sensitivity?

Actions speak volumes, and they point to the latter.

When should Congress spend money on projects like Steamtown?

They should do it when their own creation—Amtrak—isn’t facing a fiscal crisis. They should do it when Amtrak doesn’t have to borrow $40 million to make it through the year. They should do it when passengers are not being left at stations bearing “discontinued” written on their departure boards.

Until then, there is every reason to believe that Congress is more interested in putting trains into museums, rather into a national transportation policy.

I find it odd that America’s passenger rail vision is performed more often through a rear view mirror than by merely looking ahead. It needs both.

May our rear-view mirrors be damned when we can’t see where we’re going. Otherwise, we risk crashing into something big—like an oil crisis—which we could have avoided.

Happy motoring...
Greetings From O.A.T. by Audrey Lynch, OAT

The Ohio Alliance for Transportation is very proud and grateful to welcome OARP to our newly-formed organization.

This first of many regular columns to OARP’s newsletter is an introduction of OAT, how we came to be, and some of our accomplishments to date.

WHO IS OAT?

OAT was conceived from opposition to the Great Lakes Mid-Atlantic Corridor, known commonly as Interstate 73/74, a new highway proposed from Detroit to Charleston, S.C.

Ohio's portion consists of new Interstate construction from Toledo to Chesapeake (I-73), generally following existing U.S. 23, and I-74 from Piketon to Cincinnati, following Ohio 32. The estimated construction cost is $3.88 billion.

In the summer of 1994, Governor George Voinovich authorized the Ohio Turnpike Commission to study the feasibility of constructing this highway. Open house meetings were conducted last spring. The feasibility report was issued this summer, and the turnpike commission is going full steam ahead in their studies despite overwhelming opposition from citizens.

The Ohio Corridor Development Consortium (OCDC), a group of engineering and construction firms, is the lead agency studying the feasibility of this project. They currently are undertaking a major investment study (MIS) for the “highest priority section” - a bypass of congested roads between Delaware and Columbus.

Since the open houses in March, many opposition groups formed along the corridor, including chapters of CRASH (Corridor Ruins Agriculture, Safety, and Homes) in Delaware County, Ashley area, and northwest Ohio. These and other groups have collected nearly 8,000 signatures opposing construction of this highway on any new alignment.

On July 20, a meeting was held among the organizers of these groups, and OAT was born. We are grassroots-based, keeping the local organizations intact. The purpose of OAT is to promote education and bring a credible voice to the bargaining table. We can only have strength in numbers!

OAT’s executive committee consists of the following people:

- Audrey Lynch, Chair environmental consultant and wetlands biologist
- Yelena Boxer, Co-Chair Special Projects Coordinator Ohio Chapter Sierra Club
- Bill Hutchison, Co-Chair Vice-President, OARP
- George Bayless, Treasurer National City Bank

Our membership also includes very dedicated people and organizations (including OARP) concerned with transportation policy in the region, state, and nation.

OAT PROGRESS

Most of our efforts have been concentrated on researching the findings of various I-73/74 publications, contacting members of the state legislature, attending public hearings on the turnpike commission, and writing editorials.

See “O.A.T.”, next column

Galion: We Need 3-C Trains!

GALION—Permanent, conventional-speed passenger trains on Ohio's 3-C Corridor (Cleveland-Columbus-Cincinnati) are being sought as an economic development tool by officials in this small town west of Mansfield.

That was the message of presentations given at an OARP quarterly meeting held in Galion on Sept. 19. It was the first in a series of OARP meetings being held in 3-C Corridor cities to spotlight the need for rail passenger service. OARP will hold its Fall Meeting in Dayton on Nov. 4 (see notice on page six).

Specialized retail having a regional draw is being planned for Galion’s main street. To bring shoppers in from points east and west, U.S. 30 will be upgraded to Interstate standards. From points north and south, officials want modern trains to deliver the day-trippers.

“We need event shopping along our main street. This requires attracting customers from Cleveland, Columbus, and elsewhere. We need the 3-C Corridor to re-develop Galion,” said Mike Hocker of the Galion Merchants Association.

“This town is very excited about passenger trains,” City Manager Phil Honsey said. “We’ll help to further promote railroad passenger service.”

OARP is reorganizing its 3-C Corridor Special Project, and is recruiting business leaders from each community to garner grass-roots support. A project director could soon be named so that all community leaders would be unified and informed as they educate their state legislators about 3-C trains.

“O.A.T.” from left

We are also actively seeking from a variety of groups additional sponsorship dollars, such as what OARP has provided. Our greatest successes have been involvement at the local level, speaking at township meetings, and encouraging planning organizations, civic associations, and others to pass resolutions that officially oppose this new highway.

Anyone may voice their opposition to this project, or request an independent rail development study as an alternative to yet another monster highway. You can write to:

Ohio Turnpike Commission Ohio Corridor Development Consortium
682 Prospect Street 14955 Sprague Road, Suite 200
Berea, OH 44017 Strongsville, OH 44136

In addition, OAT is keeping a very close eye on a number of legislative bills. These include: Senate Bill 335, a proposal that would provide legislative oversight of the Ohio Turnpike Commission; and State Issue 2, which has the amendment for ODoT to borrow $1.2 billion for new highway construction.

Anyone who would like further information, or make a donation, may write or call:

Audrey Lynch, Chair
The Ohio Alliance for Transportation
PO Box 21996
Columbus, OH 43221
(614) 470-0997

The Ohio Association of Railroad Passengers
Briefs

LAKE SHORE LTD to gain stop

DUNKIRK, NY — Starting next April, Dunkirk, N.Y., midway between Erie, PA and Buffalo, will become a stop on Amtrak’s LAKE SHORE LIMITED for a one-year trial period.

Amtrak said it was the outpouring of letters and petitions from the community, not the area’s demographics, that prompted it to offer the station stop. Dunkirk has a population of about 15,000.

The city of Dunkirk will renovate the former New York Central station for use by Amtrak passengers at a cost of nearly $200,000, borne by local and federal funds.

Cleveland RTA Rocks

CLEVELAND — The Greater Cleveland Regional Transit Authority, announced record-breaking ridership for the Labor Day Weekend. More than one-half million riders used RTA’s bus and rail services from Sept. 1-4.

This record ridership was spurred in part by special events such as the grand opening for the Rock and Roll Hall of Fame and Museum, and the annual Cleveland National Air Show.

- System-wide, ridership increased by more than one-third — a 36.5% increase.
- Bus ridership jumped by more than one quarter of 1994 riders, showing a 26.7% increase.
- Rail ridership more than doubled, with a 105.1% increase.

This outstanding ridership was supported by both the Red Line (110.4% increase) and the Blue and Green Lines (96.7% increase).

14 Point Body Text for Headline

TOLEDO — The Toledo-Lucas County Port Authority on Sept. 5 took title to Central Union Terminal (CUT), giving the green light to a $5.5 million, nine-month overhaul of the station and surrounding area. The port authority purchased the 45-year old station from Conrail.

Proposals to rebuild CUT have been on and off again for more than a decade. Two years ago, a federal transportation enhancement grant (ISTEA) was awarded to fund most of the renovation. The two-year delay occurred because of protracted sale negotiations.

When CUT reopens, it will feature office space, retail, and an intermodal center for transit buses, intercity buses, and Amtrak trains.

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Registration fee (including a full buffet lunch) per person is $19.99, if it is received by November 1. Registrations made after November 1 will cost $20.99.

I wish to register ____ people at $ _______.

Send a check or Money Order Payable to OARP to:
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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.

The Ohio Association of Railroad Passengers

Please save this updated directory, it contains the latest changes!
UPCOMING OARP MEETINGS...

OARP General Membership Meeting: The Fall 1995 Membership meeting will be on November 4 at the Dayton Airport Inn and Convention Center. The featured speakers will be Marty Rush and Jim Simpson, Amtrak's Product Line Managers for all train in Ohio and western Pennsylvania. These men are responsible for all aspects of the train's operations. Additionally, Francis Murphy will demonstrate Amtrak's new Video Ticketing Kiosk. This system will bring ticketing, and other services to smaller and unstaffed communities. See Page Six for registration information.

OARP Board of Directors will meeting briefly on Saturday, November 4, prior to the General Membership meeting at the Dayton Airport Inn.

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.

ORDC MEETING SCHEDULE

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

BOARD OF COMMISSIONERS MEETINGS
November 16 at 9:00 a.m.
Riffe Center, Studio 2
77 South High Street
Columbus, OH

ORDC COMMITTEE MEETING
October 26 at 9:00 a.m.

At present time, ORDC said a location had not yet been determined!

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.

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