



## “THE MOMENT HAS ARRIVED!”

COLUMBUS — On Jan. 11, OARP got a lot closer to its goal. Ohio is now one step away from getting funding for two round trips on the 3-C Corridor AND the *Pennsylvanian* extension to Cleveland and Toledo (P-C-T Corridor).

The Ohio Rail Development Commission (ORDC) voted unanimously to submit a capital budget request for these two corridors to the legislature. The estimated capital request would be no more than \$60 million.

Also, the ORDC passed a resolution, declaring that they will seek 100 percent of Ohio’s Corporate Franchise Tax (CFT) assessed against railroads to be earmarked for the ORDC. Currently, only 50 percent—or about \$7 million—of the CFT goes to the ORDC.

The General Assembly will need to approve both funding requests to include them in the state’s capital budget, due to be sent to Governor Voinovich by June for his signature. The governor does have line-item veto power.

ORDC will work on promoting to the legislature and governor that funding for the two corridors makes good sense. OARP will also be busy using our resources to convince state officials (see related articles and tips on how you can help).

If the governor signs the capital budget bill with the ORDC’s request in it, the trains would start running in two years or less. The two corridors are within 20 miles of 75 percent of all Ohioans.

“The moment has arrived! Everything we have been working for in the last 23 years is now afoot. Now is the time for all OARP members to step up and say to the governor and General Assembly: I want my passenger trains!” said an elated OARP President Mark Carlson.

Thomas O’Leary, who was hired in December as ORDC’s executive director, was upbeat at a Jan. 12 press conference. “By improving Ohio’s rail infrastructure, we will enhance the efficiency of our rail system for both freight and passenger users,” he said.

Mr. O’Leary is from Galion, and earlier headed an Ohio Department of Development office in Mansfield.

Others spoke out for passenger trains. “As a legislator, I am committed to providing cost-effective transportation

options. Passenger train travel is important in Toledo and can insure traveler options throughout the state,” added state Rep. Sally Perz (R-Toledo), an ORDC commissioner.

“Moving forward on passenger service is part of the commission’s strategic plan. When the commission was created, the legislature was specific in regard to the role of the commission, mandating the development of rail passenger service, particularly on the 3-C Corridor,” ORDC Chairman James E. Betts explained.

Mr. Betts deserves applause from OARP members for his leadership in asserting the ORDC’s role in developing the 3-C Corridor and the *Pennsylvanian* extension.

Following a Dec. 14 ORDC meeting, OARP leaders became concerned that the commission would not make a decision on what its rail passenger priorities should be. OARP

initiated a focused campaign to encourage ORDC’s commissioners to make a decision now, else they risked having their projects left out of the capital budget.

Our campaign had several facets to it. A comprehensive policy statement was developed, compiled from a survey of OARP’s Board of Directors. OARP Executive Director Ken Prendergast wrote the final policy statement.

OARP’s Board agreed that the ORDC should actively seek the 3-C

and P-C-T Corridors, and leave the Cleveland-Akron-Canton commuter rail project for affected communities and public transit agencies to develop.

Based on the policy statement, OARP Vice-President Bill Hutchison drafted written testimony and concise letters explaining exactly what OARP wanted. All of those materials were mailed to each of ORDC’s 15 commissioners a week before the Jan. 11 meeting. At the meeting, Mr. Hutchison was invited to give OARP’s oral testimony and to answer questions from commissioners about our views.

The end result was the commissioners taking the exact action OARP hoped they would. Over a month’s worth of work resulted in a great day for OARP. We need to do much more to finish the job, and we’ll need your help in a very big way.

### What will it take to get Ohio on track?

#### 3-C Corridor

Rolling stock	\$ 17.5
Other capital improvements	\$ 31.8
Total one-time investments	\$ 49.3
Annual operating grant	\$ 4.2

#### P-C-T *Pennsylvanian* extension

Rolling stock	\$ 0.0
Other capital improvements	10.7
Total one-time investments	\$ 10.7
Annual operating grant	\$ 1.6

(all costs are in millions)

# What Was Behind OARP's Message To The ORDC?

At the Jan. 11 meeting of the Ohio Rail Development Commission's Board, OARP Vice-President Bill Hutchison was invited to give testimony on our association's position toward the future of Ohio rail passenger service.

Specifically, Mr. Hutchison discussed the OARP Board of Directors' policy statement on which rail passenger projects the ORDC should pursue as its first endeavor. Each OARP board member was polled by Executive Director Ken Prendergast to learn what they felt should be the ORDC's first project(s).

OARP's Board was presented with a series of questions ultimately intended to answer: "Does a particular project give Ohio passenger rail service its best opportunity for continued growth?"

The Board offered fascinating insights. Each board member wanted either the 3-C Corridor or the *Pennsylvanian* extension, or both, to be the ORDC's first rail passenger undertaking. While not opposed to C-A-C Commuter, no board member felt it should be the ORDC's leading project. C-A-C Commuter did not win out for three basic reasons.

First, there is steadfast opposition to the project expressed by Conrail and CSXT due to the negative impact which closely-spaced commuter train frequencies would have on their freight train schedules. Conrail is so opposed, it won't even discuss the commuter project with ORDC staff.

Further, Amtrak, likely to be the winner of Ohio's intercity and commuter contracts, has Congressional authority to force a freight railroad to accept an intercity passenger train, but cannot force them to accept a commuter train. No potential contract operator has Amtrak's legal prowess.

Second, the 3-C Corridor and *Pennsylvanian* extension could be implemented for \$30 million less than the C-A-C Commuter, yet reach 75 percent of Ohio's 11 million people. It was agreed that it did not make sense to spend so much for a single, localized corridor when there are other more populous areas of the state that have been without service for more than 16 years.

Finally, the commuter service would not be able to connect with existing rail passenger services. Because of the incompatibility of Amtrak's and the commuter trains' schedules, there is little opportunity to provide interline connections nor generate through-revenue (such as mail cartage) in conjunction with Amtrak trains traveling through our state.

Cleveland RTA, not the ORDC, is the lead agency on the C-A-C commuter rail project. There is debate at the ORDC on what role the Commission should play in this and other commuter rail projects statewide. The ORDC's role in developing commuter rail could be restricted to serving as a

coordinating agency and as liaison between the state, metropolitan planning organizations, and local transit agencies.

The OARP Board supports the *Pennsylvanian* Extension to Cleveland, but felt the train's financial performance could improve if it is extended further to Toledo.

One reason for this opinion is due to the *Pennsylvanian's* ability to transport bulk mail from the east to Toledo, thence on a truck to Detroit (as does the *Capitol Limited*).

Amtrak's existing crew district extends from Pittsburgh, through Cleveland, to the Toledo crew base, so no new labor costs are anticipated with the Toledo extension. Also, train layover and servicing facilities already exist at Toledo Central Union Terminal.

Strong support for improved rail passenger services exists in city halls in Youngstown, Ravenna, Hudson, Bedford, Cleveland, Brook Park, Elyria, Sandusky, and Toledo.

OARP's support of 3-C Corridor should not come as any surprise to those who are familiar with this organization. For over 20 years, OARP has been pressing the state to implement 79 mph 3-C Corridor passenger service. Our reasons for supporting this corridor are many.

Seven out of every 11 Ohioans live within 20 miles of the 3-C Corridor. Capital costs are only \$49.3 million (the same price as the 5-mile Jennings Freeway now under construction in Cleveland, and is being funded primarily by state dollars). The infrastructure already exists, and is owned mostly by one corporation (Conrail) which is not hostile toward passenger trains on this property.

Passenger stations exist at Cleveland and Cincinnati. Meanwhile, Dayton has offered to build a station should 3-C Corridor trains run. Strong support also has been expressed in recent years by the mayors/managers in Brook Park, Galion, Delaware, Springfield, and Middletown.

There is a real opportunity for 3-C Corridor trains to carry U.S. Postal Service bulk mail from the Cincinnati BMC to the Springfield, Massachusetts BMC via a connection to the *Lake Shore Limited* at Cleveland.

The 3-C trains can also carry through passengers to Buffalo, Rochester, Syracuse, Utica, Albany, Boston, and New York City via a connection with a rescheduled *Lake Shore Limited*. The connection might be made via a cross-platform transfer, or by operating a through coach and/or sleeper between a 3-C train and the *Lake Shore Limited*.

Of all the corridors under evaluation, 3-C Corridor appears to have the greatest potential to be nurtured from modest beginnings toward a high-speed rail passenger service. This can be accomplished in a step-by-step process which, as always, begins with an all-important first step.

PLEASE MEMBERSHIP

Authorized Amtrak should send a \$50 The TRAM annual is NUMBER, one LOC urer.

# 1996

Get the 1

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_

lumber in part

amount enclos

## This Is No False Alarm!

by Ken Prendergast, OARP Executive Director

Picture yourself on a train at the station...it's not a hallucination The Beatles rock band sang about. It can be a reality. Go ahead and imagine yourself boarding a 3-C Corridor train or the *Pennsylvanian* extension.

All around you are a station's sights and sounds, the anticipation of the relaxing trip ahead—and the excitement the child in you feels. Yes! Ohio has finally come through after more than 20 years of doing nothing but piddle around with studying passenger trains. We would all cheer.

But what if it doesn't happen? What if the General Assembly doesn't act on the ORDC's recommendation? The disappointment would be horrible.

We can predict the emotional taste of either outcome, yet each prediction is probably less intense than what it would really be. Remember that.

I am asking you to use those emotions to your advantage. Use them to motivate you to limber up your writing hand or crank up your keyboard to write to the General Assembly and governor. Do the same for phone calls.

A vision of success motivates us to communicate our goal just as the fear of failure moves us to avoid disappointment. Either way, you have at least two reasons for giving a superlative effort. There is no defeat in trying. Please write/phone now!

### Contact The Following People:

Rep. Jo Ann Davidson	466-4847
Rep. Thomas Johnson	644-8728
Rep. Edward K. Core	466-8147
Rep. Sam Bateman	466-8134
Sen. Stanley J. Aronoff	466-8068
Sen. Roy Ray	466-4823
Sen. W. Scott Oelslager	466-0626
Mr. Paul Mifsud	466-3555

(Note: all phone numbers are in area code 614)

### Their mailing addresses are...

The Honorable Rep./Sen. \_\_\_\_\_  
 The State House  
 Columbus, OH 43266  
 Mr. Paul Mifsud  
 Governor's Office  
 30th Floor, Riffe Center  
 Columbus OH 43215

Please send copies of your letters, and any responses to OARP at: Bill Hutchison  
 3480 Kenlawn Avenue  
 Columbus OH 43224

## What Should I Say and To Whom?

While the ORDC has decided which rail corridors it would like to implement, there exists a serious void of knowledge and understanding in the General Assembly of how people feel about rail passenger issues. The General Assembly has the future of Ohio rail passenger service in its grasp, and may not know it.

Your letters and phone calls are desperately needed. All OARP members are encouraged to contact seven important legislators and Governor Voinovich's Chief of Staff Paul Mifsud.

There are many arguments you may want to include your letters. Personally describe your own interest in the rail services planned for the 3-C

Corridor and the Pittsburgh-Cleveland-Toledo *Pennsylvanian* extension.

Remember, you don't need to be a polished writer or have a slick presence on the phone. Legislators look for a volume of communications received on a particular issue, and log whether the people are "for" or "against" an issue. OARP leaders will be meeting soon with key legislators to go over the technical, financial, and political sides of this issue.

Developing your message using your own words, here are some tips on what you should include:

1. Ask Mr. Mifsud and the seven legislators listed (see box at left) to please include no less than \$60 million in the capital budget for passenger trains. This would be a one-time investment to get a basic level of rail passenger service in the 3-C Corridor and to extend Amtrak's *Pennsylvanian* service west to Youngstown, Cleveland, and Toledo.

2. Also, ask the legislators and Mr. Mifsud to support allocating 100 percent of the existing railroad corporate franchise tax to the Ohio Rail Development Commission. This would eliminate the need to have the general fund subsidize rail passenger service.

3. Include a sentence or two of personal experiences of highway (horror story) travel in Ohio and how comfortable, modern, all-weather, traffic-free passenger trains would enable greater travel freedom.

4. In your own words, say: "Government isn't getting into the passenger train business anymore than it has gotten into the highway, water port, and airport business. Government-owned and maintained highways and airports received direct subsidies to grow them to a point where they could generate enough of their own revenue. That act seriously harmed the stockholder-owned passenger railroads."

Ohio passenger rail service can only have a future if state capital funding is granted, and if 100% of the railroad corporate franchise tax is allocated to the ORDC. This will be creating a starting point from which rail service can grow.

## What Did The ORDC Request?

As mentioned earlier, capital funding for the P-C-T *Pennsylvanian* extension and two daily round trips on the 3-C Corridor is being sought. The requested amount of funding is unspecified as of this writing, but it would not exceed \$60 million.

The reason for the lack of a specific dollar amount is because of an internal debate at ORDC. Staff and commissioners are measuring the opinions of key legislative and Voynovich administration leaders to determine whether the ORDC should seek a purchase or lease of locomotives, coaches, and cafe cars for the 3-C Corridor trains.

Purchasing rolling stock outright would cost \$17.5 million. Leasing could cost over \$2 million per year, adding to the 3-C's annual \$4.2 million subsidy.

## The 3-C Corridor

The cost of rolling stock is but a part of the \$49.3 million price tag for starting up 3-C Corridor. Other cost components include new, staffed stations at Dayton (at Jefferson Street, adjacent to the downtown Transportation Center) and Columbus (High Street near the Convention Center).

Smaller, unstaffed stations or platforms would be located at Sharonville (Sharon Road), Fairborn (Springfield Street at SR444 near Wright Patterson AFB), and Springfield (Washington Street east of South Limestone Street). Also desired is a north suburban Columbus stop in Worthington (at Worthington Woods), in Delaware (SR36 about 3 miles east of town), in Galion, and suburban Cleveland.

## Cleveland...Columbus...Dayton...Cincinnati

401	403	◀ Train Number ▶			400	402	
Daily	Daily	◀ Days of Operation ▶			Daily	Daily	
Read Down	▼		Mile	▲	Read Up		
7 10A	4 00P	Dp	Cleveland, OH—Lakefront Sta. (ET) <i>RTA Waterfront Line</i>	0	Ar	12 06P	8 36P
7 26A	4 16P		Berea, OH (Cleveland-Hopkins Airport)	13		11 41A	8 11P
8 23A	5 13P		Galion, OH (Mansfield)	80		10 34A	7 04P
8 53A	5 43P		Delaware, OH	113		10 04A	6 34P
9 05A	5 56P	▼	Worthington, OH	124		9 52A	6 22P
9 29A	6 19P	Ar	Columbus, OH—High Street Sta.	135	Dp	9 36A	6 06P
9 31A	6 21P	Dp			Ar	9 34A	6 04P
10 16A	7 06P		Springfield, OH	180	▲	8 41A	5 11P
10 43A	7 33P		Fairborn, OH (Wright-Patterson AFB)	199		8 14A	4 44P
10 52A	7 42P		Dayton, OH	205		8 05A	4 36P
11 50A	8 40P	▼	Sharonville, OH	243		7 17A	3 47P
12 45P	9 35P	Ar	Cincinnati, OH—Union Term. (ET)	257	Dp	6 30A	3 00P

*This schedule is conceptual and is based on analysis by URS Consultants.*

Freight conflicts play a role for Galion and Cleveland's southwest station sites. While Galion officials prefer the restored NYC Depot, URS Consultants recommend stopping at Pershing Street.

A southwest Cleveland station at Bagley Road in Berea is advised by URS Consultants, but from a passenger perspective, locations at SR237/Eastland Road in Brook Park, Snow Road near Hopkins Airport, or at RTA's West 150<sup>th</sup> Street and Brookpark Road rapid transit stations are more desirable.

At Middletown, mid-way between Dayton and Cincinnati, an optional station could be established.

Train layover tracks and servicing facilities would be built near Cincinnati Union Terminal and near Cleveland's Amtrak/Waterfront Line Station.

Road/railroad grade crossing warning devices would be upgraded to allow for higher train speeds between Columbus and Cincinnati. Several sidings would be built, while others would be rebuilt.

## OARP'S CAMPAIGN NEEDS YOU, YOUR RESOURCES

To get the passenger trains rolling within 24 months, OARP will have to engage in one of its largest-ever campaigns. This will require a can-do spirit, volunteers for information tables, brochures, extra financial donations, coalition-building, and strong but flexible strategies to tie it all together.

To map out our campaign strategy, OARP's Board of Directors will meet at 10 a.m. Feb. 3 at the Westerville Library, 126 S. State Street, Westerville, (Columbus). Get off I-270 at Exit 29. Go north on SR 3 for 1½ miles. The library is on the right, north of Walnut St.

If you can spare some time in the coming months and would like to volunteer, please contact Bill Hutchison at (614) 268-2709 (new phone number effective Jan. 31).

OARP's campaign will not come without a price tag. If you cannot donate your time, please make a financial donation in whatever amount you can, be it \$5 or \$5,000 or somewhere in between. Every little bit helps. Remember that your donations to OARP may be tax deductible under section 501(c)(3) of the IRS Code.

Send contributions to: OARP Treasure Stephen Klipfel; 825 S. Tecumseh Rd; Springfield, OH; 45506-4235.

**New York...Philadelphia...Harrisburg...Pittsburgh...  
Youngstown...Cleveland...Elyria...Sandusky...Toledo**

**P-C-T *Pennsylvanian*  
Extension**

43		◀ Train Number ▶		42		44	
Daily		◀ Days of Operation ▶		Mo-Sa		Su	
Read Down ▼				Mile		▲ Read Up	
7 15A	Dp	New York, NY—Penn Sta.	(ET)	0	Ar	8 17P	9 59P
R 7 31A		Newark, NJ		10	▲	D 8 01P	D 9 39P
7 45A		Metropark, NJ		25		7 48P	9 26P
7 53A		New Brunswick, NJ		33		7 38P	
8 06A		Princeton Jct., NJ		49		7 25P	
8 16A		Trenton, NJ		58		7 16P	9 01P
8 41A	▼	North Philadelphia, PA		86		6 55P	
8 54A	Ar	Philadelphia, PA—30th St. Sta.		91	Dp	6 45P	8 30P
<b>69</b>				<b>Connecting Train at Philadelphia</b>		<b>175</b>	<b>165</b>
6 15A	Dp	Washington, DC	(ET)	0	Ar	8 57P	10 35P
6 59A		Baltimore, MD—Penn Sta.		40		8 14P	9 58P
8 12A	Ar	Philadelphia, PA—30th St. Sta.		135	Dp	6 58P	8 47P
9 15A	Dp	Philadelphia, PA—30th St. Sta.		91	Ar	6 24P	8 09P
9 29A		Ardmore, PA		99	▲	6 10P	7 55P
9 44A		Paoli, PA		110		5 56P	7 41P
9 58A		Downington, PA		123		5 40P	7 25P
10 32A		Lancaster, PA		159		5 07P	6 52P
	▼	Elizabethtown, PA		177		4 47P	6 32P
11 11A	Ar	Harrisburg, PA		195	Dp	4 25P	6 10P
11 21A	Dp	(Scranton/Reading)			Ar	4 15P	5 57P
12 34P		Lewistown, PA		256	▲	2 39P	4 24P
1 10P		Huntingdon, PA		293		2 00P	3 45P
1 40P		Tyrone, PA		313		1 32P	3 17P
2 08P		Altoona, PA		327		1 15P	3 00P
3 09P		Johnstown, PA		366		12 07P	1 52P
3 51P		Latrobe, PA		403		11 23A	1 08P
4 03P	▼	Greensburg, PA		413		11 12A	12 57P
5 11P	Ar	Pittsburgh, PA—Amtrak Sta.		444	Dp	10 30A	12 15P
5 30P	Dp				Ar	10 09A	11 54A
6 03P		Rochester, PA		470	▲	9 18A	11 03A
6 39P		New Castle, PA		492		8 42A	10 27A
7 02P		Youngstown, OH (Warren)		510		8 19A	10 04A
7 43P		Ravenna, OH (Kent State Univ.)		544		7 38A	9 23A
8 00P		Hudson, OH (Akron)		557		7 21A	9 06A
8 28P	▼	SE Cleveland, OH		572		7 03A	8 48A
8 54P	Ar	Cleveland, OH—Lakefront Sta.		582	Dp	6 45A	8 30A
9 00P	Dp	RTA Waterfront Line			Ar	6 40A	8 25A
9 16P		SW Cleveland, OH		595	▲	6 24A	8 09A
9 33P		Elyria, OH (Lorain)		607		6 02A	7 47A
10 07P	▼	Sandusky, OH		642		5 28A	7 13A
11 03P	Ar	Toledo, OH	(ET)	689	Dp	4 38A	6 23A

*The above schedule is conceptual and is based on Amtrak schedules and analysis by URS Consultants and LTK Engineering Services. LTK recommends the Sunday schedule be adopted for all eastbound trains.*

The projected capital cost of extending Amtrak's New York-Pittsburgh *Pennsylvanian* west to Cleveland and Toledo is \$10.7 million.

The \$10.7 million will build the 0.8-mile Ravenna Connection track, linking Conrail's line to CSX's, and allowing the *Pennsylvanian* to travel between Cleveland and Youngstown. Funds will also modernize 30 miles of Conrail's trackside signaling system to expand capacity between Ravenna and Cleveland, add sidings between Toledo and Cleveland, as well as provide a state's share for building or renovating some station facilities.

Youngstown's former B&O Station would be used. In Ravenna, the station would be located at either Chestnut Street (on CSX's line), or at Diamond Street (on a new Ravenna Connection track). Hudson's station platforms would be near the old, existing depot which is used by Conrail. Parking would be established between Morse Road and the tracks.

A southeast suburban Cleveland station could be built in either Garfield Heights at McCracken Road, or in Bedford at Grace Street.

The *Pennsylvanian* would use the same station facilities as 3-C trains in downtown and southwest suburban Cleveland, described earlier. However, if the Berea station site is selected for the 3-C trains, the *Pennsylvanian* would pass north of it and could not stop there.

Existing stations at Toledo, Elyria, and Sandusky would be used. Toledo's Central Union Terminal is being completely rebuilt and is expected to open in June. Sandusky's station, also a recipient of federal enhancement funds, is under redevelopment.

The former NYC station in Elyria has a well-developed plan for restoration. A funding application is pending.

## Travel Alerts

### A Welcome Change at Pittsburgh

Effective Feb. 1, Amtrak will operate two New York-Chicago Amfleet II coaches between *The Three Rivers* and *Capitol Limited*. This change will eliminate the need for coach passengers to make the nocturnal change of trains at Pittsburgh. Reserved space in the through cars is ticketed as train numbers 446 and 447.

### Viewliner On The Lake Shore Ltd

Four of the new Viewliner sleeping cars are operating through Bryan, Toledo, Sandusky, Elyria, and Cleveland. The *Lake Shore Limited* was chosen because Amtrak wanted to give the cars a tough winter shakedown—they've had a pretty good workout in Buffalo's 50-inch snowfall and near-zero temperatures in early December.

Space in the Viewliners is sold at different rates than other sleeper services on the train due to the unique amenities offered. Besides First Class Service, the Viewliners have an upper berth window and a TV in each room. Like their Superliner cousin, each Bedroom has a shower, while the Compartments have access to a common car shower.

### Adios Slumbercoach

On Jan. 1, the slumbercoaches were removed from service of the New York section of the *Lake Shore Limited*. They were retired due to their age, wear, and high maintenance costs.

### A Detour Reminder

When driving to the Cleveland Amtrak station, do not follow the green trailblazer signs (see Ohio Passenger Rail News, Sept. 1995). Instead, follow the orange construction detour signs.

While adequate detour signage was erected during the construction of the RTA light rail Waterfront Line, officials failed to hide the original green trailblazer signs.

Station employees report that passengers have missed their trains because they followed the green signs, ending up on streets which have been closed.

## Survey Says: Rail Best For Cincinnati

CINCINNATI — Phase 1 of the Ohio-Kentucky-Indiana Council of Governments' (OKI) I-71 Corridor Transportation Study concluded in October. The corridor links Cincinnati (CVG) Airport, downtown, and King's Island.

During public hearings hundreds of participants in attendance were surveyed to learn their transportation preferences.

Light rail was the public's favorite. Two-thirds of those surveyed said they preferred light rail to be built in the corridor. The remaining preferences were for a busway and high occupancy vehicle lanes on I-71. No one sought wider highways for more single-occupant cars.

Tasks in Phase 1 also included data collection, transportation alternatives identification, and establishing evaluation criteria. Phase 2 is under way, to conclude in March. For more information about the I-71 Corridor Transportation Study, call Joan Hawley at OKI at (513) 621-6300.

## Blizzard Trip

Mike Weber reports he is again involved in the annual Blizzard Trip from Cincinnati to White Sulphur Springs, WV.

Travel on the new Superliner *Cardinal* round trip Feb. 18, departing Cincinnati Union Terminal at 5:50 am, reaching White Sulphur Springs in time for lunch at the 5-star Greenbrier Resort (or another place of your choosing). The train will return to Cincinnati at 12:40 a.m. early Monday—a holiday for many. Prizes will be offered, and views of the New River Gorge are a prize by themselves!

Fares are \$39.50 (children up to 15); \$79.00 (ages 16-61); and \$67.50 (seniors). Make checks payable to Mike Weber - 9800 Misty Morn Lane - Cincinnati OH 45242.

## Amtrak Opens Lafayette Station

LAFAYETTE, IN—Starting Jan. 4, Amtrak passengers traveling to and from Lafayette began using the former Big Four Railroad station in the James F. Riehle Plaza at 200 North Second Street. Amtrak's thrice-weekly *Cardinal* (Washington-Cincinnati-Chicago) serves Lafayette.

This is a component of the Lafayette Railroad Relocation Project, an \$170 million joint federal-state-local effort to reroute CSX and Amtrak trains from rails down a 14-block stretch of Fifth Street.

The 550-ton Big Four depot, built in 1902, took four days in 1994 to be wheeled from its original site three blocks away. Although the station is not staffed by Amtrak, an automatic ticket dispenser will soon be operating. City buses for all routes use the station. The intermodal options will soon increase with Greyhound Lines' plans to locate its depot in the station.

## Trackless Trolleys Debut In Dayton

DAYTON—The official rolling out ceremony for the new Miami Valley RTA Electric Trolley Buses (ETB's) took place on Thursday, Feb. 1, at the RTA headquarters. Local shakers and movers were invited for an inaugural "Ride into History". The ETB's were constructed to RTA specifications in the Czech Republic says MVRTA Board Member George Bayless.

**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 Peck
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 McClister
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
Solon	Astro Travel Service	(800) 759-7404	(216) 248-7740 Al Mladineo
Troy	Miami County Auto Club/AAA Travel	(513) 339-0112	

**Help OARP Meet the Challenges of 1996!**

An introductory one year membership in OARP cost only \$15.<sup>00</sup> 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 \_\_\_\_\_

Phone (optional) \_\_\_\_\_

Contributions to OARP are tax-deductible.

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

**1996 Annual NARP Region Six Meeting**

**Indiana \* Ohio \* Michigan**

hosted by the

**Michigan Association of Railroad Passengers**

**Saturday, March 23<sup>rd</sup> 9:00 a.m.— 5:30 p.m.**

**St. Regis Hotel**

**3071 West Grand Blvd.**

**Detroit, MI 48202**

Special MARP room rate: \$69.<sup>00</sup> for up to 4 people

Hotel reservations: 1 (800) 848-4810

**Free transportation to the meeting from the Detroit Amtrak Station**

**\$20.<sup>00</sup> includes:**

**Meeting      Speakers      Luncheon**  
**Round-trip railfare Detroit—Pontiac via**  
**Amtrak's *Wolverine* and *Twilight Limited***

**Get the latest 3-C Corridor and *Pennsylvanian* extension news and information!**

Name _____ Address _____ _____ Phone (____) _____ Number in party _____ Amount enclosed \$ _____	Send checks/registrations to: MichiganARP P/O Box 532 Marquette, MI 49855-0532 Late phone: (216) 331-3161 Deadline—March 16, 1996	Name _____ Address _____ _____ Phone (____) _____ Number in party _____ Amount enclosed \$ _____
---	--	---

The Ohio Association of Railroad Passengers

## UPCOMING OARP MEETINGS...

**Annual OARP/NARP Region Six Membership Meeting**—hosted by the Michigan Association of Railroad Passengers—will be on Saturday, March 23, 1996 (9:00 a.m. to 5:30 p.m.) at the St. Regis Hotel in Detroit, Michigan. See page seven of this issue of the Ohio Passenger Rail News for meeting and registration information.

**OARP Board of Directors Meeting** will occur on Saturday, February 3, 1996, from 10:00 a.m. to 3:30 p.m., at the Westerville Public Library, in Westerville, OH. This will be a 3-C and P-C-T Corridors Campaign strategy meeting.

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

**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

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

### ORDC BOARD OF COMMISSIONERS MEETING

Thursday, February 8, 1996

Athletic Club  
136 East Broad Street  
Parlors A, B & C  
Columbus, OH

9:00 a.m. Committee Meetings  
10:45 a.m. Full Commission Meeting

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

825 South Tecumseh Road  
Springfield, OH 45506  
RAIL TRANSPORTATION ADVOCATES

ADDRESS CORRECTION  
REQUESTED