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 Pennsylvania 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 insures traveler options throughout the state,” added state Rep. Sally Perez (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 Pennsylvania 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 Pendergast 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 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 Pennsylvania 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 Pennsylvania 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 or generate through-revenue (such as mail carriage) 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 Pennsylvania 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 Pennsylvania’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 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 Buf falo, 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.
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:

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rep. Jo Ann Davidson</td>
<td>466-4847</td>
</tr>
<tr>
<td>Rep. Thomas Johnson</td>
<td>644-8728</td>
</tr>
<tr>
<td>Rep. Edward K. Core</td>
<td>466-8147</td>
</tr>
<tr>
<td>Rep. Sam Bateman</td>
<td>466-8134</td>
</tr>
<tr>
<td>Sen. Stanley J. Aronoff</td>
<td>466-8068</td>
</tr>
<tr>
<td>Sen. Roy Ray</td>
<td>466-4823</td>
</tr>
<tr>
<td>Sen. W. Scott Oelslager</td>
<td>466-0626</td>
</tr>
<tr>
<td>Mr. Paul Mifsud</td>
<td>466-3555</td>
</tr>
</tbody>
</table>

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

The Ohio Association of Railroad Passengers

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 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 Voitovich administration leaders to determine whether the ORDC should seek a purchase or lease of locomotives, coaches, and 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).

Small, unstaffed platforms or stations would be located at Sharonville (Sharon Road), Fairborn (Springside 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.

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 1 1/2 miles. The library is on the right, north of Walnut St.

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 150th 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.

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

The Ohio Association of Railroad Passengers
### P-C-T Pennsylvania Extension

The projected capital cost of extending Amtrak's New York-Pittsburgh Pennsylvania 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.

---

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

### Train Schedule

**Daily**

<table>
<thead>
<tr>
<th>Read Down</th>
<th>Days of Operation</th>
<th>Mile</th>
<th>Read Up</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 15A Dp</td>
<td>New York, NY—Penn Sta. (ET)</td>
<td>0 Ar</td>
<td>8 17P 9 29P</td>
</tr>
<tr>
<td>7 31A Dp</td>
<td>Newark, NJ</td>
<td>10 Ar</td>
<td>8 01P 9 33P</td>
</tr>
<tr>
<td>7 43A Dp</td>
<td>Metropark, NJ</td>
<td>25 Ar</td>
<td>7 48P 8 28P</td>
</tr>
<tr>
<td>7 53A Dp</td>
<td>New Brunswick, NJ</td>
<td>33 Ar</td>
<td>7 39P 8 19P</td>
</tr>
<tr>
<td>8 06A Dp</td>
<td>Princeton Jct., NJ</td>
<td>46 Ar</td>
<td>7 25P 8 05P</td>
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<tr>
<td>9 16A Dp</td>
<td>Trenton, NJ</td>
<td>56 Ar</td>
<td>7 18P 8 01P</td>
</tr>
<tr>
<td>8 41A Dp</td>
<td>North Philadelphia, PA</td>
<td>86 Ar</td>
<td>6 55P 7 45P</td>
</tr>
<tr>
<td>8 54A Ar</td>
<td>Philadelphia, PA—30th St. Sta.</td>
<td>91 Up</td>
<td>6 45P 7 30P</td>
</tr>
<tr>
<td>8 59A Dp</td>
<td>Washington, DC (ET)</td>
<td>0 Ar</td>
<td>8 57P 10 35P</td>
</tr>
<tr>
<td>9 12A Dp</td>
<td>Baltimore, MD—Penn Sta.</td>
<td>40 Ar</td>
<td>8 14P 9 58P</td>
</tr>
<tr>
<td>9 15A Dp</td>
<td>Philadelphia, PA—30th St. Sta.</td>
<td>136 Ar</td>
<td>6 69P 8 47P</td>
</tr>
<tr>
<td>9 29A Dp</td>
<td>Ardmore, PA</td>
<td>96 Ar</td>
<td>6 10P 7 55P</td>
</tr>
<tr>
<td>9 44A Dp</td>
<td>Paoli, PA</td>
<td>110 Ar</td>
<td>5 66P 7 17P</td>
</tr>
<tr>
<td>9 58A Dp</td>
<td>Downingtown, PA</td>
<td>133 Ar</td>
<td>5 40P 7 28P</td>
</tr>
<tr>
<td>10 32A Dp</td>
<td>Lancaster, PA</td>
<td>156 Ar</td>
<td>5 07P 6 52P</td>
</tr>
<tr>
<td>11 11A Dp</td>
<td>Elizabethtown, PA</td>
<td>177 Ar</td>
<td>4 47P 6 32P</td>
</tr>
<tr>
<td>11 21A Dp</td>
<td>Harrisburg, PA</td>
<td>195 Ar</td>
<td>4 26P 5 10P</td>
</tr>
<tr>
<td>12 34P Dp</td>
<td>Pittsburgh, PA—Amtrak Sta.</td>
<td>256 Ar</td>
<td>4 26P 5 10P</td>
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<tr>
<td>1 10P Dp</td>
<td>Huntingdon, PA</td>
<td>260 Ar</td>
<td>2 06P 3 45P</td>
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<tr>
<td>1 40P Dp</td>
<td>Tyrone, PA</td>
<td>313 Ar</td>
<td>3 42P 3 31P</td>
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<tr>
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<td>Altoona, PA</td>
<td>327 Ar</td>
<td>1 85P 3 09P</td>
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<td>Johnstown, PA</td>
<td>366 Ar</td>
<td>1 07P 3 12P</td>
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<td>3 51P Dp</td>
<td>Latrobe, PA</td>
<td>403 Ar</td>
<td>1 22A 1 08A</td>
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<td>413 Up</td>
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<td>Elyria, OH-Lakefront Sta.</td>
<td>445 Up</td>
<td>10 09A 11 04A</td>
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<tr>
<td>6 03P Dp</td>
<td>Rochester, PA</td>
<td>470 Up</td>
<td>9 19A 11 03A</td>
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<tr>
<td>6 39P Dp</td>
<td>New Castle, PA</td>
<td>492 Up</td>
<td>8 42A 10 27A</td>
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<tr>
<td>7 02P Dp</td>
<td>Youngstown, OH (Warren)</td>
<td>510 Up</td>
<td>8 19A 10 04A</td>
</tr>
<tr>
<td>7 43P Dp</td>
<td>Ravenna, OH (Kent State Univ.)</td>
<td>544 Up</td>
<td>7 38A 9 23A</td>
</tr>
<tr>
<td>8 00P Dp</td>
<td>Hudson, OH (Akron)</td>
<td>575 Up</td>
<td>7 21A 9 06A</td>
</tr>
<tr>
<td>8 28P Dp</td>
<td>SE Cleveland, OH</td>
<td>572 Up</td>
<td>7 03A 8 49A</td>
</tr>
<tr>
<td>8 54P Dp</td>
<td>Cleveland, OH—Lakefront Sta</td>
<td>582 Up</td>
<td>6 45A 8 30A</td>
</tr>
<tr>
<td>9 00P Dp</td>
<td>RTA Waterfront Line</td>
<td>602 Up</td>
<td>6 40A 8 25A</td>
</tr>
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<td>9 16P Dp</td>
<td>SW Cleveland, OH</td>
<td>605 Up</td>
<td>6 24A 8 09A</td>
</tr>
<tr>
<td>9 33P Dp</td>
<td>Elyria, OH (Lorain)</td>
<td>607 Up</td>
<td>6 02A 7 47A</td>
</tr>
<tr>
<td>10 07P Dp</td>
<td>Sandusky, OH</td>
<td>642 Up</td>
<td>5 28A 7 13A</td>
</tr>
<tr>
<td>11 03P Dp</td>
<td>Toledo, OH (ET)</td>
<td>699 Up</td>
<td>4 39A 6 23A</td>
</tr>
</tbody>
</table>

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.

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**The Ohio Association of Railroad Passengers**
**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.

**Ohio Passenger Rail News**

**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.
Help OARP Meet the Challenges of 1996!

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 ________________________
Phone (optional) __________________

Contributions to OARP are tax-deductible.

1996 Annual NARP Region Six Meeting
Indiana • Ohio • Michigan
hosted by the
Michigan Association of Railroad Passengers
Saturday, March 23rd 9:00 a.m.—5:30 p.m.
St. Regis Hotel
3071 West Grand Blvd.
Detroit, MI 48202

Special MARP room rate: $69.00 for up to 4 people
Hotel reservations: 1 (800) 848-4810

Free transportation to the meeting from the Detroit Amtrak Station
$20.00 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

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
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RAIL TRANSPORTATION ADVOCATES

ADDRESS CORRECTION REQUESTED