



## 3-C, P-C-T Routes Back in the Game

COLUMBUS—Trains serving places like Youngstown, Ravenna, Dayton, Springfield, Columbus, and Galion appeared in early February to be another Ohio rail proposal destined to go nowhere. But when the Ohio Rail Development Commission (ORDC) prepared to decide on March 14 how much capital money it would seek and for what passenger projects, it made a politically astute choice.

The ORDC's Board of Commissioners voted unanimously to direct staff to draft a formal request for \$37.5 million from the 1996 capital budget. Of this, \$34.5 million would comprise the state's share of funding for a three-route passenger rail system, complementing additional local and federal funds for those routes.

The routes being sought are the Cleveland-Columbus-Cincinnati (3-C), Canton-Akron-Cleveland (C-A-C) Commuter, and the Pittsburgh-Cleveland-Toledo (P-C-T).

The remaining \$3 million would be for rebuilding a CN-owned rail line between Lima and Springfield.

But only part of the battle has been won. Ohio's General Assembly and Governor Voinovich must still approve ORDC's request. Obviously we cannot rest to pat ourselves on the back—not yet.

ORDC's funding request for the statewide, three-route system trims some capital items, postpones others, and emphasizes cost-sharing to make the \$34.5 million price tag more acceptable to the governor and legislators. Rolling stock—locomotives and rail cars—would be leased and/or re-deployed from other regions of the country.

About \$15.8 million of ORDC's request is for start-up of 3-C Corridor, although \$1.6 million of this would expand track capacity at Cleveland to benefit all three corridors.

Another element of the request would have 3-C Corridor trains use a new station near Cincinnati's Riverfront Stadium, rather than end the corridor at Cincinnati Union Terminal (CUT).

Despite the addition of a third main track north of CUT, there is still serious freight train congestion problems. That congestion also severely limits the availability of locations where passenger trains can lay over between runs.

The ORDC would like to spend nearly \$3 million to up-

See "REVIVED", Page Three

## Letters, Calls Made the Difference

Since December, OARP has loudly asserted its voice among the interests shaping the future of rail passenger service in Ohio. Then again, OARP's members joined this organization because they expect nothing less.

OARP may well emerge from this process not getting everything it wants, but if we keep up the heat, more state dollars may survive the political nip-and-tuck that still lies ahead.

The results of OARP over these last few months appears to have made the ORDC feel politically secure in seeking a statewide rail system. Even more importantly, however, is that OARP has only begun to scratch the surface of motivating a groundswell of support for such a system.

In January, the ORDC said it would seek state funds for the 3-C and P-C-T Corridors. While OARP reveled in this apparent victory, several political leaders were shocked and dissatisfied that C-A-C Commuter wasn't the chosen route.

At the Feb. 8 ORDC meeting, Voinovich's Chief of Staff

Paul Mifsud told the Commission that it should make C-A-C Commuter service its priority passenger project. While the Commissioners conceded, they kept the 3-C and P-C-T on their "to do" list.

However, OARP felt several comments made by some local and state government officials about the 3-C

and P-C-T Corridors were inaccurate. Such comments, if left unchecked, could have harmed the funding outlook for 3-C and P-C-T.

Specifically, one comment was that there was no groundswell of support for 3-C and P-C-T while there was such support for C-A-C commuter trains. OARP members know better, and were inspired to set the record straight.

This organization put into motion a monumental, positive campaign to organize the groundswell of support for a statewide rail passenger system that serves Ohio's eight largest cities.

In political circles, a "groundswell" means that a government official gets more than six personally-written letters on a single issue in a short period of time. OARP issued action alerts to its members, and inaugurated a fax-alert system to another 500-plus contacts in the media, at travel

See "DIFFERENCE", Page Four

*"For a transportation investment, at least compared to interstate highway costs, ORDC's capital budget request is modest."*

— Greater Cincinnati Chamber of Commerce, Transportation Committee March 26, 1996.

## Projects, Projects Everywhere

By Ken Prendergast, Executive Director

Just five years ago, if someone would have asked me to count all the new rail passenger services being sought in Ohio, I would be hard pressed to confirm a serious, active project.

Oh sure, rail projects did show up on various wish lists. But few, if any, counted as a dynamic initiative being undertaken by a state agency, metropolitan planning organization, or transit agency. And, of course, no construction was underway.

That has now changed—big time.

The last section of track was laid March 29 for the Cleveland RTA's \$69 million light rail Waterfront Line, scheduled to open July 10. OARP is planning to have its summer meeting in Cleveland, concluding with a ride on the new rail line. This is the first new rail transit project to open in Ohio since the Red Line was extended in 1968 to Cleveland Hopkins Airport.

Formal dedication ceremonies will be held Sept. 22 for the \$5 million reconstruction of Todelo's Central Union Terminal—Ohio's busiest station. OARP will have its fall meeting there.

There could be more OARP events coinciding with the opening of new rail services and facilities in coming years.

If the governor and General Assembly oblige the Ohio Rail Development Commission's capital budget request, two services will come to Ohio by summer, 1997. The *Pennsylvanian* would be extended from Pittsburgh to Toledo and commuter trains will ply the rails between Cleveland and Cuyahoga Falls.

Then, by early 1998, we could expect long-awaited service linking Cincinnati, Columbus, and Cleveland. Start-up of this service will require stations, safer grade crossings, and up-graded tracks before trains can run.

Don't expect it to end there. Look for commuter trains linking downtown Cincinnati and Wilmington by the turn of the century. Wilmington, for those who don't know, is the hub for Airborne Express, which dispatches 200 cargo flights each night at a base starving for employees coming out from the central city.

And, if a study by the Ohio-Kentucky-Indiana Council of Governments on I-71 corridor transportation improvements continues to show strong support for light rail, electrically-powered trains could soon come to the Queen City.

Plans for using light rail to connect the Greater Cincinnati International Airport in Covington, KY with downtown and Kings Island/Warren County are taking shape.

In Columbus, planners have Columbus-Newark commuter trains on their drawing boards. Plans for Columbus-Delaware commuter trains also have been getting attention.

Three more rail projects in the Cleveland area are moving forward. Preliminary engineering will begin this summer on a lakefront intermodal rail hub. RTA is proceeding with plans to extend its Red Line from Hopkins Airport to Berea by 2000, and commuter trains running to Lake County by 2001.

With all these projects, it is likely that some of them are going to come to pass. That, by itself, would be a big change, not to mention a welcome one. It's about time for Ohio.

## What remains to be done?

Inside the governor's office, away from the public's eye, are a small number of key people who piece together the state's capital budget before it is delivered to the General Assembly for approval. Two of the key players are the governor's Policy Director Rocky Black and Budget Director Greg Browning.

The governor's version of the capital budget rarely is changed by the House and Senate, though additions can be made. However it is best if funds are included in the governor's budget bill.

Ohio's 1996 capital budget will total about \$1.55 billion. In it are funds for expanding prisons, universities, small community development projects, and political pork.

Those projects that could not be accommodated in the last capital bill in 1994 tend to move to the front of the line this time around. Those that don't get into this year's capital bill will probably get priority in the 1998 capital bill.

Such practice will likely extend to the ORDC's request. However, some funds for rail passenger service are expected to survive debate in the governor's office and become reality.

Often, projects that get included in the capital budget are designed to help certain legislators get re-elected. It is no accident that the capital budget comes out the same year in which state representatives are up for re-election.

Since Republicans have a majority in the Ohio House and Senate, and since there is a Republican governor, the capital dollars will tend to go to districts where incumbent Republicans are being threatened by strong Democratic challengers.

Another influence of what gets included in the capital budget is the input from House Speaker Jo Ann Davidson and Senate President Stanley Aronoff.

OARP Vice-President Bill Hutchison met with Rep. Davidson March 12. Rep. Davidson acknowledged that she has been getting a lot of letters from "people who want to ride passenger trains" but wasn't hearing much from business interests who would benefit from the state investing in rail service.

"While legislators like to hear from the general public, it's what business leaders say that can make a difference," State Rep. Rocco Colonna of Brook Park said. "That's unfortunate, but that's the way it is."

To that end, OARP has been garnering support from chambers of commerce, tourism bureaus, rail industry suppliers, and travel agencies.

While OARP leaders are acquiring expressions of support from some of these important constituencies, support from others has been harder to muster. Chambers of commerce in Cincinnati, Dayton, Galion, Hudson, Ravenna, and Youngstown have all backed the 3-C and P-C-T Corridors.

If you or someone you know is affiliated with a business or a business organization, get them to support the 3-C and P-C-T Corridors—and have them communicate that support to the governor's office and to key state legislators.

If you would like more information or would like a copy of resolution language that can be adopted by your business or organization, contact OARP Executive Director Ken Prendergast at (216) 891-OARP. Act quickly!

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grade the Indiana & Ohio Railroad’s Sharonville-to-Cincinnati Oasis Branch to access a new riverfront station site.

While at least \$83.7 million was considered necessary to start up Canton-Akron-Cleveland commuter rail service, there simply isn’t that much discretionary money available to start service over the entire route.

Thus, \$14.25 million in state funds would be matched with an existing \$4.3 million federal grant for a truncated version of the C-A-C Commuter trains.

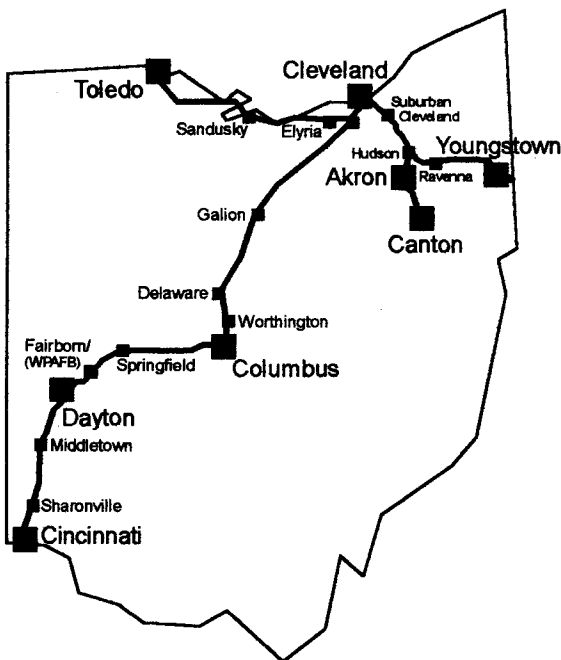
Two weekday round trips would run inbound from Cuyahoga Falls to Cleveland in the morning rush hour and return south in the evening rush. Connecting express buses running between Cuyahoga Falls and park-n-ride lots in North Canton and Akron will offer temporary links.

State funds for C-A-C Commuter would upgrade Conrail’s signal system between Hudson and Cleveland, also benefiting the extension of Amtrak’s *Pennsylvanian* from Pittsburgh to Youngstown, Cleveland, and Toledo (P-C-T).

For P-C-T service, the ORDC requested \$4.5 million to restore the Ravenna Connection, reuniting the Conrail and CSX mainlines at this important junction. There also is \$300,000 in this request for a state’s share for new P-C-T stations.

This is what OARP has asked for all along—a truly statewide system of conventional passenger trains using existing tracks. We have long supported commuter trains in congested urban areas, but not at the expense of an affordable, statewide network. There is room in Ohio’s budget for both.

Hard work will determine which trains will run and how soon. This newsletter pinpoints what tasks have been completed, what remains unfinished, and how you can play a role in finishing the job.



**ORDC 1996 Capital Budget Request**

**3-C Corridor start-up costs**

> Cleveland station tracks/layover .....	\$ 1.16 m
> Crossing improvements .....	5.72 m
> Stations .....	0.30 m
> Columbus-Galion improvements .....	5.66 m
> Oasis Branch/Cincinnati layover .....	<u>2.96 m</u>
<b>3-C TOTAL .....</b>	<b>\$ 15.80 m</b>

Notes:

- \$ 8.0 m in infrastructure costs to be postponed
- \$ 4.2 m in crossing improvements to be postponed
- \$ 3.8 m in station investment to be sought by communities
- Trainsets to be supplied by Amtrak or leased

**P-C-T Corridor start-up costs**

> Ravenna Connection .....	\$ 4.18 m
> Stations .....	<u>0.30 m</u>
<b>P-C-T TOTAL .....</b>	<b>\$ 4.48 m</b>

Notes:

- \$ 2.3 m in infrastructure costs to be postponed
- \$ 0.3 m in station investment to be sought by communities
- \$ 3.6 m in signal upgrades are in C-A-C list
- Trainsets to be supplied by Amtrak

**C-A-C Commuter start-up costs**

(to initiate as Cleveland-Cuyahoga Falls only)

**STATE FUNDS**

> Cleveland-Hudson signal upgrades .....	\$ 5.70 m
> Cleveland-Hudson crossover upgrades .....	1.10 m
> Cuyahoga Falls-Hudson track upgrades .....	4.60 m
> Crossing improvements .....	0.55 m
> Maintenance/layover facility .....	1.40 m
> Stark County park/ride station .....	0.60 m
> Stations .....	<u>0.30 m</u>
<b>STATE TOTAL .....</b>	<b>\$ 14.25 m</b>

**FEDERAL FUNDS**

> Trainsets (two-year lease) .....	\$ 3.00 m
> Infrastructure planning/negotiations .....	0.40 m
> Systems operations planning/training .....	0.40 m
> Two buses for express service .....	<u>0.50 m</u>
<b>FEDERAL TOTAL .....</b>	<b>\$ 4.30 m</b>

Notes:

- \$ 65.15 m in infrastructure costs to be postponed
- Hudson & SE Cleveland stations are in P-C-T list
- Cleveland lay-over tracks are in 3-C list

## ORDC Fund Request Had Last Minute Doubts on March 14

The Ohio Rail Development Commission's March 14 meeting brought last-minute wrangling over whether the commission should seek a statewide package of rail passenger service.

At the meeting, OARP Vice-President Bill Hutchison presented our testimony before introducing several others who spoke on behalf of other organizations. They echoed the call for the statewide package of passenger trains.

Mark Carifa, manager of mass transit marketing for Buckeye Steel Castings, said "we see a major opportunity for growth and jobs with these services."

Buckeye Steel, located in Columbus, has 1,300 employees, and is the principal supplier of wheel assemblies for Amtrak passenger cars.

Dan Ritchey, president of the Galion Area Chamber of Commerce, told ORDC that his community is redeveloping their main street for event-style retail and needs 3-C Corridor trains to bring in customers from Cleveland, Columbus, and elsewhere.

Mr. Ritchey also communicated that State Senator Karen Gillmor (R) and State Rep. Randy Weston (D) want 3-C Corridor trains and are willing to vote state capital dollars to help make it happen.

Bob Wickens, a Cincinnati business owner, and member of the Cincinnati Chamber of Commerce's Transportation Committee, told the rail commission about the chamber's support for 3-C Corridor.

George Bayless, a trustee of the Miami Valley Regional Transit Authority in Dayton, notified the rail commission that the Montgomery County Commissioners, Dayton Chamber of Commerce, and City of Dayton all have made 3-C Corridor trains one of their 1996 legislative priorities.

Additional communications of support were forwarded by ORDC Executive Director Tom O'Leary who said that, in the days leading up to the March 14 meeting, he got letters and calls from legislators hailing from all corners of Ohio.

Despite the support, Mr. O'Leary said "we're fighting an uphill battle" to get the statewide funding package included in the capital budget unscathed.

"It's highly probable it (the request) will get cut," State Rep. Sally Perz of Toledo admitted. She also is on the ORDC Board. "We need to hang tough with this package."

The motion to seek the statewide package was made by Summit County Executive and ORDC board member Tim Davis, who is the leading proponent of the Canton-Akron-Cleveland (C-A-C) commuter service.

Mr. Davis' motion followed intense debate between board members Charles Brown of Alliance and Rep. Perz.

Mr. Brown, chairman of the Stark County Republican Party and a friend of Governor Voinovich, reminded ORDC board members that the governor's Chief of Staff, Paul Mifsud, gave the board in February strong guidelines on what actions it should be taking.

At the Feb. 8 ORDC meeting, Mr. Mifsud told the commissioners they were "in outer space" for having recommended the

3-C and P-C-T Corridors at their Jan. 11 meeting. The governor's office weighs its rail priorities in the following order: freight, commuter, and intercity/other.

But Rep. Perz told the commissioners "if we want to just obey, we don't need to think. Don't ignore what the chief of staff said. It's an important component. But you still have to have the support of the two houses (of the general assembly), and you are better off with widespread support."

### "DIFFERENCE", from page one

agencies, railroad industry suppliers, communities, chambers of commerce, and others.

The governor's office was swamped with phone calls and mail. Key legislators received several letters daily from people throughout the state. And community leaders who backed only the C-A-C Commuter trains widened their welcome mats to accommodate the 3-C and P-C-T Corridors.

OARP is turning what could otherwise have been a huge disappointment into Ohio's best chance in over a decade for more rail passenger service. The process was actually quite simple.

Letters from OARP members to legislators softened them up, so when Vice-President Bill Hutchison met with those legislators, they heeded his message. Mr. Hutchison spelled out what OARP was seeking—a statewide rail passenger system—and how legislators could help make it happen.

In turn, most of those legislators contacted the ORDC to communicate their support for a statewide system. Each of those contacts convinced the ORDC that its capital budget request had to satisfy more than just one region of Ohio or one branch of state government.

Meanwhile, President Mark Carlson participated in meetings with ORDC staff, URS Consultants, urban planners, congressmen, and others in Cleveland, Columbus, Toledo, Youngstown and elsewhere for resolving the technical details of creating a statewide rail system.

The result thus far has been guiding a statewide rail passenger system to the threshold of funding. Our call and letters have already made an impact. If you haven't yet sent your message to state officials, please do so!

## OARP Donated Desktop Publishing

Katherine Berry of Fairview Park deserves a belated special "thank-you" for her generous donation of the Adobe Pagemaker software package. Pagemaker, with a \$795 suggested retail price, has long been an industry leader in desktop publishing software.

OARP will use Pagemaker to lay-out the Ohio Passenger Rail News, brochures, and flyers. This newsletter and most of our flyers are now made using Lotus Ami Pro and Freelance Graphics.

We will keep using the Lotus programs while OARP President Mark Carlson continues to learn the new software.

Thanks Kathy, we promise to put your gift to good use!

## 3-C, P-C-T Trains to Bring \$12 Million Yearly to Local Economies

The Ohio Rail Development Commission's \$20.3 million capital request for the Cleveland-Columbus-Cincinnati (3-C) and Pittsburgh-Cleveland-Toledo (P-C-T) Corridors would reap an annual economic return of \$11,979,932 to Ohio industries and utilities, according to an OARP report released in April.

That return is nearly double a maximum of \$6 million in annual operating grants the state could be expected to provide to support 3-C and P-C-T passenger trains.

However, the \$6 million operating grant will likely be millions of dollars less should mail contracts, ticket revenue yield management policies, a small ticket tax, and advertising be aggressively pursued by the ORDC and Amtrak.

What will put trains on Ohio's tracks is the measure of how well they might foster economic development—defined simply as expanding the state's tax base.

But no statistics could be cited to quantify these benefits, until now. With input from rail consultants, Amtrak, Ohio businesses, and others, OARP has released a conservative, economic impact analysis of passenger train service linking Cleveland-Columbus-Cincinnati and Pittsburgh-Cleveland-Toledo.

"Passenger trains will affect many Ohio businesses in many ways. Those benefits are tangible and measurable. While \$12 million per year may not be a huge amount of money, neither is the state's investment. It is a huge return, however," said OARP Executive Director Ken Prendergast.

Beneficiaries of a statewide rail passenger system are many. Trains have to be stocked with food, beverages, water, and diesel fuel prior to their daily runs, pumping \$3.2 million into Ohio's economy each year.

Each person of the five-member train crew must stay at a hotel at the end of their run. They also receive a \$25 per diem food voucher. For the 3-C and P-C-T Corridors this translates into \$465,375 in annual revenue to hotels and restaurants in Cleveland, Cincinnati, and Toledo.

If only 15 percent of rail travelers use hotels and restaurants in all Ohio cities having a station, another \$2.5 million in revenue per year will go to those restaurants and hotels. The same goes for taxi companies, who can expect up to \$400,000 in new, annual revenue.

Travel agents seeking Amtrak customers will see a large revenue increase. According to Amtrak, whenever they initiate new train service, 25 percent of their customers otherwise would have driven while six percent wouldn't have traveled if no train existed.

Travel agencies forego revenue when people drive or do not travel. If only 15 percent of Ohio rail travelers buy tickets from travel agents, the commissions paid to agencies could total \$1,582,500.

Cellular telephone companies will gain, as most trains have cellular phones on board. Electric utilities will benefit from new train stations needing illumination, and 480-volt standby electric power for each train laying over at an end-point offers a power equivalent of lighting 40 new homes.

Freight railroads, like Conrail, CSX, and Indiana & Ohio, also will get a new customer out of the deal, though they all might not welcome passenger trains with open arms. Welcome or not, it is a new customer, and one that will reliably pay its bill—expected to be about \$3 million per year.

Other beneficiaries include railroad contractors who must maintain new stations and passenger-only track connections. Ohio media will earn income from additional advertising and marketing by Amtrak and the ORDC.

Then there are several potential benefits, which did not figure into OARP's quantitative estimate because of their volatility. New package express shipments, commercial developments and real estate value increases near stations, and productivity enhancements to Conrail, CSX, and Indiana and Ohio operations from passenger rail investments are real benefits.

These arguments are an overwhelming reason why Ohio should invest in a statewide rail passenger system. Call Mr. Prendergast at (216) 891-OARP if you would like a copy of OARP's economic impact analysis.

## Few Schedule Changes for Ohio

While end-point departures did not change, Amtrak's *Lake Shore Limited's* mid-route schedule was adjusted by a few minutes across Ohio to reflect slightly quicker running time here, and slightly slower operations east of Cleveland.

30	48	◀ Train Number ▶		49	29
Daily	Daily	◀ Days of Operation ▶		Daily	Daily
Read Down ▼				▲ Read Up	
6 50P	8 00P	Dp	Chicago, IL—Union Sta.	Ar	12 30P 9 05A
	12 13A	↓	Bryan, OH	↑	9 47A
12 01A	1 13A	Ar	Toledo, OH	Dp	8 57A 5 26A
12 14A	1 35A	Dp		Ar	8 35A 5 01A
	2 25A		Sandusky, OH	↑	7 44A
1 33A	3 00A	↓	Elyria, OH		7 10A 3 35A
2 09A	3 34A	Ar	Cleveland, OH	Dp	6 38A 3 05A
2 16A	3 44A	Dp		Ar	6 28A 2 57A
3 32A		↓	Alliance, OH	↑	1 36A
5 20A		Ar	Pittsburgh, PA	Dp	11 57P
6 00A		Dp		Ar	11 02P
1 12P		Ar	Washington, DC	Dp	4 05P
	3 49P	Ar	New York, NY	Dp	6 40P

The *Capitol Limited's* new schedule removed much unnecessary run time between Pittsburgh and Cleveland. Often running ahead of schedule, Train #30 sometimes blocked the Conrail mainline at Cleveland for as much as thirty minutes.

No changes were made to the *Cardinal's* schedule.

Call your local station or the Amtrak reservations office at 800-USA-RAIL (872-7245) to verify arrival or departure times

### Members to Vote on By-Law Changes

The growth of Fax lines, pagers, modems, second lines, and cellular telephones, has increased the demand for telephone numbers. The 216 area code would soon run out of telephone exchanges.

To solve the problem, there is a new area code for northeast Ohio. Basically, the lakeshore counties remain in the 216 area code with in-land areas being assigned to the 330 area code. Affected cities include Akron, Canton, and Youngstown.

Cleveland, Elyria, and Ashtabula have not changed, but telephone industry officials announced that on June 1, 1997 most of the areas outside of Cleveland proper, will switch to the new 440 area code.

Later in this decade the 513 area code will also be split.

The TRAM listing and OARP Directory have been up-dated. Since some OARP Board Directors represent regions identified by area code, our by-laws must be changed to redefine the current "216" region as the new "216/330/440". This will not create a new Board position.

By-law changes, after getting the nod by the Board of Directors, must be approved by the membership in attendance at a general meeting of the membership. The by-law change will appear on the May 18 Annual Meeting agenda.

### Nominating Committee Reports

Every spring the Ohio Association of Railroad Passengers conducts an election to its Board of Directors at an Annual Meeting of the membership. We customarily hold our Annual Meeting at Columbus. This year, we will meet at the Holiday Inn-City Center 175 East Town Street in downtown Columbus.

The OARP Board consists of 12 members (see the Directory at right) each elected to two-year terms. The four officers and one at-large director are chosen in the even numbered years with the four regional and two at-large directors being elected in the odd numbered years.

A Nominating Committee designated by the OARP Board reports the following slate for the 1996 elections:

<b>President</b>	<b>Mark Carlson</b>	<b>Bay Village</b>
<b>Vice-President</b>	<b>Bill Hutchison</b>	<b>Columbus</b>
<b>Secretary</b>	<b>Meg Grey</b>	<b>Pickerington</b>
<b>Treasurer</b>	<b>Tom Allen</b>	<b>Delaware</b>
<b>At-Large</b>	<b>Dan Ritchey</b>	<b>Galion</b>

These names will be placed into nomination on May 18. Anyone wishing to nominate someone else may place their selection into nominations at that time.

# 1996 OARP Annual Membership Meeting

Saturday, May 18 — 10:00 a.m. to 3:30 p.m.

## \* Holiday Inn City Center

175 East Town Street  
Downtown Columbus

Meeting and luncheon only \$15.<sup>00</sup> if registered by May 14, 1996  
\$18.<sup>00</sup> after May 14

### Featured Speakers:

Tom O'Leary, Executive Director  
Ohio Rail Development Commission

Mark Carifa, Manager  
Buckeye Steel Castings

### Elections to the OARP Board of Directors

Name _____
Address _____
Phone (____) _____
Number in party _____
Amount enclosed \$ _____

Vote of a proposed by-law change  
 Buffet Luncheon  
 Send Registration to:  
 Robert Boyce  
 1024 Lincoln Avenue  
 Columbus OH 43216  
 (614) 486-7038

Name _____
Address _____
Phone (____) _____
Number in party _____
Amount enclosed \$ _____

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

Akron	Parkside Travel U S A	(330) 724-1800	Joel Brown
Alliance	Alliance AAA Travel	(330) 821-2323	(330) 456-6315
Canal Fulton	Massillon AAA Travel	(330) 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	(330) 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) 519-7331 "Amtrak AI"
Troy	Miami County Auto Club/AAA Travel	(513) 339-0112	

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in the DIRECTORY should send a \$50 check, made payable to OARP, to Stephen Klipfel, Treasurer, 825 South 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: April, 1996

**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 may be tax-deductible

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At-Large	WILLIAM O'BRIEN	P.O. Box 20189	Columbus 43220	614 / 451-7226
At-Large	BOB WICKENS	8109 Southern Pines Drive	Maineville 45039-9442	513 / 677-3330
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Area 614: COLUMBUS	ROBERT BOYCE	1080 Lincoln	Columbus 43212	614 / 486-7038
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National Association of Railroad Passengers / NARP Passenger RailNews Hotline (24 hours)	This is NOT a free call	900 / 988-RAIL		
Executive Director:	Ross Capon	900 Second St., NE #308	Washington DC 20002	202 / 406-8362
OHIO NARP Region 6 Directors:	James Stevenson and Mark D. Carlson (addresses above)			
	Keith Dover	1021 Skinner Avenue	Painsville 44077-4256	
OHIO NARP At-Large Director:	James A. Dingus, Jr. (address above)			
OARP's OFFICIAL BUSINESS PHONE — (equipped with answering machine)				216 / 891-OARP

updated: April, 1996

*Please save this updated directory, it contains the latest changes!*

## UPCOMING OARP MEETINGS...

**Next OARP Membership Meeting** — The annual meeting of the Ohio Association of Railroad Passengers will be held on Saturday, May 18, 1996 at the Holiday Inn - City Center in downtown Columbus. Our meeting agenda includes a proposed by-law change, annual elections to the OARP board, two featured speakers, and a complete ORDC update. See page Six of this issue of the Ohio Passenger Rail News for meeting and registration information.

The **OARP Board of Directors** will meet on Saturday, May 4 from 10:00 a.m. to 3:30 p.m., at the Westerville Public Library, 126 South State Street in Westerville, OH.

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

**Columbus Area Local Meetings** are on the second Saturday of each month, from 9:00 a.m. to noon, at the Red Door Tavern, 1736 West 5<sup>th</sup> Avenue. Next meeting: May 11

**Toledo Area Local Meetings** are on the third Friday of each month, at 7:00 p.m. in the meeting room of the Oregon Municipal Building, 5330 Seaman Road. Next meeting: May 17.

## 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 MEETINGS Second Thursday of each month

Next meeting: May 9, 1996

Tentative location:  
Columbus Athletic Club  
Parlors A, B & C  
136 East Broad Street  
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 614/644-7176.

### 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:

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## OHIO ASSOCIATION OF RAILROAD PASSENGERS

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RAIL TRANSPORTATION ADVOCATES

ADDRESS CORRECTION  
REQUESTED