Amtrak to Restore Broadway Route

Trains Return to Akron, Youngstown, Fostoria

Only one year after Amtrak axed its New York City-Chicago Broadway Limited service Sept. 5, 1995, the national passenger railroad is poised to bring the service back. The Broadway, before its demise, served several Ohio cities enroute.

This proposal represents merely a portion of major service changes slated to occur Nov. 10, pending approval in September by Amtrak’s Board of Directors (see article below). The changes are in response to federal operating and capital funds that will be lower than what Amtrak had requested for 1997.

The new train is being proposed as an extension of an existing New York City-Pittsburgh service called the Three Rivers. It will offer reserved coach seating, sleeping cars, a lounge, and a diner. It also would carry bulk mail in separate, specialized rail cars. Why is a new train across Ohio being considered while several routes in other parts of the nation are on the endangered list? Elimination of the Broadway was intended to be a cost-cutting move.

When mail and passengers were shifted to two other Chicago-East Coast Amtrak trains, the trains were simply overwhelmed.

Today, castbound and Westbound — See “BROADWAY”, page three

The “New” Toledo Amtrak Station Reopens Sept. 22

TOLEDO — Exactly 46 years after Central Union Terminal (CUT) was opened Sept. 22, 1950, the station will officially be rededicated as Central Union Plaza following an $8.3 million renovation.

Two days of weekend ceremonies Sept. 21-22 will commemorate the occasion, including OARP’s Fall Meeting on Saturday and the rededication on Sunday.

This is one of the largest station rebuilding projects in Ohio in decades and realizes a goal which the Ohio Association of Railroad Passengers has pursued for nearly 15 years. CUT’s rebirth from its darkest days, when it was questionable whether the station would withstand its decay, is part of Ohio’s continuing rail passenger renaissance.

If it weren’t for the efforts of two OARP members, the Sept. 22 rededication might never occur.

OARP’s Area 419 Director Larry
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Elimination of the Broadway was intended to be a cost-cutting move.

Recent votes by Congress indicate that Amtrak’s 1997 operating grant will be no more than $200 million, while Amtrak said it must have no less than $250 million. Also, a dedicated source of federal capital funding, essential to the railroad’s survival, has not yet been identified, putting further pressure on Amtrak’s operating resources.

Because of these constraints, Amtrak must accelerate its implementation of a plan, begun in 1994, to provide passenger train service without federal operating grants by the year 2002,” the railroad said in a statement.

“In reaction to an accelerated reduction in federal funding, the Amtrak Board of Directors has given preliminary approval to a business plan where

Ohio to Gain, Lose in Rest of Amtrak Plan

All Amtrak services across northern Ohio will be impacted by the national passenger railroad’s plans to cut costs in the face of federal budget cuts. These changes include combining those trains with others at their traditional end-point stations and, in at least one case, slicing off major portions of route mileage. Amtrak’s Board of Directors will vote on these plans in September.

When mail and passengers were shifted to two other Chicago-East Coast Amtrak trains, the trains were simply overwhelmed.

Today, eastbound and Westbound — See “BROADWAY”, page three

Ohio Association of Railroad Passengers
479 Humiston Drive
Bay Village OH 44140-3017

ADDRESS CORRECTION REQUESTED
A revolution is taking place. Amtrak is undertaking one of, if not the most revolutionary upheavals in the passenger railroad’s 25-year history. As revolutions in world history go, some are for the better, and others are downright destructive.

Amtrak has restructured before. Each of these has left Amtrak employees, rail advocates, and others to wonder if they signaled the beginning of the end of rail passenger service in America, or a new beginning. So far, the end is not near. How might this latest turbulence affect those of us wanting a rail passenger renaissance? And why call Amtrak’s recently announced service changes a revolution?

No fewer than a dozen Amtrak routes nationwide will be affected by the corporation’s restructuring. Some routes will be eliminated, some routes will see increased service, and some regions will gain new routes, Ohio included. Despite all the route eliminations and cost cutting, Amtrak actually is increasing service. Say again?

Amtrak is starting to do what most private corporations do in order to seek peak efficiency: achieve economies of scale. Though I stunk up the joint when trying to understand economics in college, the principal of economies of scale was basic enough so that even I could understand it.

If revenue-producing operations are so small they cannot offset the costs of a basic corporate overhead and physical plant, there are dis-economies of scale. Money is lost. This is where Amtrak is today. Political forces have prompted Amtrak to operate trains to as many Congressional districts as could be allowed by short-sighted, track-owning freight railroads and limited discretionary federal funds.

So Amtrak operates 24,000 route miles, of which, 18,000 miles (or 75%) offer less than two trains per day. Each route has dozens of stations which must be maintained and staffed. Those costs cannot be met from revenues generated by only one train per day and, in some cases, a train every other day. Concentrating more trains on fewer routes makes good business sense, but it angers those who lose rail access, however meager the service.

Mark Cane, head of Amtrak’s Intercity business unit, is right on the money when he told the Associated Press that, “you either have to be daily in a market or not in a market.” Amtrak’s problem is not the lack of customers, but the lack of trains to meet customer demand. On most routes, Amtrak trains sell out weeks in advance.

This is a revolution because Amtrak has placed itself on a tenuous rung on the ladder to becoming a business. To climb the ladder, Congress must fund Amtrak in 1997 at levels approved by the U.S. Senate. Congress must grant Amtrak a

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**OARP’s Statement of Purpose**

The Ohio Association of Railroad Passengers exists to encourage and coordinate the efforts of Ohio transportation consumers in developing rail passenger service in Ohio.

As a consumer group, we regard the public rail transportation mode as essential for many reasons. Rail has a superior potential for congestion relief, comfort, resource conservation, and compatibility with the newest technologies.

OARP seeks to preserve, expand, and improve existing Amtrak services as well as urban rail transit by educating the general public, interested groups, plus federal, state, and local officials.

We also support improvements to non-rail forms of trans-
The Ohio Association of Railroad Passengers is incorporated in Ohio as a non-profit association and exempt from federal income tax under the IRS Code, Section 501(c)(3) as a publicly supported educational organization. Dues and donations to OARP may be tax-deductible in accordance with the IRS Code.

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This is a revolution because Amtrak has placed itself on a tenuous rung on the ladder to becoming a business. To climb the ladder, Congress must fund Amtrak in 1997 at levels approved by the U.S. Senate. Congress must grant Amtrak a permanent capital fund through one-half cent of the gas tax now earmarked for deficit reduction. Congress must relieve Amtrak from a hangman’s noose of certain federally mandated regulations so it can reduce operating costs without cutting more trains. And Congress should extend all benefits bestowed to Amtrak to any rail service provider that can be licensed to enter the rail passenger market.

With Congressional approval of these items, Amtrak and other service providers could strengthen their grip on the ladder toward financial stability. Without approval, rail passenger service in America will probably slip and fall to its death.

Will this revolution be for the better, or for the destruction of modern passenger trains in America? It depends on Congress. Nobody ever said change wasn’t scary.
Amtrak to Restore Broadway Route
— "BROADWAY", from page one

runs of the Chicago-Toledo-Cleveland-Buffalo-New York/Boston Lake Shore Limited and Chicago-Toledo-Cleveland-Pittsburgh-Washington DC Capitol Limited all regularly consist of over 20 mail and passenger cars and are normally sold-out weeks in advance.

The time required for these trains to load and unload passengers and mail along their routes has led to a decline in maintaining schedules and financial performance. Thus, cost savings from cutting the Broadway have largely been negated.

The Broadway—named after its wide path of multiple tracks, not the New York City theater district—used CSX-owned tracks and, in Ohio, served Youngstown, Akron, and Fostoria. Prior to 1990, it was routed through Ohio via Canton, Crestline, and Lima.

When the Broadway ceased operations, Amtrak began the Three Rivers to complement the existing Pennsylvanian service between Pittsburgh, Philadelphia, and New York. Mail cars once hauled by the Broadway were shifted to the Capitol Limited between Chicago and Pittsburgh, and to the Three Rivers between Pittsburgh and New York.

Mail cars and a couple of passenger coaches are being “handed off” at Pittsburgh from the Three Rivers to the Capitol eastbound, and vice-versa westbound. This gave Amtrak its first-ever link from Philadelphia and central Pennsylvania to Cleveland and Toledo (and Detroit via connecting bus at Toledo). The new link brought a phenomenal ridership increase when compared to the Broadway route through Fostoria, Akron, and Youngstown. Ridership skyrocketed (65 percent in some months) when measured against that of the erstwhile Broadway.

Also, a great deal of mail is trucked back and forth between Amtrak trains at Toledo and a United States Postal Service Bulk Mail Center located south of Detroit. A reincarnated Broadway would have operated through Ohio via Toledo if it weren’t for freight train congestion on Conrail. Provisions were made at Toledo’s rebuilt station to handle the transfer of mail between train and truck.

However, Amtrak is making plans to run the Broadway on its former route via Youngstown, Akron, and Fostoria. One of the main reasons for this is that Amtrak in 1993 paid $2.6 million to build a new track connection in New Castle PA, just east of Youngstown.

The New Castle Connection, which links CSX tracks from Chicago, Akron and Youngstown to a direct Conrail line into Pittsburgh, was built by Amtrak in 1994. In other words, Amtrak got only a year’s worth of use from the costly track connection before killing the only train that used it. The New Castle Connection has sat dormant since Sept. 1995.

The new train is expected to use CSX tracks. Amtrak has indicated it will serve stations in Fostoria, the “Akron area”, and Youngstown, presumably at its former stations. Amtrak’s reference to an “Akron area” station means that alternative sites are being considered. At this time, it appears that all stations will be unstaffed. Some discussion has taken place at Amtrak, debating if either Youngstown or Akron will gain station agents.

Indications hint that the Broadway would serve Ohio as most other Amtrak services now do: during the nighttime and early morning hours. Tentatively, the eastbound train would depart Chicago at about 10 p.m., pause in Ohio cities before reaching Pittsburgh at 9 a.m., and arrive New York City at 7 p.m. Westbound, it would leave Manhattan at about 1 p.m., Pittsburgh at 11 p.m., and serve those same Ohio cities before arriving Chicago at 8 a.m.

OARP recommends that all prospective customers of the Broadway Limited should consult Amtrak’s Fall Timetable, to be released in early November.

Biennial Ohio Festival of Stations to be in Galion

by John Renock

The “Augusta” of Galion’s Oktoberfest.
Biennial Ohio Festival of Stations to be in Galion

by John Renock

GALION — The “recipe” for the second biennial Ohio Festival of Stations is being prepared by Main Street Galion, Inc., the Ohio Association of Railroad Passengers, and the Ohio Rail Development Commission (ORDC) and will be served along with the fun of the city’s Oktoberfest the first weekend in October.

As part of the Festival of Stations, a seminar will be held around 9 a.m. on Oct. 5 at the Galion Elks Club, on Harding Way East 1½ blocks west of the Galion depot. At the seminar, public officials can gain insights from transportation policymakers on how to acquire federal dollars for rebuilding old train stations for new uses, and in constructing intermodal stations for trains, buses, and cars.

Reservations for the Saturday seminar are available on a limited first-come, first-served basis. To make reservations or learn more about the event please call the Main Street Galion Inc.’s office at 1-888-2RRTOWN or e-mail: jonjay@webport.net.

The “main dish” will be the Big Four Depot, listed on the National Historic Register, along with a menu of special keynote speakers, seminars, officials, and other decision-makers from communities throughout the state, topped off with the “dessert” of Galion’s Oktoberfest.

Event planners are looking to mix entertainment with education, history, and planning for the future, as well as mixing top level officials with the general public. Special railroad theme invitations are being sent to city mayors, managers, chamber of commerce officials, and others.

The Festival of Stations should ensure a turnout of key individuals for pushing passenger rail ahead. It should also provide an ideal networking opportunity for Columbus, Cincinnati officials to learn ideas for funding proposed intermodal stations in those cities.

Columbus’ Short North Director Cleve Ricksecker, an advocate of intercity passenger rail and a Galion native, will be the featured keynote speaker, kicking off the Saturday seminar.

ORDC Board Chairman James Betts and Executive Director Tom O’Leary (also a Galion native) are tentative speakers.

Other invited guests include U.S. Senator Mike DeWine, U.S. Rep. Marcy Kaptur, and Ohio Rep. Sally Perz, in addition to others not yet confirmed.

OARP created the Festival of Stations two years ago to showcase the past and future of passenger rail. Main Street Inc. is coordinating the event with the aid of the ORDC, OARP, Galion Moose Lodge 305, local historians, and other rail proponents.

Amtrak has committed promotional material support as has AdTranz, a high-speed and flextrain manufacturer. Retired Galion railroaders will be on hand at the station to give mini-tours of the Queen Anne-style, three-story station built nearly a century ago. Displays from Galion’s rich railroad history and information about other historical Ohio stations will available to the public at the depot and at the Galion Elks Club where the seminar will be held.

The Toledo/Lucas County Port Authority will bring in a display of that city’s Central Union Plaza station. The station was recently revitalized with private dollars and local, state, and federal funds.

An OARP booth will be active on the Oktoberfest midway to direct passersby to the displays, sign up new memberships, pass out literature, and to obtain petition signatures.

Friends and families of those attending the seminar will be able to enjoy a fun-filled day at the Oktoberfest and to see the revitalization of the city’s historic central business district and newly developed Park and Public squares.

Historic Brownella Cottage will be open for tours and special transportation will be provided for persons parking in Heise Park, away from the uptown area, to the depot.

Mr. Renock is a Galion business owner
Light-Rail Projects Across

Cincinnati: Strong Light Rail Support Drives Routing

With each new phase in the I-71 Corridor Transportation Study, support for building light rail between the airport, downtown, and Kings Island (Warren County) continues to surge.

Of course, the light-rail line (or whatever transportation alternative is ultimately selected) will serve intermediate points. The current stage of study is aimed at how to route light rail, busway, or high-occupancy vehicle lanes through the corridor.

Three other options under review include Transportation System Management (TSM—improving bus, carpooling, telecommuting, and “smart highway” programs), widening/rerouting existing highways, or no-build/doing nothing.

During the study process, surveys are being taken to gauge the public’s preference of which transportation mode should be built in the corridor. Surveys taken by the Ohio-Kentucky-Indiana (OKI) Council of Governments, a metropolitan planning organization which is conducting the I-71 Corridor study, show people want light rail.

OKI’s surveys counted those favoring light rail at 64%, with busways a distant second at 39%. In descending order, the top five modes were as follows: light rail, busway, high-occupancy vehicle lanes, no-build, and TSM.

"Light rail and a busway cross paths at Penn Plaza, a downtown Pittsburgh intermodal facility that unites buses, light rail, and Amtrak. Transportation like this is desired in Cincinnati, a city with similar topography."

Initially, discussion centered on building tracks in the pavement of the Roebling Suspension Bridge. Because the bridge is a historic landmark, that option has been precluded thus far. Studies are being aimed at building a new, light-rail or busway bridge just west of the Roebling Bridge.

Another major concern is how to put light rail through downtown Cincinnati. Because of the large number of one-way streets and heavy traffic, two general alternatives are under consideration.

A north-south route could head north from a new Ohio River bridge onto Race and/or Vine streets, then turn east in downtown onto Fifth and/or Sixth streets to Main and/or Walnut. Heading north on Main and/or Walnut, the line could leave downtown on Main.

This option could involve building a $79 million tunnel from Mulberry, through Mount Auburn, to Jefferson near the University of Cincinnati (UC). From Jefferson, the line could travel east parallel to Martin Luther King Drive to an alignment parallel to I-71 out to King’s Island.

This option got a major boost in July when UC voiced its support for routing mass transit via their campus. The university, which generates 60,000 daily commuting trips, has taken the lead among institutions and civic groups promoting the mass transit corridor. Those entities created an Uptown Transportation Advisory Group and spent $60,000 to gain two seats on the I-71 study’s oversight committee. Of that $60,000 amount, UC contributed half.

Another alternative, which would miss the UC area, would also travel east on Fifth and/or Sixth
A month after the Greater Cleveland Regional Transit Authority (GCRTA) opened its new light-rail Waterfront Line July 10, some rather glowing marks are showing up on its report card.

GCRTA projected that the new rail line—which links its Tower City Center rail hub to The Flats entertainment district, tourist attractions at North Coast Harbor, and office towers around Erieview Plaza—would carry 600,000 riders in its first year of operation.

In just the first three weeks of service, 250,000 riders were carried on the Waterfront Line.

Additional trains had to be added to handle the crowds, as the Waterfront Line has created a third rush hour for GCRTA. During the lunch hour, downtown workers from office buildings at Erieview and at Tower City Center stream on to the new rail line, heading to The Flats for lunch.

Restaurant and business owners in The Flats are reporting a 20 percent increase in lunchtime business since the $55 million Waterfront Line opened.

While The Flats, with more than 50 riverside nightclubs and restaurants, has typically been a hot spot for younger crowds, business owners in the area are seeing more senior customers. On a local TV news segment, a number of senior citizens visiting The Flats said that this was the first time they had ventured there. They used the Rapid, and noted that they had avoided The Flats in the past because they did not want to drive into it.

From the airport, the rail line would likely be built in the medians of I-275 and I-71/75 to near Covington. The line could follow Highland Pike into Covington, where it might follow the CSX line used by Amtrak’s Cardinal to about Seventh Street. From Seventh north to the Ohio River, the line could follow Madison Avenue.

One of the biggest routing issues to resolve is how the tracks might cross the Ohio River, linking the downtowns of Covington and Cincinnati.

Of course, as reported by the Ohio Association of Railroad Passengers in its July newsletter, the Waterfront Line has been spurring changes to the downtown landscape. Thus far, the rail line has generated $170 million in new downtown building construction and renovations.

The Waterfront Line is actually a 2.2-mile extension of GCRTA’s Blue and Green lines that originate in Shaker Heights. It connects with the Airport-Windermere Red Line at Tower City.

For the remainder of the summer, the Red Line is operating until 2 a.m. on Friday and Saturday nights, and until 9:30 p.m. Sunday through Thursday. The Blue and Green lines, including their Waterfront extension, run until 2 a.m. every night. Red, Blue, and Green line trains start up again at 4 a.m. each day.
Columbus: Reviving Light Rail — A Capital Idea

By Bill Hutchison
OARP Vice-President

Even though the idea of light rail idea was dropped by the Central Ohio Transit Authority (COTA), I feel it will come again, and sooner than we think.

Plans for building a light-rail line north from downtown to Worthington were scrapped in 1994, despite a 62% approval rate, according to polls. The rail proposal was scuttled at the insistence of a party of two who have much local influence—the Columbus Dispatch and Mayor Gregory Lashutka.

Why might light-rail re-emerge in the capital city?

Columbus is fast reaching a point where it is strangling on its traffic. Mid-day traffic jams are common and highways become a parking lot at the slightest problem. An accident on I-270 can tie up traffic not only on that road, but on all the nearby roads. Add to this the hectic pace of new development, which is rapidly filling in every open space, and the construction or widening of new highways becomes problematic at best.

New development, such as Les Wexner’s Easton development faces the problem of how to get people to the lower-paying service jobs which will be created when this development is completed.

Many city residents who would work these jobs can’t afford to own a car, or to make the daily commute. How might the new light rail line be routed?

Proceeding west along Morse, the light-rail line would cross Westerville Road, then turn south onto an abandoned, ex-Pennsylvania Railroad right-of-way to downtown Columbus. Along the way, potential stops would be at Westerville/Morse roads, Ferris, Innis, and Westerville Road near Weber.

These areas are currently a bit down at the heels, but they present a real opportunity for transit-oriented developments. Residents of these areas are more dependent on public transit and would form the core of employment at the Easton development.

The line would enter downtown Columbus from the northeast, using Goodale Blvd., much like the original light rail proposal, and turn due south on High Street. The convention center and the Short North area would get a stop.

Next stop would be the proposed intermodal facility at the corner of High Street and Nationwide Blvd., where easy connections can be made to very frequent bus service along High and later, intercity rail and bus service.

This stop would also serve hotels and offices, The Ohio Center and Nationwide Plaza, as well as the proposed arena, which may house a National Hockey League franchise. This could easily be a very heavily-used stop.

From here the line would head south on High Street, serving the Capitol, downtown businesses, the City Center Mall, and Franklin County offices. The line should terminate south of downtown in the Brewery District/German Village area to tap this tourist destination.
How might the new light rail line be routed? Let's start at the northeast end of the line, at the intersection of Morse Road and Ohio 62, just outside the upper-crust New Albany development where a large park-n-ride lot would be located. From this point, the Morse Road/I-270 transit hub would be located. From this point to I-270, Morse could be a divided boulevard with the rail line in a tree-lined median, much like Shaker Boulevard in the Cleveland area.

The next major stop would be at the Morse/I-270 transit hub with feeder bus links to nearby communities. At this point, the line would be on its own right-of-way along Morse, continuing west with a stop adjacent to the new Easton Mall.

OARP's Cleveland Meeting/Outing Answers "Why Rail?"

Two excellent speakers and a free ride on Ohio's newest light-rail line drew 60 people to OARP's Summer Meeting and Family Outing in Cleveland July 20. Slide shows by transit historian Blaine Hays and GCRTA's Contract Administrator Rich Behrendt, depicted the last 76 years of Cleveland's rapid rail transit growth as well as the development of the GCRTA's new Waterfront Line.

During the presentations, the audience asked questions why Cleveland was able to build rail transit while other Ohio cities had not. The answer is in Cleveland's history.

GCRTA's Blue and Green lines were built in 1920 as the Cleveland Interurban Railway to help spur the growth of Shaker Heights. Thus, rail was sought to meet the needs of private interests in developing real estate. In 1943, these two lines were bought by the City of Shaker Heights to save them from abandonment. Had they not been saved, Cleveland might not have any rail transit today.

The fast rail transit services, known simply as "The Rapid," from Shaker Heights into downtown were a close-to-home model desired by citizens on the west and northeast sides of the city. In the late-1940s, the decision was made to build what is today's Red Line. In other words, other parts of the city adopted a "me too" approach to expanding the Rapid system.

In 1994, after 26 years with no expansion of the Rapid, urban developers in the Flats saw that parking lot capacity was near saturation. Developers wanted to build more restaurants, but they could not sacrifice the parking lots absent another way for customers to reach the Flats. With a light-rail model available in the same city, developers considered no other alternatives—hence the Waterfront Line was born.

Motivations to build the Waterfront Line combined those that led to construction of the Red Line and of the Shaker lines. The Waterfront Line was a "me too" notion, but also solved the needs of urban developers. In Greater Cleveland, three new light-rail lines being considered for construction—downtown loop, Red Line extension to Berea, and Blue Line extension to Highland Hills—all answer to urban development needs and are encouraged by a rail transit example close by.
Ohio to Gain, Lose in Rest of Amtrak Plan

— "AMTRAK PLAN", from page one

The passenger rail company to maintain a national system. The plan involves a major restructuring of the national system, including increased train frequencies on some routes and the discontinuance of some others," the statement said.

Due to the expected federal budget cuts, the Boston leg of the Lake Shore Limited will be replaced by connecting Thruway buses. This train serves five Ohio cities: Bryan, Toledo, Sandusky, Elyria, and Cleveland. At Toledo, a connecting Thruway bus links this train with Ann Arbor, Dearborn, and Detroit.

OARP is pleased to learn that Amtrak's Cardinal, operating between Chicago, Indianapolis, Cincinnati, Charleston WV, and Washington DC, is not among the proposed cuts.

This does not mean that OARP should relax when considering the Cardinal's future. Amtrak has acknowledged that it is reviewing the operations of everything in its national system. Since the Cardinal is one of Amtrak's few trains which runs three times per week enroute from Los Angeles to New Orleans, Jacksonville, and Miami, will no longer go into Miami after December. Instead, this train may terminate at Amtrak's Auto Train station in Sanford FL or in downtown Orlando.

A new, third train operating between Florida and the northeastern cities of New York, Philadelphia, Baltimore, and Washington DC will begin in November. This train, to be called the Silver Palm, will operate daily to Miami via Tampa and complement the daily Silver Star and Silver Meteor trains, which also originate in New York City. Amtrak will continue to operate the Auto Train non-stop each day between Lorton VA and Sanford.

All six New York-based, single-level long distance trains — Broadway Limited, Crescent, Lake Shore Limited, Silver Meteor, Silver Palm, and Silver Star — will have identical equipment consists. Drawing from an equipment pool "will increase service to Arkansas and Texas. Amtrak's Sunset Limited, which serves southern Texas three times per week enroute from Los Angeles to New Orleans, Jacksonville, and Miami, will no longer go into Miami after December. Instead, this train may terminate at Amtrak's Auto Train station in Sanford FL or in downtown Orlando.

Amtrak's Lake Shore Limited operates daily eastbound and westbound trains between Chicago and New York City/Boston. At Albany NY, the eastbound train splits arounds of trainsets currently dedicated to particular trains," Amtrak said in the statement.

To free up bi-level railcars for use throughout the system, Amtrak plans to share Superliner equipment too. The coach, diner, lounge and sleepers on the Southwest Chief from Los Angeles will no longer terminate at Chicago. After restocking, the same trainset will be used as the Washington DC-bound Capitol Limited. Westbound operations will similarly run through Chicago.

Another Chicago equipment run-through will be the Seattle/Portland-Chicago Empire Builder and the Chicago-New Orleans City of New Orleans.

At this time, Amtrak does not plan to sell accommodations aboard these trains as single operations. They may, at a later date, sell seats and sleeping cars as a single transcontinental trip.
Amtrak's Lake Shore Limited operates daily eastbound and westbound trains between Chicago and New York City/Boston. At Albany NY, the eastbound train splits into two separate sections—one section heads for Boston via Springfield MA while the other heads down the Hudson River valley for Manhattan. The Lake Shore Limited will continue to serve New York City. Westbound, the process is reversed, with the two sections combining as a single train at Albany for the trip to Chicago.

Amtrak is attempting to eliminate all uncoupled train switching moves, such as the Lake Shore's split at Albany. The corporation also wants to retire the last of its aging Heritage Fleet train equipment and to standardize the make-up of eastern long-distance trains. Each of these trains will have two Viewliner sleepers, a diner, a lounge, and four Amfleet II coaches.

Still, the Lake Shore's Albany-Boston leg could be preserved. There is a chance that Massachusetts may step forward with state funds to preserve this segment, thereby continuing rail service from Ohio to Pittsfield, Springfield, Worcester, Framingham, and Boston.

In addition to stopping at Hamilton and Cincinnati, Amtrak's Cardinal also serves Ohioans from stations at Maysville, South Portsmouth, and Catlettsburg in Kentucky, and at Huntington WV.

Some routes will be completely eliminated on Nov. 10. Amtrak's Pioneer, which is carried by the California Zephyr between Chicago and Denver but is its own separate train between Denver, Boise, Portland, and Seattle, is to be cut. Another casualty is the Desert Wind, also carried by the California Zephyr but between Chicago, Denver, and Salt Lake City. The Desert Wind heads southwest from Salt Lake City to Las Vegas and Los Angeles. Private or state funding may preserve and develop the Las Vegas-Los Angeles segment.

The last cut is the Texas Eagle which runs between Chicago, St. Louis, Little Rock, Dallas, Fort Worth, Austin, and San Antonio. While this, and other daily Amtrak trains will remain between St. Louis and Chicago, Ohioans would lose direct daily to Miami via Tampa and complement the daily Silver Star and Silver Meteor trains, which also originate in New York City. Amtrak will continue to operate the Auto Train non-stop each day between Lorton VA and Sanford.

All six New York-based, single-level long distance trains—Broadway Limited, Crescent, Lake Shore Limited, Silver Meteor, Silver Palm, and Silver Star—will have identical equipment consists. Drawing from an equipment pool "will increase efficiency and minimize departure delays caused by tight turnaround schedules."

Amtrak chose to cut an Indianapolis-Chicago train and replaced the Cardinal's aging rolling stock with modern, double-decker Superliner rail cars, thereby improving service to southern Ohio.

The Lake Shore Limited will continue running through Chicago.

Another Chicago equipment run-through will be the Seattle/Portland-Chicago Empire Builder and the Chicago-New Orleans City of New Orleans.

At this time, Amtrak does not plan to sell accommodations aboard these trains as single operations. They may, at a later date, sell seats and sleeping cars as a single transcontinental train thus allowing bookings through Chicago.

### ANNUAL EFFECT OF PROPOSED SERVICE CHANGES

<table>
<thead>
<tr>
<th>Number Name</th>
<th>Service Changes</th>
<th>Annual Change in Train-Miles</th>
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<tr>
<td>1-2 Sunset Limited</td>
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<tr>
<td>21-22 Texas Eagle</td>
<td>Discontinued St. Louis-Dallas-San Antonio</td>
<td>- 320,112</td>
</tr>
<tr>
<td>25-26 Pioneer</td>
<td>Discontinued</td>
<td>- 507,000</td>
</tr>
<tr>
<td>35-36 Desert Wind</td>
<td>Discontinued</td>
<td>- 245,856</td>
</tr>
<tr>
<td>46-47 Broadway Limited (ex-Three Rivers) Extended to Chicago</td>
<td>+ 342,888</td>
<td></td>
</tr>
<tr>
<td>448-449 Lake Shore Limited</td>
<td>Replace with Thruway Bus</td>
<td>- 144,872</td>
</tr>
<tr>
<td>58-59 City of New Orleans</td>
<td>Increased to daily service</td>
<td>+ 97,136</td>
</tr>
<tr>
<td>81-82 Silver Star</td>
<td>Discontinue Jacksonville-Tampa</td>
<td>- 174,720</td>
</tr>
<tr>
<td>89-90 Silver Palm</td>
<td>New train: Miami-Tampa-Ocala-Charleston-New York</td>
<td>+ 1,061,424</td>
</tr>
</tbody>
</table>

Systemwide Net Increase in Annual Train-Miles + 1,114,152

¹ May terminate at Orlando instead of Sanford, FL.
² Daily service already in effect on the Crescent.
³ Three Rivers to be renamed the Broadway Limited and numbered Trains 40-41.

Source: National Association of Railroad Passengers
The “New” Toledo Amtrak Station Reopens Sept. 22

Authorizations to OARP travel agents who wish to join OARP, maintain current membership status, and be listed in the TRAM DIRECTORY should send a $50 check, made payable to OARP, to: Tom Allen, Treasurer, 752 Braumiller Road, Delaware OH 43015. The TRAM annual listing fee entitles you to list your CITY, the NAME OF YOUR AGENCY, one LOCAL PHONE NUMBER, one LONG DISTANCE PHONE NUMBER, and the name of one CONTACT at the agency. Renewals will be billed by the Treasurer.

Updated: July, 1996

The “New” Toledo Amtrak Station Reopens Sept. 22
— “NEW STATION”, from page one

opments in the city. Happily, my skepticism was unwarranted.”

Years of developing an awareness of the need for a decent rail passenger station for Toledoans paid off in 1996, just as it did 46 years earlier. In the 1940s, the city’s Union Station was a worn-out relic from 1886. Civic leadership cried out for a new station, which the New York Central Railroad finally built with private funds on Emerald Avenue, just south of downtown. Even as the company was cutting Central Union Terminal’s ceremonial ribbon, construction was about to come off. $2.25 million from the Intermodal Surface Transportation Efficiency Act (ISTEA - pronounced ice-tea). Another $6 million eventually were invested from other sources, including the city, Lucas County, the Department of Housing and Urban Development, and a separate ISTEA grant.

Actual construction began last year, requiring that Amtrak’s station facilities temporarily move in October 1995 to the former Conrail B&B building. After a painstaking overhaul, Amtrak permanently moved back into the main station building.

OARP Brochure, Document Are at Your Service

Do you need more ammunition to promote passenger trains or to increase OARP membership in your region? We have the materials you need.

> OARP has a new membership brochure! Its design was approved by OARP’s Board following input from OARP member Dan Innis, a marketing professor at Ohio University. We have 2,000 brochures in stock.

Because we expect a large number of requests, mailing the brochures will be expensive. We ask that you send us a self-addressed stamped envelope. If you can distribute brochures, contact Ken
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> We also have in stock a quantity of our special July, 1996 newsletter which details Cleveland’s new light-rail Waterfront Line. If you would like extras to promote light rail in your city, contact Mr. Prendergast (phone/email listed above).

> OARP’s Position Paper is now available! This paper, full of useful information on rail passenger issues, is a practical tool to present an intelligent argument for more rail passenger service.

The 35-page Position Paper is simple to use. Subjects are covered on a one-topic-per-page format for ease of copying. Price is $5 per copy. Send checks payable to OARP c/o Bill Hutchison, 3480 Kenlawn Ave., Columbus OH 43224.

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Toledo’s Central Union Plaza

Rededication Activities and Ceremony
Toledo, Ohio — Central Union Plaza
Saturday, Sept. 21 — 11 a.m. - 6 p.m.
Sunday, Sept. 22 — 10 a.m. - 5 p.m.

Station tours, showing all levels of the newly rebuilt facility, will be held on Saturday and Sunday. After the OARP meeting Saturday, you are encouraged to tour the beautifully restored station as well as see the Amtrak equipment that is on display. The ceremony attended by Amtrak and government officials will be held on Sunday, 46 years to the day after the station first opened.

Amtrak’s District Manager, Frank Stoy, as well as port authority officials have requested that OARP members volunteer to serve as guides for the equipment display and station tours. If you want to volunteer as a guide for the station or train tour on either Saturday or Sunday, call Larry George at (419) 698-8689.

OARP’s Fall Meeting
Central Union Plaza — Toledo OH
Saturday, Sept. 21
9:30 a.m. - 1:00 p.m.

OARP’s Fall Meeting will be held in the B&B building at Central Union Plaza (formerly Central Union Terminal). Follow the OARP signs from the plaza’s upper-level parking area to the meeting location.

Continental Breakfast with fruit, pastries, juice, coffee, tea, and decaf.

Directions to OARP Meeting
Toledo Union Station is located on the lower level of Central Union Plaza. The OARP sign will clearly identify the meeting location. Several reasonably-priced restaurants are within a couple of blocks of the station.
A formal rededication ceremony attended by Amtrak and government officials will be held on Sunday, 46 years to the day after the station first opened.

Amtrak’s District Manager, Frank Stoy, as well as port authority officials have requested that OARP members volunteer to serve as guides for the equipment display and station tours. If you want to volunteer as a guide for the station or train tour on either Saturday or Sunday, call Larry George at (419) 698-2167 so he can provide you with essential information.

SPECIAL PARKING INFORMATION
If you are driving only to attend the meeting, park in the station’s upper-level parking area. If you intend to volunteer as a guide for the station or equipment display tours, park in the lower-level parking areas. The OARP parking areas will not available to the general public on the day of the meeting.

TO PARK IN THESE LOTS, YOU WILL NEED TO SHOW YOUR OARP MEMBERSHIP CARD TO SECURITY GUARDS AT THE ENTRANCE TO THESE PARKING LOTS.

Fee: $5.00 per registrant. Fee includes meeting, continental breakfast, speakers, and meeting preparation costs.

Mail registration deadline: September 15, 1996

OARP Fall Meeting
c/o Scott Lawson
23624 West Moline-Martin Road
Millbury OH 43447

Late phone registration: (419) 855-8510 - Scott Lawson
(419) 698-2167 - Larry George

Name .................................................................
Address ..........................................................
City ..............................................................
State ..................... ZIP Code ..............
Phone ( ............. ) .........................................
Number in party .......... Amount enclosed $ ....

Only featured Speaker will be Rob Greenlese, Director of Surface Transportation for the Toledo/Lucas County Port Authority. He will discuss the history of Union Terminal and provide information on the rebuilding project.

Lunch will be on your own. There will be food vendors on site for the rededication celebration. Several reasonably-priced restaurants are within a couple of blocks of the station.

Directions to OARP Meeting

By Train: Amtrak’s Capitol and Lake Shore Limiteds serve Toledo’s Central Union Plaza daily. In Ohio, these trains stop in Alliance, Cleveland, Elyria, Sandusky, and Bryan. Call (800) USA-RAIL for train reservations and information.

By Car: DO NOT FOLLOW AMTRAK STATION PATHFINDER SIGNS. Following the pathfinder signs will put meeting-goers directly into a 10K marathon, which starts at 9 a.m. and will close many streets near the station/meeting location.

OARP members attending the meeting should follow this route: Cloverleaf off I-75/Northbound (at Exit 200) to head west on South Avenue. On South Avenue, turn right onto Maumee Avenue (which is the first yellow flashing signal). Then turn right on Broadway Avenue (the first traffic light) and proceed on a bridge over the Conrail tracks. Directly ahead and above will be I-75. Beneath the I-75 bridge, turn right on Logan Street and, 100 feet later, turn left onto Emerald Avenue. Central Union Plaza will be directly ahead.