Ohio cities to get train

Three Rivers service to Ohio cities set to begin by May

As a result of an action Jan. 16 by a state agency, the cities of Akron, Fostoria, and Youngstown will gain daily train service by May, if not sooner. Those cities are on the route of Amtrak’s Three Rivers—eastbound and westbound trains linking Chicago, Pittsburgh, Philadelphia, New York City, and over a dozen smaller towns in between.

The expenditure by the Ohio Rail Development Commission (ORDC) marks the first time in recent decades that the state has spent money on physically improving rail passenger service. Previously, any dollars spent by the state on passenger trains went to pay for studies which often duplicated earlier studies.

While the amount that the state spent was very modest—$12,500 per city—it was enough to address a huge blemish in the Amtrak system. Since the Three Rivers began operation Nov. 10, 1996, there were no station stops along the 373-mile segment between Nappanee, IN and Pittsburgh. The trains ran non-stop through Ohio—an intolerable situation.

Amtrak restored service on the route 14 months after the company stopped running its Chicago-Philadelphia run.

New in this issue:

While we appreciate comments from readers who have complimented OARP on the newsletter’s new format and the variety of news articles, there is one area where we would like to do more—news about the association itself.

So, in this issue, we introduce two additions: “Coordinators’ Corner” and “Internal Affairs”. “Coordinators’ Corner” will be comprised entirely of notes submitted by OARP’s regional coordinators. Submissions may constitute information useful to other coordinators, or it might be related to a particular OARP area.

Amtrak would collapse under Clinton budget

WASHINGTON, DC — “When it comes to Amtrak, the nation’s intercity rail passenger network, the Clinton Administration is all talk and no action,” said Ross B. Capon, Executive Director of the National Association of Railroad Passengers (NARP).

“Administration officials often say Amtrak’s operating grants should end by 2002. But President Clinton’s 1998 budget lacks the most crucial tool Amtrak must have to attain operational self-sufficiency—a dedicated source of capital funding.”

“Congress now must set things right,” Capon added. “Recognizing the high costs Amtrak’s demise would impose on the nation in terms of more spending on transportation alternatives, Congress must create dedicated capital funding for Amtrak (such as from one half-cent of the existing federal gasoline tax), provide enough resources for Amtrak to survive fiscal 1998, enact legislative reforms aimed at Amtrak efficiency and allow states to invest some of their federal transit funds in Amtrak.”
Since the Three Rivers began operation Nov. 10, 1996, there were no station stops along the 373-mile segment between Nappanee, IN and Pittsburgh. The trains ran non-stop through Ohio—an intolerable situation.

Amtrak restored service on the route 14 months after the company stopped running its Chicago-New York Broadway Limited. The Broadway, which featured coach seating, lounge and diner service, plus sleeper compartments, was terminated west of Pittsburgh. Its remaining New York-Pittsburgh segment was called the Three Rivers.

Today, the Three Rivers features coach seating, a lounge car, and mail—lots of mail. According to Amtrak, the train is carrying so much that it is making a slight profit. On some days, the Three Rivers is more than 15 cars long, but only 4-6 of which carry people.

— See “CITIES”, page five

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ADDRESS CORRECTION REQUESTED

Printed on recycled paper with soy based inks.

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Train of Thought
from OARP Executive Director
Kenneth Prendergast

It's not often that you will see me offer commentary on an editorial. This, however, is one of those rare occasions. Rarer still is a newspaper editorial which reads as though it were written by OARP. Such enlightened writing appeared Dec. 31, 1996 in The Cincinnati Post and is reprinted on the facing page.

In that edition of The Post, their editorial staff announced what type of transportation investment it wanted in the Interstate 71 corridor between the airport in Covington KY, through downtown Cincinnati, to the Paramount Kings Island amusement park in Warren County. Why did The Post select light rail over several other alternatives?

Folks, when 64 percent of your region's residents say they want something, you listen. In Cincinnati, they want light rail. And now, The Post has gone on record as supporting the construction of a light-rail line. Any elected leader who ignores that kind of support either has some special-interest agenda or just isn't a very good listener. Are you listening, Congressman Steve Chabot? Hello?!

Perhaps Cincinnati can overcome Chabot's anti-rail crusade, and still win federal funding for light rail. It would, however, be better if Chabot stopped pretending no one wants light rail and did what his constituents are asking of him.

In reality, the best option isn't always selected, despite what the public wants. In this case, 64 percent of the people want light rail. They are the ones to whom Chabot and others in his minority should listen.

******

And what's the story on those monorails? There has been a rising murmur in both Cincinnati and Columbus about building monorails instead of more popular forms of fixed-guideway mass transit. Why?

It appears the principal argument of those who support the construction of monorails is that this mode of transportation is "more modern", therefore more exciting, and therefore more capable of generating ridership.

Let me make something clear right now. I don't hate monorails. I also don't hate light rail, automobiles, passenger trains, or airplanes. Each has its proper niche where it performs most efficiently. What I do hate is the misapplication of a transportation technology based on financial self-interest or love of image at the expense of practicality.

Statements that the monorail is a decidedly modern form of technology are decidedly wrong. They date back to 1880 when France and Ireland first tried them. The first streetcar ran in Richmond, VA in 1888. Streetcars actually are newer than monorails.

Still, who cares? When someone tries to use the age of something as a reason for or against it, it tells me that person is running out of arguments. Rational arguments for light rail over monorails are that they are less expensive to build and maintain, offer greater flexibility, are less obtrusive, and offer more stations.

Because monorail trains must "wrap" around their rail, the rail must be elevated.
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 transportation. OARP agrees they too should be enhanced to improve their safety and connectivity with a developed rail passenger system.

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.

YES! I WANT BETTER RAIL PASSENGER SERVICES!
An introductory one-year membership in the Ohio Association of Railroad Passengers includes a subscription to the Ohio Passenger Rail News, plus action alerts, notice of rail-oriented events, and local meetings. Contributions to OARP may be tax-deductible in accordance with the IRS Code.

Enclosed is a check or money order for...

☐ $ 15.00 for an Individual Membership.
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☐ $100.00 for a Corporate Membership.

Send me __ copies of the newsletter (up to 10).

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C/o Tom Allen, Treasurer
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Clippings from newspapers and magazines must include the publication's name and date. Your articles and news briefs should be typed and double-spaced, though very short items may be legibly written. Preferably, send hard copy with IBM-compatible text files on 5¼" or 3½" disks. Submissions via e-mail to:

Internet: 72764.2020@Compuserve.com.

We reserve the right to edit all non-published submissions. Original photos should be sharp, bright prints—avoid slides and negatives.

Always include your name and phone number!
ISTEA in hot water

By Margaret Koran
Transportation Policy Analyst
Ohio Sierra Club

There are several proposals that will be discussed this year as Congress decides how and whether to reauthorize ISTEA (Intermodal Surface Transportation Efficiency Act). The bad news is that the highway lobby is mounting a campaign to take us back to the bad old days with the highways as king. The good news is that some groups are fighting for better transportation policies and it is up to each of us to share our views of the various proposals with our elected officials.

First, the bad news.

John Kasich (R-Westerville, OH) has the support of Governor George Voinovich and others in Congress for his plan of “devolution.” In a nutshell, the idea is that the states do not receive a fair share of the federal gas tax so the Federal Highway Administration should be abolished as a cost-saving measure. The federal gas tax would be eradicated, in favor of the states assessing and collecting it. This idea is backed primarily by states that currently pay more into the system than they receive (called donor states).

What’s wrong with receiving more money? Nothing, if accompanying this simplification was an assurance that funding for transit and other forms of transportation would remain in place. If the federal gas tax were scrapped in favor of a purely state one, state legislators would have to raise the state gas tax to replace the lost federal funds.

In an anti-tax climate, who would have the political will to suggest this idea? Additionally, in a state like Ohio, our state gas taxes cannot be used for non-highway purposes. Rail, transit, bikeways and air quality improvement programs would be left unfunded, requiring separate levies if they are to be built or retained.

STEP-21 is proposed by a coalition made up of about 20 states; Ohio was once a member and now is on the sidelines with this proposal. This Streamlined Transportation Efficiency Plan for the 21st Century would simplify the number of funding categories and also mandate that states receive 95% of the federal gas tax that it collects and forwards to the federal government.

Again, the major problem with this idea is that there is no assurance that some of the more innovative ideas contained in ISTEA, such as bikeways and air quality programs would become voluntary. Many states would elect to use all of their money for highways at the expense of other forms of transportation.

In a state like Ohio, our state gas taxes cannot be used for non-highway purposes. Rail, transit, bikeways and air quality improvement programs would be left unfunded.

The HOT-TEA proposal is the Highways Only option. I think that the name speaks for itself and needs no further description.

ISTEA-II is the good news part of this article. An organization named the Surface Transportation Policy Project, based in Washington DC. [(202) 939-3470], has prepared a lengthy platform with suggestions for ISTEA reauthorization which embodies several main ideas for preserving current aspects of ISTEA plus adding several suggestions for improvement. Some main ideas from their proposal include the following:

- Continued dedicated funding for air quality programs and enhancements (like bikeways, pedestrian facilities and historic preservation);
- Flexibility so that states and local governments can creatively program important projects;
- Provides a strong local role and public participation throughout the planning process.

Suggestions for changes to the current process include the following:

- Intercity rail eligible for ISTEA funds with 1/2-cent of the federal gas tax dedicated to it;
- Fix it First: repair and maintenance funds should be used for that purpose and not funneled into highway expansion projects;
- Access Program to help connect unemployed people to jobs, especially former welfare recipients;
- National Initiative on Transportation & the Environment which addresses air pollution, wetlands loss, energy dependence & other problems.

The ISTEA-II proposal is the only one which aims to fix the current system instead of scrapping it. It is also the only one that recognizes the importance of intercity rail as a transportation mode. The Clinton Administration’s proposal for reauthorization also includes intercity rail as a source of transportation funding.

I think that the future for OARP looks brighter if Congress enacts an improved version of ISTEA. However, if any of the other proposals is enacted, Amtrak is unlikely to receive additional funding in the years to come. And any hope of passenger rail in Ohio will be dashed.
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Amtrak would collapse under Clinton budget

— "COLLAPSE", from page one——

That is a problem because the Clinton 1998 budget proposal assumes all Amtrak funding — operating and capital — will come from the Highway Trust Fund. But using the Highway Trust Fund for Amtrak requires changes in the law (ISTEA) governing the Highway Trust Fund. Administration failure to include such changes in the ISTEA bill means Clinton has no intention of making such changes.

In other words, the Administration is proposing zero funding for Amtrak but is not willing to say so directly. And, as the Clinton 1998 budget proposal has implied, there would be no Amtrak gas-tax half-cent in the Clinton ISTEA bill.

Amtrak must have dedicated capital funding for it to survive. A half-cent would provide $750 million per year. More generally, a stingy capital budget lets Amtrak do very little to improve its economic performance, since so much is needed to comply with the Americans with Disabilities Act, Food and Drug Administration regulations, and environmental mandates and paying principle on the loans used to acquire much of the new rolling stock Amtrak now uses.

Federal grants, despite their spiraling decline,
Ticket to ride

By the editorial staff at The Cincinnati Post

It's coming up on decision time. And no, we're not talking about the stadiums. We're talking about something even more important: the I-71 corridor, from the airport to Paramount Kings Island.

Over the last two years the Ohio-Kentucky-Indiana [OKI] Regional Council of Governments has been conducting detailed studies of the I-71 corridor. The goal: to figure what, if anything, should be done to relieve the congestion that exists now and to meet the region's transportation needs over the next 25 years.

Through a process that has aggressively sought advice from the general public as well as from elected representatives and transportation experts, OKI has winnowed the options to these:

- **Light rail:** Build a light-rail system featuring electrically powered trains to carry people quickly to employment, shopping and recreation hubs. It would include a tunnel through Mt. Auburn to allow for service to the University of Cincinnati and the medical it would improve our quality of life in ways that are surprisingly cost-effective.

  It would give suburban commuters a fast, convenient alternative to driving their cars to work every day. With stops at such hubs as the airport, downtown Covington, downtown Cincinnati, the University of Cincinnati and the Clifton hospital complex, Norwood, Blue Ash, Mason, and Paramount Kings Island, the appeal is obvious.

  A less obvious function, but in many ways a more important one, would be to take people from the central cities to jobs in the suburbs. Employers at the airport, suburban shopping centers, office parks, restaurants and the like are finding it increasingly difficult to attract and keep workers. Often the major barrier for such employees is reliable transportation.

  Above all that, the light-rail plan would be a huge step toward freeing Greater Cincinnati from the tyranny of the car.

  That may seem an odd description of the machine that, in this century, has come to

estimated cost is about $900 million, and that's probably conservative. But if the region's congressional delegation speaks effectively, and with one voice, the federal government would probably provide between 50 and 70 percent of the money.

The fact is that the region could build an effective mass transit system for less than it is spending to keep the Reds and Bengals in town.

A light-rail transportation system would make life better for Greater Cincinnatians from all walks of life. We can afford it. We should build it.

The monorail debate

By the editorial staff at The Cincinnati Post

OKI's deliberations about the I-71 corridor have been marked in recent months by a strikingly harsh controversy between light rail proponents and those who would prefer a monorail.

Monorail proponents, led by Northern Kentucky developer William Butler, believe such a system would be more forward-looking than light rail, and would have a better chance of attracting riders.

Most OKI planners, however, believe that
Through a process that has aggressively sought advice from the general public as well as from elected representatives and transportation experts, OKI has winnowed the options to these:

- **Light rail**: Build a light-rail system featuring electrically powered trains to carry people quickly to employment, shopping and recreation hubs. It would include a tunnel through Mt. Auburn to allow for service to the University of Cincinnati and the medical complexes in Clifton.

  The trains would be linked to an expanded bus system and a series of park-and-ride lots. The system would be developed in phases, along a route roughly parallel with I-71.

- **Busways**: Build a busway system—dedicated roads used only by buses and emergency vehicles—to route buses around rush-hour choke points. The busway would generally follow the light-rail route along I-71.

- **High-occupancy vehicle lanes**: Dedicate freeway lanes to buses and cars with multiple occupants. The OKI proposal for this option calls for both converting some existing lanes to HOV use and building new lanes specifically for multi-passenger vehicles.

- **Transportation System Management**: Develop a regional bus system, and take a variety of low-cost steps to improve transportation. These would include intersection improvements, park-and-ride lots, programs to encourage carpooling and telecommuting, and high-tech traffic control projects.

- **Do nothing**.

A light rail system would improve the quality of life in Greater Cincinnati

mean freedom. But the automobile inexorably dictates the shape of our community in ways that are often not conducive to a high quality of living.

The development pattern spawned by the car holds many people hostage in their car for insane amounts of time every day. It isolates people. It requires the sacrifice of more farms and forests every year.

Imagine what it would be like if you could cut your commute to the five or 10 minutes it would take to reach a park-and-ride lot and then to spend rest of your daily trip reading or chatting with a neighbor.

Imagine coming downtown for a Reds or Bengals game and not worrying about parking.

Imagine a transportation system that reduces pollution, helps contain suburban
Light rail surpasses heavy expectations

By Kenneth Prendergast
OARP Executive Director

CLEVELAND — Ronald Tober, general manager of the Greater Cleveland Regional Transit Authority (GCRTA), hoped the authority's new light-rail Waterfront Line could attract 1.5 million riders once it was up and running for a few years. Tober's expectations were more modest for the line's first year. He hoped that 600,000 people would ride the new 2.2-mile line through downtown by July 1997.

Blue and Green Line trains extended from Shaker Heights began using the line July 10, 1996. By Thanksgiving, GCRTA had reason to give thanks. A little more than four months after the Waterfront Line opened, it reached its first-year ridership goal. And, if things keep going the way they are, the Waterfront Line will carry over 1.5 million passengers by July 10, 1997.

Local critics who have opposed rail transit have lost much credibility. GCRTA's 1996 ridership statistics underscored rail's popularity: the city's three rail lines posted a 16.5 percent increase, while bus ridership slid 1.6 percent. For the combined bus/rail GCRTA system, ridership rose 0.8 percent over 1995. The rail division carried the entire system. It was the third straight year the rail network posted double-digit gains.

That's not all the Waterfront Line has prompted. Over $100 million in new apartment, condominium, office, restaurant, and retail construction can be directly attributed to the line.

More is coming. A theater and hotel complex was announced for the Flats entertainment district. It would replace several parking lots and an underutilized warehouse adjacent to the Waterfront Line's Flats East Bank station.

"The successful opening of the Waterfront Line shows rapid transit is not only an excellent people mover, but is now a positive force for economic development as well," Tober said.

In early January, GCRTA pleaded its case to the Ohio Department of Transportation for $89 million in state aid to help realize four new Cleveland-area rail projects. Total cost of the projects is $259 million (see article "ODoT's budget crunch" on page six of this newsletter for specifics on these four projects).

All four projects made it into the second tier of ODoT's "Major New Capacity Program." One of these projects, the Blue Line extension to Highland Hills/I-271, narrowly missed being included in the first tier because its $40 million price tag was deemed too high. First-tier status guarantees a state funding contribution before 2001. GCRTA predicts the Blue Line extension would carry about 2.2 million riders per year.

Meanwhile, GCRTA has begun investigating ways it can encourage development around existing stations along its Airport-Windermere Red Line. The authority created and filled the position of economic development specialist — GCRTA's first such endeavor.

As a pilot project, GCRTA is working with a Cleveland neighborhood development corporation to possibly relocate a station and rebuild a neighborhood around it. As proposed, a pedestrian-friendly, ecologically self-sufficient urban village would be designed simultaneously with the relocation of the West 65th Street Red Line station to nearby Lorain Road. In other words, the mixed-use residential/commercial neighborhood and the train station would be designed so each could feed off the other.

The last few years have been marked by expansion and improvement of Cleveland's rail system. Of course, growth is inherently an exciting thing. And, it appears that this growth will continue for the foreseeable future.

Ohio cities to get trains

— "CITIES", from page one —

Fostoria is likely to get a station stop before the other two cities as they have fewer barriers to readying their station for service, according to ORD officials. Sandusky has more barriers than Fostoria until a more permanent station can be built. ORD officials are debating whether they will buy the trailer or give the $12,500 to Akron as a grant so they could buy the trailer. If ORD buys the trailer, and Akron builds a more substantial station, a grant will give ORD a chance to save money. Fostoria is likely to get a station stop before the other two cities as they have fewer barriers to readying their station for service, according to ORD officials. Sandusky has more barriers than Fostoria until a more permanent station can be built. ORD officials are debating whether they will buy the trailer or give the $12,500 to Akron as a grant so they could buy the trailer. If ORD buys the trailer, and Akron builds a more substantial station, a grant will give ORD a chance to save money.
Ohio cities to get trains
— "CITIES", from page one —

Fostoria is likely to get a station stop before the other two cities as they have fewer barriers to readying their station for Amtrak's return. City fathers will use the ORDC funds to spruce up a room in the old Baltimore & Ohio depot, now owned by CSX. But it won't be the same room which Amtrak passenger used before the Broadway died. Instead it will be a smaller room that the city will lease from CSX for $350 per year. Fostoria, like the other two cities, will be responsible for maintenance and the hiring of a station caretaker.

Fostoria city leaders are considering putting a surcharge on every passenger ticket to/from that city. They argue that Fostoria's station will draw from a large part of the state, and that it isn't fair for Fostoria taxpayers to have to bear the sole financial responsibility for the station.

While no specific dollar figures have been discussed officially, a flat $1 surcharge on each ticket, for example, could generate about $6,000-$7,000 per year. That is based on the average ridership at Fostoria between 1990-1995 when the Broadway Limited stopped there. Amtrak opposed the surcharge, countering that it would burden them with unnecessary administrative costs in figuring out how to distribute funds. Akron will gain a temporary trailer un-

Ideas for the Three Rivers

Proposed scenarios for the Three Rivers' future range from modest to bold.

Amtrak wishes to return first-class sleepers and a dining car to the train. Accordingly, the first-class name Broadway Limited would be revived. But should it? The train is making money without the high-cost sleepers and dining car.

Amtrak acknowledges it may run the diner west of Pittsburgh with only a few members of the dining staff onboard. Westbound, the train leaves Pittsburgh at 11:10 p.m. and arrives Chicago at 7:50 a.m. Eastbound, it leaves Chicago at 9:25 p.m. and arrives Pittsburgh at 7:50 a.m.—hardly enough time for several seatings each of dinner or breakfast.

OARP member Larry George has suggested a way that could increase the Three Rivers' revenue. Between Fostoria and Chicago, the train could be rerouted via Toledo, Elkhart, and South Bend.

There are several advantages. A reroute would add several populous cities while only one city would be lost—Nappanee, IN (pop: 4,694). All Amtrak crews in the Ohio-Indiana region should be at Toledo's Central Union Plaza crew base.

Via Toledo, besides having many more people than via Nappanee, there also are connecting Amtrak Thruway buses to Detroit, Dearborn, Ann Arbor, and Lansing. Also at Toledo, there are facilities for handling mail to/from the U.S. Postal Service's Detroit Bulk Mail Center.

The revenue potential in rerouting via Toledo should more than offset any higher operating expenses. How much more? That's for Amtrak to decide. 
ODoT’s budget crunch

Leading to higher taxes or wiser priorities?

By Bradley Flamm
Transportation Coordinator
Eco-City Cleveland

ODoT Director Jerry Wray announced on January 30 that a first tier of 25 highway construction projects can be built before funds for major new highway projects are exhausted. Without additional revenue, ODoT will be unable to construct any new projects after 2002, leaving in limbo 133 projects from the second and third tiers of its “Major New Capacity Program.”

While projects in the second tier—a tier which means “we’ll build them if we get more money”—are still alive, those in the third tier are all but dead until at least 2005. Only four transit projects (only five statewide were submitted) made it into the second tier. A fifth project, in Dayton, fell into the third tier. The five transit projects are:

1. Start in 1999 a commuter rail demonstration project from Cleveland to Cuyahoga Falls (estimated cost $25 million);
2. Construct in 2001 an intermodal passenger station facility at North Coast Harbor for light rail, commuter rail, Amtrak trains, Greater Cleveland Regional Transit Authority (GCRTA) buses and Greyhound (est. at $17.5 million);
3. Construct in 2001 a demonstration project from Columbus to Dayton, SE Ohio (estimated cost $120 million);
4. Construct the Carillon Historical Park (est. at $15.5 million).
5. Construct $5 million of the agency’s $1.6 billion budget. These expenditures help maintain Ohio’s existing system of over 20,000 miles of highways. By 2002 those costs will rise to over $1.5 billion, consuming all revenues projected to be viable.

The gloomy prognosis quickly led to calls to raise the gas tax. Wray said that a 14-cent per gallon increase would raise the $1.5 billion a year needed for 10 years to complete all 158 projects in the Major New Capacity Program. He emphasized that ODoT has not asked the legislature to hike the tax.

The state gas tax is already 22 cents a gallon, three times higher than it was in 1984. The state legislature is reluctant to raise this tax, but the political fallout from leaving so many highway capacity projects unfunded may oblige them to seriously consider it.

The calls for more highways seem misdirected at best, particularly for northeast Ohio where the population has remained stable for over four decades. ODoT’s financial

residential and commercial developments.

Mixed messages

Some ODoT officials recognize the inconsistencies highlighted by the wish list. This is hardly surprising; some of the projects on the list were first proposed over 20 years ago. “We realize we no longer can build our way out of congestion,” Carla Cefaratti, ODoT’s Deputy Director of the Division of Multi-Modal Planning and Programs, said during the Columbus conference, “and we need to look at other modes [i.e. non-highway] seriously.”

Still, it is more likely that the overriding emphasis at ODoT will remain on highway capacity expansion if backers of a gas tax convince state legislators that the increase is necessary without a major reorientation of priorities. ODoT has made some significant improvements in its direction and operations during the past few years: objective criteria are now applied to the selection of projects, a review advisory committee has been created, and the workforce has been streamlined. But the most important reforms—ones that would reorient the agency towards a truly multi-modal state transportation system—remain elusive.

Copies of the Draft Major/New Project Construction list can be obtained from ODoT’s Central Office in Columbus and comments
Pennsylvania to fund rail upgrade

HARRISBURG — On Jan. 27, Pennsylvania Governor Tom Ridge signed a bill that paves the way for the acquisition of new state-of-the-art trains that will enhance service along the Keystone Corridor, the 104-mile rail route between Harrisburg and Philadelphia.

The bill authorizes Pennsylvania to enter into a labor protection contract with Amtrak and other railroad-related unionized employees. Such a contract is required in order for Pennsylvania to access $18.7 million in available federal funds for the new trains.

Although frequently used in foreign countries, no U.S. commuter rail systems currently operate with DMU equipment. The DMUs will be capable of traveling up to 110 miles per hour, compared with current maximum speeds of 55 to 90 mph on the corridor. In addition, the DMUs will offer several customer amenities not currently available on the Keystone line, including food service, computer hookups for passengers, and new handicapped accommodations.

The trains could be in operation by late summer 1999, with interim equipment as early as spring 1998 to provide a preview of the new service. The trains will be owned by the state and operated by Amtrak.
3-C Corridor: Ohio’s missing connections

By Kenneth Prendergast
OARP Executive Director

Ohio has a great, new service in the 3-C corridor. In 2001, for less than $50 million of public and corporate money, citizens received fast, modern trains on existing tracks, linking Ohio’s biggest cities, reliably on any day, in any weather, at any time.

I don’t get it...

OARP members can sympathize with actor Paul Riser who, in TV commercials for a major telephone company, is touting a new, simplified rate plan. Of course, the calling plan is so simple that no one in those commercials understands. “I don’t get it,” is the common response. Paul Riser sighs in frustration: “Am I just being unclear?”

Paul, we hear ya. Same thing has been happening for decades here in Ohio, between governmental leaders and OARP. No, it’s not a misunderstanding about phone bills. Rather, it’s about how OARP says one thing about 3-C Corridor trains, but too many political folks hear something else.

OARP member Robert Stevens of Helena, Montana sent a letter Dec. 10 to Ohio Governor George Voinovich, describing a trip to Europe, and the ease of linking transports are still being missed when it comes to our message to top state officials.

I recall an incident in March, 1988, in which Mark Carlson (before he was elected to any formal position in OARP) used a phone dialer to get through to then-Governor Celeste on a televised call-in show. Mark questioned “with current adverse weather conditions in mind and your drive to increase business development and travel and tourism, when are you going to throw your support behind the (Ohio) House and Senate bills which would create a modern, safe, all-weather conventional high-speed rail transport system linking Cleveland, Columbus, Dayton, and Cincinnati?”

Guess what happened? Celeste answered he was 82 percent in favor of high-speed rail, but didn’t know where the money will come from, and that Ohio needs to spend more on education. The connection was then cut, preventing Mark from restating his

A corridor by any another name?

Marketing a product, in this case a transportation proposal, must be done with a clear message. That's why a photocopy of this article is worth sending to the governor's office, and to your state legislators. The 3-C Corridor, or whatever it should be called, is too important to be kept down by folks who “don’t get it,” or for us to quit, only to wonder how much clearer we could have been.
A corridor by any another name?

Marketing a product, in this case a transportation proposal, must be done properly to reach the right audience with the best possible message. So far, that hasn’t happened. Maybe the 3-C Corridor train proposal could be put into a better frame of reference by giving it a new name altogether.

For example, some of you may have heard of a new state loan program called the brownfields initiative. If not, it’s an effort to clean up abandoned, environmentally contaminated industrial properties in urban areas so they can be redeveloped for new, job-producing uses. The term “brownfields”, once explained, fits the issue like a glove. And it has a benevolent connotation since redevelopment keeps older, established urban areas from sliding into economic decline.

Grasping the brownfields issue is made easier because there is an opposing term — greenfields. A greenfield is a pristine piece of land on the urban fringe. While it can be cheaper to build homes or businesses there, the new infrastructure required to develop this system, including land acquisition costs and track construction, could easily exceed $1 billion. Unless we can recoup some of the more than $300 million in federal gasoline taxes we send to Washington each year that is never returned to Ohio, there is little hope we could afford to finance such a venture,” he wrote. Voinovich concluded his letter on a positive note, adding “While my reply may not exactly be what you would like to hear, I share your hope that someday our nation’s rail passenger rail system will be the equal of the one you described in your letter.”

Methinks there is something very familiar here. It shows that connecting land, Columbus, Dayton, Springfield, and Cincinnati?

Guess what happened? Celeste answered he was 82 percent in favor of high-speed rail, but didn’t know where the money will come from, and that Ohio needs to spend more on education. The connection was then cut, preventing Mark from restating his original question which wasn’t addressed. The next morning, Mark called Celeste’s office, and eventually got two of the governor’s top legislative people on the line, neither of whom had a clue about the 3-C Corridor trains. It’s no wonder Celeste lacked information when his own “experts” couldn’t address the issue.

As most of us know, it won’t cost billions to implement modern 3-C Corridor passenger rail service. According to a litany of state-funded studies, it won’t cost more than $50 million. One must wonder if all the right people are reading all these studies on which Ohioans have spent millions over the years. Or are they just not understanding what they said?

With all that work and money spent, state officials (we’re not just picking on the governor here) should know that no property needs to be acquired. No tracks need to be built. Between the 3-C cities, plus Dayton, Springfield, Galion, and others — tracks capable of han-
Proper Channelling

A volunteer association can never have enough active members who professionally work together, adhering to a chain of command. For this new, periodic column on the on-goings inside OARP, it seemed a good idea to begin with a couple of tips. These tips may be helpful for members who are curious about becoming more active, and who wish to learn how to get the most out of their OARP.

From time to time, there are some terrific ideas out there about OARP that never get acted upon. If you have an idea or suggestion of how OARP might be able to accomplish something in your hometown (and you probably know more about your city—regardless of its size—than another member living only twenty miles away), you should run that idea by at least one board member and/or officer.

Even if a regional coordinator, board member, or officer has a new proposal, they should double-check it with someone on the board. Check the directory on page 11 of this issue. Your idea may be the right one at the right time. Or, on the off-chance, it may be in conflict with an educational program that OARP is already developing. It’s better and easier to play it safe.

This also extends to every letter with OARP’s name on it. Even OARP’s president, vice president, or other leader must have their official communiqués proof-read by a fellow officer to ensure that it reflects the association’s implied or written policies. Hopefully, this doesn’t frighten off activism. We just want to maintain a professional level of conduct which OARP members, and others, can be proud of.

In most all-volunteer associations like OARP, whenever someone comes up with a new idea, you must double-check the universal rule of thumb, “If you have an idea, begin with a couple of tips.” These tips may be helpful for members who are curious about becoming more active, and who wish to learn how to get the most out of their OARP.

Because of term limits, only Frank Gordnier of Dayton (Area 513/927) can seek another two-year term in his board seat. He has announced he will seek re-election. Bill Schuler stated he would like to remain on the board by being elected to the at-large position. All others may run again, but can seek only one of the at-large board seats this year, or the other two at-large positions next year. At least one person will not run again—see below. If you would like to run for one of the seats on OARP’s Board of Directors, contact President Mark Carlson at (216) 331-3161. Afternoons are usually the best time of the day to reach him.

Larry George resigns from Board

Sadly, we have been informed by Larry George — OARP’s long-time presence in Toledo — that he will resign from the board. He delivered his letter of resignation Feb. 3 to OARP President Carlson, Secretary Meg Grey, and Executive Director Ken Prendergast. Larry wrote:

"It is with deepest regret that I write this letter. I am resigning from the OARP Board of Directors effective immediately. It is being done for health reasons.

"I wholeheartedly recommend Mr. Mark Buckley of Toledo as my replacement. Mark is employed by Amtrak at the Toledo station, is a member of OARP, and has a vast knowledge of rail operations in general, Amtrak operations in particular, and is a walking encyclopedia of rail passenger service history.

"I intend to keep my OARP membership, and support whatever OARP may do in the future.

Larry George"
I am resigning from the OARP Board of Directors effective immediately. It is being done for health reasons.

"I wholeheartedly recommend Mr. Mark Buckley of Toledo as my replacement. Mark is employed by Amtrak at the Toledo station, is a member of OARP, and has a vast knowledge of rail operations in general, Amtrak operations in particular, and is a walking encyclopedia of rail passenger service history.

"I intend to keep my OARP membership, and stand ready to assist in any advisory capacity as I may be deemed qualified for. It has been a real pleasure," he concluded.

Doctors notified Larry that he has a problem with his heart. We in OARP strongly disagree with that opinion. Larry has more heart than most people. It is Larry's self-described, high-stress passion for the issue of rail passenger service that will keep him from being directly involved.

The next time you pass through Toledo's newly-renovated train station, while admiring the sparkle that has been rediscovered from under years of rust, remember that one of the people who helped make it happen was Larry George. If you get well again, Larry, we'd love to have you back! We're already missing you.

1997 Meeting Schedule Set

The OARP Board of Directors has established the following meeting schedule for 1997. The Board will meet on the third Saturday of the odd numbered months.

Membership meetings will be held on the third Saturday in March, May, July, and September. During these months, the Board will conduct an abbreviated meeting which will precede the membership meetings.

Board and membership meeting information will be announced in future columns.

They're back! Thanks to long time OARP member Mike Weber and Champion Screen Printing of Cincinnati, a limited quantity of these attractive calendars are available.

Featuring Amtrak's Cardinal, plus OARP and NARP information, they make nice gifts for family, friends, and associates.

They're also a great tool for recruiting new members. Call Mike Weber (513) 891-9251 for more information.
Amtrak offers discount fare

Available starting March 9, special Amtrak Explore America Fares enable travelers to visit any one region of the country for $168, any two adjacent regions for $198, or travel across America for $278 round-trip. These prices are good for up to 30 consecutive days of coach travel and include visits in up to three locations en route.

"These fares can also be combined with the everyday half-price Kids Fare for children 2-15 years old and 15 percent discount to passengers 62 and over, to make travel even more affordable," said Mark S. Cane, Amtrak Intercity's president.

Special Amtrak Explore America Fares are only available for sale March 9 through May 9, 1997. Spring fares are good for travel March 24 through June 19, 1997. Summer fares are $50 higher for travel from June 20 through August 17, 1997. All fares must be reserved by May 9, 1997 and are non-refundable.

The fares are based on round-trip travel in the three regions of the United States — Eastern, Central, and Western — and are not valid for travel to or from Florida, Metroliner Service, and Auto Train. Reservations are required in most cases and upgrades to Club Service, Custom Class, or First Class are available for an additional cost.

As Parade, Parenting, Family Fun, New Choices and USA Weekend. The campaign also includes broadcast advertising in 33 cities.

Included with the advertisements in the April editions of Family Fun and New Choices is an “Easy Tips for Easy Travel” guide. Highlights include:

- Getting the best travel values.
- Ideas for great vacations.
- Tips for traveling with children.
- Trouble-free packing advice.
- Tips for mature travelers.
- Rum Raisin and Blackberry Flavored sundae coupon offering $10-$20 off a weekend rental or $15 off a weekly rental.
- Days Inn coupon offering $4 savings per admission ticket or up to $24 savings on six admissions.
- Customers should see an authorized Amtrak travel agent visit a

"Getting There" book offer

How did America become the world's most auto-centric society? Why did President Dwight Eisenhower hate urban highways? Do you know the methods the auto and oil interests used in getting away with murder? And, as we enter the 21st Century, why are America's railroads waking from the dead?

Those answers are spelled out in well-documented detail in "Getting There: the epic struggle between road and rail in the American century," by former journalist and congressional aide Stephen Goddard.

"Getting There" shows why the near-death of passenger rail in Ohio was both an attempted murder and suicide, rather than a simple case of technological evolution," OARP Executive Director Ken Prendergast said. "It is important for OARP members to read this book. We must understand how rail passenger services were damaged in the recent past, so we can learn where and how repairs might be made."

Part OARP fund-raiser, and part educational tool, "Getting There" — now in its fourth printing—is being made available to OARP members at a discount, along with other benefits. As an OARP member, you will receive a personalized dedication in the book.
Amtrak tests new reservations hold policy, draws protests

WASHINGTON — On a “test” basis during the month of March, Amtrak, with little advance notice, dramatically changed its hold policy for reserved trains, except Metroliners.

Previously, there was a 14-day hold (seven days for Florida trains), meaning you had to pay for your ticket in that time or lose your reservation. Now, seven days applies to all reserved trains—except that the Crescent hold is three days, and the Capitol Limited/Southwest Chief is an unbelievable one day.

Advance payment lets you pay when you reserve (if you have a credit card) and pick up the ticket later. But advanced payment doesn’t help passengers without credit cards.

It also appears that the non-refundability of discounted rail fares will be tested soon on the City of New Orleans, with tickets exchangeable for future travel.

Amtrak’s stated goals are improved cash flow and reduced time that space is held for people who will not use it.

The National Association of Railroad Passengers is protesting the new hold policy, and is continuing discussions with Amtrak.

Name: __________________________
Address: _________________________
City: ___________________ State: _______ ZIP: _________

Ohio ARP

PLEASE INSCRIBE COPIES AS FOLLOWS:

1) ____________________________
2) ____________________________

One book is only $28 plus $1.68 sales tax, while two copies are $42 plus $2.52 tax. Mail your check and the coupon below to:

Steven Goddard
10 Columbus Blvd.
Hartford, CT 06106-1944
The Coordinators' Corner

Bob Boyce
Columbus’ Regional Coordinator, reports that... some 15 members attended the first 1997 Columbus Red Door meeting on Jan. 11 to participate in a program featuring a talk by the Ohio Rail Development Commission’s (ORDC) Chief Planner Lou Jannazo on the proposed Conrail-CSX merger.

Jannazo said the ORDC has taken no stand, pro or con, on the merger, while being deeply involved in a study of the complex issue (Editor’s note: ORDC has since come out in favor of the merger). He passed out an outline of the Commission’s study and said some major concerns were the effects of a merger on Ohio shippers, trackage preservation, and the well-being of Ohio shortline railroads.

Suggested topics for upcoming meetings were offered. They are held at the Red Door Tavern, 1736 West 5th Avenue. In 1996, a total of 44 members attended at least one Red Door meeting.

Programs included talks by ORDC commissioners Carla Ceferatti and Larry Sowers, ORDC staffer Susan Kirkland, state legislative candidate and passenger rail advocate Cleve Ricksecker, and Ohio Railroad Association Director Art Arnold, as well as a tour of Conrail’s Buckeye Yard. Columbus local meetings are held at 9:30 a.m. on the second Saturday of each month.

Mike Weber
Cincinnati’s Regional Coordinator, reports that... on Sunday, Jan. 19, 1997 48 people participated in his annual “Blizzard Trip” aboard Amtrak’s Cardinal from Cincinnati to White Sulphur Springs, WV and return. People seemed to enjoy themselves, as both the eastbound and westbound trains were on-time.

Unfortunately, there was no heavy snow to demonstrate the train’s all-weather capabilities. On the other hand, the sunny, cold day permitted great photography from the double-decker Superliner trains as the train passed through a winter wonderland in West Virginia’s scenic New River Gorge. When the passengers weren’t admiring the scenery, everyone enjoyed the news and quality of the latest OARP newsletter.

Just two days before, someone named George Herbert Walker Bush rode on train #51, the westbound Cardinal, from Washington DC to White Sulphur Springs to visit the Greenbrier Resort. While on board, the former president of the United States walked through the train, talking to passengers and signing autographs.

Steve LaConte
Sandusky’s Regional Coordinator, reports that... the city of Sandusky will go out to bid in March for the reconstruction of their 105-year-old depot and the construction of a bus garage for the local transit service.

If bid contracts are signed by May, groundbreaking for the transportation center could occur in June or July. Bidding for the $650,000 project has been approved by the Ohio Department of Transportation. All of this is according to city engineer Brent Smith, who I contacted on Feb. 5.

Much of the funding is from a $520,000...
The Amtrak Charter to Chicago

Ride the Superliner — A Deluxe Double-Decker Train
Enjoy entertainment, a color commentary, games and prizes along the way, meet legislators and others from Northwest Ohio...

April 12 & 13, 1997

Depart Toledo at 9:00 a.m. from the Amtrak Station at Central Union Plaza.
Depart Chicago at 1:30 p.m. for your return trip arriving at 7:00 p.m. in Toledo.

Enjoy a rail commentary en route — games and prizes to be enjoyed by all!
A musical send-off by the Young Rep Players at 7:45 a.m. in the lobby begins your journey.
Coffee and rolls prior to boarding — compliments of Amtrak.

Overnight accommodations available at the Quality Inn - Downtown Chicago.
(Hotel reservations must be received by March 21, 1997)

◊ Shop till you drop ◊ see a play ◊ visit the museums ◊ enjoy Chicago!
Complete packet of details and information of the things to do in Chicago will be sent to you upon receipt of your paid registration.

A very special guided tour of Chicago's historic Central Union Station is limited to 100 people.
This Amtrak-sponsored extra features areas of the station not open to the public.
Check the r.s.v.p. form!

Questions?: Call Jackie Outland at: (419) 255-6641 Fax: (419) 255-5052

N.O.P.R.A. Amtrak Charter Reservation Form -- April 12 & 13, 1997 -- Please Print

Name (s): ___________________________ Company/Organization: OARP
Address: ________________________________________________________________
City/State/Zip: ____________________________________________ Phone: __________
Daytime Phone: ___________________ Evening Phone: ____________________

__ No. of Tickets for Train Only $99.00 each Early-Bird Rate; $109.00 after March 15, 1997
__ No. Hotel Reservations @ $115.00 based on double occupancy; deadline March 15, 1997
$________ Enclosed: Full payment MUST accompany your reservations. No refunds, sorry.
Make checks payable to N.O.P.R.A.

__ Yes, count us in for Chicago's Amtrak Union Station Tour! __ Number of people.

Mail to: N.O.P.R.A., 1806 Madison Ave., Suite 108, Toledo, OH 43624-1448
Trip details handled by Comprehensive Professional Services for N.O.P.R.A.
TRavelAgent Members

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

Akron          Parkside Travel USA          (330) 724-1800
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Canal Fulton   Massillon AAA Travel        (330) 854-6616
Cleveland      Ohio Motorist Association/AAA Travel (216) 361-6080
Cleveland      Randall Park Mall Travel Agency (216) 475-8747      (800) 999-2434
Columbus       Accessible Travel Agency     (614) 792-3555      (800) 837-2822
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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 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: November, 1996

Directory of the Ohio Association of Railroad Passengers

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<tbody>
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<td>AT-LARGE</td>
<td>Bob Wickens</td>
<td>8109 Southern Pines Drive</td>
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**DIRECTORS**

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<td><strong>AREA 419: Toledo</strong></td>
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National Association of Railroad Passengers / NARP Passenger RailNews Hotline (24-hours). This is NOT a free call. 
**Executive Director** Ross Capon 900 Second Street, NE #308; Washington DC 20002-3557 voice: 202 / 406-8362 or e-mail: narp@worldweb.net, Web: www.worldweb.net/~narp fax: 202 / 408-8287

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**Mark Carlson** 479 Humiston Drive Bay Village 44140-3017 216 / 331-3161
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**James Dingus, Jr.** 20600 Chagrin Blvd. #701 Cleveland 44122-5996 216 / 561-9200

Updated: March 1997
### OARP Calendar of Events/Meetings

#### March 1997

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<th>Date</th>
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<th>Contact person &amp; telephone number</th>
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<td>08</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>13</td>
<td>ORDC — Committee Mtg</td>
<td>9:00 a.m.</td>
<td>Riffe Center</td>
<td>77 South High Street</td>
<td>Linda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>10:00 a.m.</td>
<td>Riffe Center</td>
<td>77 South High Street</td>
<td>Linda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td>15</td>
<td>OARP Board Meeting</td>
<td>8:15 a.m.</td>
<td>Holiday Inn- Sidney OH</td>
<td>I-75 Exit 92 (SR 47)</td>
<td>Mark Carlson 216 / 331-3161</td>
</tr>
<tr>
<td>15</td>
<td>OARP/NARP Region 6 Mtg</td>
<td>10:00 a.m.</td>
<td>Holiday Inn- Sidney OH</td>
<td>I-75 Exit 92 (SR 47)</td>
<td>Mark Carlson 216 / 331-3161</td>
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<tr>
<td>21</td>
<td>Toledo Local Meeting</td>
<td>7:30 p.m.</td>
<td>Oregon Municipal Bldg.</td>
<td>5330 Seaman Road</td>
<td>Mark Buckley 419 / 476-4569</td>
</tr>
</tbody>
</table>

#### April 1997

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; telephone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>18</td>
<td>Toledo Local Meeting</td>
<td>7:30 p.m.</td>
<td>Oregon Municipal Bldg.</td>
<td>5330 Seaman Road</td>
<td>Mark Buckley 419 / 476-4569</td>
</tr>
</tbody>
</table>

#### May 1997

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
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<th>Address</th>
<th>Contact person &amp; telephone number</th>
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</thead>
<tbody>
<tr>
<td>10</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>15</td>
<td>ORDC — Committee Mtg</td>
<td>9:00 a.m.</td>
<td>Riffe Center</td>
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<td>Linda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>10:00 a.m.</td>
<td>Riffe Center</td>
<td>77 South High Street</td>
<td>Linda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td>16</td>
<td>Toledo Local Meeting</td>
<td>7:30 p.m.</td>
<td>Oregon Municipal Bldg.</td>
<td>5330 Seaman Road</td>
<td>Mark Buckley 416 / 476-4569</td>
</tr>
<tr>
<td>17</td>
<td>OARP Board Meeting</td>
<td>8:30 a.m.</td>
<td>Columbus OH</td>
<td>Radisson Inn-North</td>
<td>Mark Carlson 216 / 331-3161</td>
</tr>
<tr>
<td>17</td>
<td>OARP Annual Meeting</td>
<td>10:00 a.m.</td>
<td>Columbus OH</td>
<td>Radisson Inn-North</td>
<td>Bill Hutchison 614 / 268-2709</td>
</tr>
</tbody>
</table>

All meetings are subject to change. OARP suggests that you confirm dates, times, and locations for all meetings.

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Mark your calendar for the 1997 Annual Meeting of the Ohio Association.
Annual Meeting of the Ohio Association of Railroad Passengers

Saturday, May 17th 10:00 am to 4:00 pm

- State of your Association
- Elections to the OARP Board of Directors
- Local news and developments
- Speakers (not yet confirmed)
- Details of the CSX/Norfolk Southern acquisition of Conrail. Plus...
  - how will it affect Amtrak,
  - how will it affect Ohio, and
  - how will it affect future rail development in Ohio

Please register early!

Registration fee is only $20.00 if made by Monday, May 12. Late registration fee will be $22.00. The earlier you register, the better we can control our meeting costs. As always, we must confirm a meal count with the hotel prior to our meeting.

Mail your registration, with a check or money order payable to OARP, to:

OARP Annual Meeting
Bill Hutchison
3480 Kenwood Avenue
Columbus OH 43224-3450

Last minute phone registrations may be called to:
(614) 268-2709