Amtrak at a critical junction

By Kenneth Prendergast
OARP Executive Director

It's the half-cent, stupid!
—adaptation of President Clinton's 1992 campaign slogan: "It's the economy, stupid!"

"Amtrak truly is in a make or break year," said OARP President Mark Carlson in a May 30 letter to Ohio members of Congress. "This could be the last year of Amtrak, making America the only modern nation without city-to-city rail passenger service. Or, this could merely be the last of Amtrak's stagnant years, with the coming century promising growth and improvement."

Clearly, as Mr. Carlson noted, if there ever was a turning point in the existence of the passenger train, 1997 may equal 1971 — the year Amtrak began — as the most critical point.

In recent years, rail passenger advocates have said that Amtrak will eventually reach a point where it will have to shut down unless it gets adequate federal funding to modernize and maintain train operations. Capital funding for new trains, facilities and other items has been sorely inadequate since the early 1980s, slowly bleeding the system to death. That day is only — See "HALF-CENT", page four

CSX, NS agree on division of Conrail

CSX Corporation and Norfolk Southern Corporation (NS) announced that they have reached agreement on a division of the routes and assets of Conrail Inc. The acquisition will have a major impact on passenger rail services, both current and proposed.

NS will contribute $5.9 billion for its 58 percent share of the acquisition and CSX will contribute $4.3 billion for its 42 percent share. The totals include amounts previously spent by NS and CSX to acquire Conrail shares. The companies also said they will file a joint application with the Surface Transportation Board (STB) in June seeking approval of the Conrail acquisition and division.

NS and CSX said the plan will create balanced competition in the East, restore rail competition in regions now served only by Conrail.
Clearly, as Mr. Carlson noted, if there ever was a turning point in the existence of the passenger train, 1997 may equal 1971 — the year Amtrak began — as the most critical point.

WAITING FOR A TRAIN! Rail travelers could be waiting for a long time if the half-cent legislation fails. The future of intercity passenger rail service in the United States is in a make-or-break year.

Here we go, changing again!

What’s going on here? A new masthead? A new name? And without “Ohio” in it? What’s with these changes, and after only one year?

Yes, here we go again! But we didn’t change for the sake of change. In late winter the Michigan Association of Railroad Passengers (MARP) agreed to incorporate the Indiana association (IndARP) newsletter to be one of the finest rail passenger association publications in the country. They also wanted to learn more about rail transit developments underway in Cleveland and Cincinnati, as those lessons may have applications in Michigan and Indiana.

OARP leaders began to see that Ohioans would have something to

— See “CHANGE”, page four

They considered the Ohio Passengers Rail News (OARP’s newsletter) to be one of the finest rail passenger association publications in the country. They also wanted to learn more about rail transit developments underway in Cleveland and Cincinnati, as those lessons may have applications in Michigan and Indiana.

The Passenger Rail News
479 Humiston Drive
Bay Village OH 44140-3017

ADDRESS CORRECTION REQUESTED

William H. Hutchison Jr.
3480 Kenlawn St.
Columbus OH 43224-3450

 application with the Surface Transportation Board (STB) in June seeking approval of the Conrail acquisition and division.

NS and CSX said the plan will create balanced competition in the East, restore rail competition in regions now served only by Conrail, and improve service to customers.

According to NS and CSX, the result will be two strong competitors that will provide single-line service between the New York metropolitan area and Chicago, between New York and St. Louis and between the New York area and markets to the south and southwest. Implementation of the plan is expected to bring new business
Train of Thought
from OARP Executive Director
Kenneth Prendergast

When it comes to the I-71 Corridor study in Cincinnati, that little voice in one's head, which second guesses things we see and hear, is starting to clear its throat. What might it say? "The chances for gaining transportation options in Cincinnati, other than those involving the highway, are being threatened."

Is that voice paranoid? Yes—inherently.

Should we listen to it? Absolutely. Things were rolling smoothly along with the study, as planners on behalf of the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) evaluated a number of transportation alternatives. One of them would be selected, and funding would be sought so that Cincinnatians could move during rush hours at speeds faster than that of a glacier.

With favorable opinion polls and other inputs in hand, OKI planners were ready to select light-rail transit as the chosen mode. It would improve travel between the airport, downtown, and King's Island. The strategy was to get Congress to write the I-71 light-rail line into a pending renewal of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) legislation.

But a funny thing happened on the way to Washington DC—Cincinnati officials, including Mayor Roxanne Qualls, got side-tracked by a monorail. After much controversy, proponents of building a 30-mile monorail line got OKI to include their mode in the study, lengthening it by many months. The problem is, the study may not be complete in time to get the chosen I-71 Corridor project into the five-year ISTEA renewal. If the legislation is passed by Congress without the Cincinnati project in it, neither light rail nor monorail has much of a chance of being built for at least the next five years.

So, that nagging voice makes me wonder, "are monorail proponents interested in monorail? Or, are they merely wanting to keep the worldwide, light-rail renaissance out of the Queen City so that something else, such as more pavement for more cars, can be had?" There's one way to find out for sure. If the I-71 study isn't completed in time for inclusion in the ISTEA renewal, and if monorail proponents quiet down afterwards, we'll know they got what they really wanted.

CORRECTION — In the last issue of The Ohio Passenger Rail News, a reprinted Dec. 31, 1996 editorial by The Cincinnati Post was missing some important text. The missing words were: "The Post believes that light rail is by far the best of these options. It would not only address the transportation needs of the region well into the next century," concluding with the text we did include, "it would improve our quality of life in ways that are surprising cost-effective."
Photos and Articles
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 3¼ 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!

The Passenger Rail News
12029 Clifton Boulevard, #505
Lakewood OH 44107-2161

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 Indiana, Michigan or Ohio Association of Railroad Passengers includes a subscription to the The Passenger Rail News, plus action alerts, notice of rail-oriented events, and local meetings. (Contributions to OARP may be tax deductible.)

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☐ Michigan Association of Railroad Passengers
P/O Box 532
Marquette, MI 49855-0532

☐ Ohio Association of Railroad Passengers
752 Braumiller Road
Delaware OH 43015-3110

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Lastly, with the newsletter becoming a three-state publication, more responsibilities are falling on those of us writing, editing, and producing The Passenger Rail News. This means we will need additional contributions of articles, news briefs, clear and bright photographs, and some newspaper clippings.

If you don’t see an article or photo regarding something going on in your area, chances are nothing was contributed. Let me encourage you to fill that gap in the next edition. The deadline for submissions is the 15th of the even-numbered months.

I hope you like the changes. I want to make sure that The Passenger Rail News is one of the finest publication of its kind in the country. With your contributions, it can live up to that lofty billing.

chance of being built for at least the next five years.

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Amtrak service returns to Youngstown

YOUNGSTOWN — About 50 residents and officials showed up for Amtrak's return to Youngstown on May 16, which isn't bad considering the train arrived a few minutes late—shortly before 6 a.m. Rail service was absent for nearly two years, but has come back in the form of Amtrak's daily Three Rivers service, linking Chicago and New York City, via Philadelphia and Pittsburgh.

The eastbound Three Rivers stops in Youngstown at 5:35 a.m. each day, with the westbound counterpart stopping at 1 a.m. The trains serve the historic B&O Station, 530 Mahoning Avenue, just west of downtown along the Mahoning River. Despite that the Three Rivers has been operating since the fall of 1996, Youngstown was the first Ohio city to gain a station on the revived route.

Before 1995, Youngstown, Akron, Fostoria all were stops on the erstwhile Broadway Limited. Fostoria is expected to regain service by July. Akron may not see the Amtrak train stop in its town until December, due to delays from bidding procedures in installing a prefabricated station (i.e., trailer).

Youngstown received a $12,500 grant from the Ohio Rail Development Commission (ORDC). The City of Youngstown matched the state grant, as did the Youngstown Community Development Corporation, in order to make the needed improvements to the former B&O railroad station. The city will be assuming utility and other operating expenses associated with the station.

"Restoration of passenger rail service to Youngstown was made possible through the efforts of Mayor Pat Ungaro and ORDC Executive Director Tom O'Leary," said Mark S. Cane, president of the Chicago-based Amtrak Intercity business group. "The local efforts were encouraged by Rep. Jim Traficant (D-Ohio). In addition to the capital contribution needed to reopen the station, the City of Youngstown has made a long-term commitment to the operating support of the facility."

Indianapolis Union Station headhouse and stores close

INDIANAPOLIS — Following the opening of new Circle Centre Mall downtown, office workers and tourists no longer flock to Union Station's shops and eateries. The sudden shift in the downtown retail trade has caused the station to close. But a plan being considered may revive the station, at least partially.

Also, the Amtrak station is still in operation at the south end of the station, and has been joined by a Greyhound bus facility.

As part of the revival plan, the city entertained several bids, and went with one that will expand

New, graphic campaign for road-rail crossing safety
new Circle Centre Mall downtown, office workers and tourists no longer flock to Union Station’s shops and eateries. The sudden shift in the downtown retail trade has caused the station to close. But a plan being considered may revive the station, at least partially.

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As part of the revival plan, the city entertained several bids, and went with one that will expand the existing Holiday Inn Crown Plaza housed in the station. Plans are for the hotel to build 70 suites in part of the concourse area. The plan will keep some retail and restaurant spaces, and convert most of the trainshed space to parking. Efforts are underway to get an upscale restaurant and one or two shops into the station’s former headhouse. There is also a connector in the works to connect the complex to the new mall which drained away many of the customers in the first place.

During its heyday, Indianapolis Union Station hosted over 100 daily trains run by the New York Central, Monon, Nickel Plate, Baltimore & Ohio, and Illinois Central railroads. Today, it sees Amtrak’s thrice-weekly Cardinal, operating between Chicago, Cincinnati, Charleston WV, Washington DC and other enroute cities. Some Greyhound buses also can carry Amtrak passengers from Cincinnati and Indianapolis to make train connections at Chicago Union Station.

Despite being located at Indianapolis Union Station, Amtrak and Greyhound passengers can’t get into the old station building and headhouse itself without walking outside for a block. At last report, the station will remain open to the public. Hopefully, redevelopment plans will keep the station operating in an increasingly vibrant downtown Indianapolis.

the station, the City of Youngstown has made a long-term commitment to the operating support of the facility.

New, graphic campaign for road-rail crossing safety

A cooperative effort between the Association of American Railroads, Operation Lifesaver, and the Federal Railroad Administration has created one of the most graphic, hardest-hitting railroad safety public service announcement campaigns ever undertaken. The announcements began this spring across the region.

The campaign, called “Highways or Dieways ... the choice is yours”, is aimed at reducing highway-rail crossing collisions and railroad trespasser fatalities. Public service announcements have been appearing on radio and television, demonstrating with real-life dramas of what happens when cars and people enter the path of freight and passenger trains.

Did you know that ...

* A motorist is 30 times more likely to die in a crash involving a train than in other highway collisions?
* Nearly 50 percent of collisions at public crossings occur where active warning devices (gates and lights) exist and are working properly?
* The car actually hits the side of a passing train in nearly one out of four collisions?
* The majority of grade-crossing crashes happen when trains are traveling less than 30 miles per hour?
* Railroad tracks, yards, and equipment are private property and trespassers are subject to arrest and fines?
* The weight ratio between a train and a car is equal to that between a car and a 12 oz. can?

Of course, trains are much heavier and roll with greater momentum than cars. Thus, trains cannot stop as quickly. A 150-car freight train’s stopping distance is about 3,500 feet (2/3 of a mile) at 30 mph, and 8,000 feet (1-1/2 miles) at 50 mph.

For an 8-car passenger train, the quickest it can come to a complete stop is 3,500 feet or 2/3 of a mile when it is traveling at 60 mph, and 6,000 feet or 1-1/8 of a mile at 79 mph.

Some controversy has arisen, asking if these announcements are too graphic. However, most everyone agrees that the intended message is effectively understood.
Amtrak covets mail and express

By Kenneth Prendergast
OARP Executive Director

Following legislative approval of the half-cent gas tax for Amtrak, the cultivation of mail and express shipments could be Amtrak's ticket to quickly reaching self-sufficiency. In 1959, the last year in which rail passenger carriers broke-even industry-wide, passenger train revenues showed much more balance than today's dependence on riders' fares.

For an average train in 1959, mail and express shipments comprised 46 percent of its operating revenues, while the remaining 54 percent of revenues came from passenger fares. Granted, some passenger trains back then had a dozen mail and express cars, while only two or three cars carried people. But there also were the opulent flagship trains like New York Central's 20th Century Limited, Wolverine, and James Whitcomb Riley. In between these profitable trains were less-profitable feeder runs.

Today, only 6 percent, or $64 million of Amtrak's revenues come from mail and express shipments—a sad performance considering this is a $230 billion nationwide market. Amtrak has hired new, aggressive employees to employ a renewed marketing focus to mail and express. If Amtrak can garner just one percent of this market by 2002, which it thinks it can, the need for federal operating subsidies would be eliminated.

To accomplish this, more trains will be needed to satisfy the demands of the U.S. Postal Service and express shippers. This should have a positive effect for rail passengers in Michigan, Ohio, and Indiana.

If one identifies the primary, bulk mail centers for the U.S. Postal Service, they will see that this market contains dozens of BMCs, per the map on page two. The central example is the Columbus-Baltimore Corridor. Atlanta, Chicago, Houston, and New York are other centers that Amtrak wants to tap.

Amtrak at a critical junction

“HALF-CENT”, from page one — months away.

To compensate, Amtrak borrowed money from foreign banks to replace aging locomotives, coaches, sleepers and other rolling stock. But given Amtrak's scant federal backing, these acquisitions have come with a high price tag. For example, Amtrak is paying over $600 daily in interest payments for each of the dozens of new Superliner II cars it recently deployed. No amount of revenue, aside from the half-cent, can come close to covering this expense.

Amtrak Intercity President Mark Cane expects the railroad will end the fiscal year with a $70 million cash deficit. Much of this deficit is a direct result of the high debt Amtrak has assumed to upgrade its passenger car and locomotive fleet. Mr. Cane spoke at the OARP Annual meeting in Columbus on May 17.

With these and other obligations, and without financial relief soon, Amtrak admits it is teetering on the edge of bankruptcy. Some at Amtrak and in Congress fear the railroad won't see the end of 1998, unless substantial and consistent

Of course, operating subsidies appear to be the toughest pills for state legislators to swallow. With non-passenger revenues instead providing the subsidies, the job of the rail passenger advocate is made easier. When it comes to ensuring the future of passenger trains in this region, we must remain vigilant that all non-passenger revenues are being utilized, and that passenger service aren't taking a back seat to them.

To reach this destination, however, the half cent must be approved by Congress. Without the half cent, it will be pretty difficult for passenger trains to be self sufficient when there aren't any left.
Here we go changing again!

— "CHANGE", from page one —

Again from a three-state newsletter, Ohio would be able to learn from Michigan, where an ongoing, state-sponsored program to develop intercity rail passenger service is bringing a 100 mph convenience between Chicago and Detroit, and possibly all the way to Toronto. All three state associations will realize cost savings and expanded coverage for their members.

There are still bugs to be ironed out, and the coverage won't always be equal among each state, or among regions within one state. The coverage depends on how much news is occurring, and how much activism there is to ensure that material is submitted.

Give Editor Ken Prendergast (216/529-7677) your feedback on the changes so we can continue to refine and improve the editorial product which you deserve. We hope you like the changes!

The United States ranks 35th in the world in per capita spending on rail, behind countries such as Botswana and Bulgaria and far behind countries such as Germany, France, Sweden and others with whom the U.S. competes in the global market. The U.S. government spends approximately $1.64 per capita on rail passenger investments while Germany spends $110.84 and France spends $51.48 per capita.

Amtrak President Tom Downs addressed the National Association of Railroad Passengers board of directors meeting in April in Rockville, Md. He said that while it's starting to look optimistic for the half cent in the Senate, there is "a mountain to climb" in the House. Mr. Downs said we need 100 co-sponsors for H.R. 1437 by the end of June for the bill to be viable. So far, the bill has 54 co-sponsors.
What if the half-cent... fails?

Amtrak falls into bankruptcy by the end of 1998. Creditors lay claim to the equipment (Viewliners, Superliner IIs, Horizon cars, and new locomotives) which Amtrak acquired via foreign loans in the last several years. Depending on what those foreign creditors might want, some trains may continue to run.

Most trains would not. A few money-making long-distance trains may survive, such as the Three Rivers, Auto Train, and Southwest Chief. State-funded corridor trains may survive under the control of another contract operator, but at higher expense to state taxpayers.

However, creditors may want an Amtrak garage sale, liquidating enough train equipment and other property to pay Amtrak's debts. That would force a shutdown of all Amtrak services, and end intercity rail passenger services in America after 160 years. America would become the only modern nation without any intercity rail service.

Letters, calls are needed!

It's not too late to call, write, or e-mail your Representative. Ask him or her to be a co-sponsor of HR 1437. Call your Representative at (202) 224-3121 or write them at:

The Honorable ________
U.S. House of Representatives
Washington, D.C. 20515

We have a quantity of flyers in stock regarding H.R. 1437 (the half cent legislation). These can easily be photocopied for additional coverage.

There are several ways to distribute leaflets—

> Post them at your local station (with agent’s knowledge) and leave a supply there for future visitors to take away with them.
> Hand them to people at the station while they are waiting for the train.
> Hand them to people in the lounge car when you are traveling.
> Put them on seats or in seat-backs of coaches (again, with agent’s knowledge) on trains before they leave their originating station (example—once the Wolverine is in the station, at Pontiac, but prior to boarding).

Thank you for all you can do. If more passengers see the leaflet, then more will contact their legislators. That means we will get closer to having those 100 House co-sponsors we need for H.R. 1437, and we will be closer to saving passenger trains!

Contact Mark Carlson (216/331-3161) in Ohio, John DeLora (810/772-7842) in Michigan, and Paul Arden (219/874-8909) in Indiana if you would like to start distributing leaflets somewhere.

Half cent fliers are available

CSX, NS agree on division of Conrail

— “CONRAIL”, from page one—
and new jobs to the rail industry and the regions now served by both companies.

The companies said they are confident the plan will earn support from customers and the public and believe that the STB will give it the green light. The plan calls for the formation of a new company to operate most of the former Conrail lines that run through New Jersey, New York, Pennsylvania, and Ohio.

CSX will operate most Conrail lines in Michigan, Pennsylvania, and Ohio while NS will operate lines in the metropolitan New York area between northern New Jersey and Buffalo through Binghamton, NY (former Erie Lackawanna) and another between Buffalo and Harrisburg, PA.

NS will operate most Conrail lines in Michigan, Pennsylvania, and Ohio while CSX will operate lines in the metropolitan New York area between northern New Jersey and Buffalo through Binghamton, NY (former Erie Lackawanna) and another between Buffalo and Harrisburg, PA.

Commuter rail projects could be invigorated by the division of Conrail. Local interest in potential ridership and operating profits, coupled with the prospect of passing through a CSX or NS corridor, could have a positive influence on the viability of these lines.
CSX, NS agree on division of Conrail  
— “CONRAIL”, from page one

and new jobs to the rail industry and the regions now served by both companies.

The companies said they are confident the plan will earn support from customers and the public, and are hopeful the STB will consider the joint application on an expedited schedule.

Under the plan, NS and CSX will divide all of Conrail’s principal routes, which form an “X” crossing in northeast Ohio, with each railroad operating two of the four legs of the “X”. In arriving at the proposed division, the companies focused on producing the best fit with their existing systems.

CSX will operate the legs between Boston and Cleveland through Albany and Buffalo with connecting lines to Montreal, New York and New Jersey and between Cleveland and St. Louis (former New York Central).

In addition, CSX will operate Conrail’s line connecting New York and Philadelphia (a former Reading line) and the line that connects Crestline, OH and Chicago, a portion of which west of Fort Wayne, IN is owned by NS. CSX will also operate the line between Toledo and Columbus, OH.

NS will operate legs of the “X” between Chicago and Cleveland (former New York Central) and the Conrail line between Cleveland and northern New Jersey via Pittsburgh and Harrisburg (mostly the former Pennsylvania Railroad).

Also, NS will operate the Conrail line serving the metropolitan New York area between northern New Jersey and Buffalo through Binghamton, NY, (former Erie Lackawanna) and another between Buffalo and Harrisburg, PA.

NS will operate most Conrail lines in Michigan, Maryland, Delaware, and Pennsylvania. It also will operate between Toledo and Detroit, and between Columbus and Charleston WV.

In Michigan, NS has said it will work with the passenger service on the 3-C Corridor. Existing services, such as the Three Rivers, Capitol Limited, and Lake Shore Limited, will spend half of their daily journeys on tracks owned by CSX with the remainder on NS.

Commuter rail projects could be invigorated by the division of Conrail. Local interest in potentially surplus rail lines in metro areas could result in new travel capacity without having to add more pavement and urban sprawl. Planners and transit officials in Columbus and Greater Cleveland are watching to see what routes might become available.

NS and CSX jointly will operate Conrail assets in major terminal areas such as Detroit and in New Jersey. The two companies also will share access to certain lines in Philadelphia and Indianapolis, and to the rail lines serving the Monongahela coal fields in southwest Pennsylvania.

The joint STB application will address traffic flows, terminal operations and related matters; outline the capital investments each company plans to make in new connections and facilities and to increase capacity on critical routes; and detail operating savings and other public benefits resulting from the transaction.

Both railroads are headquartered in Virginia (CSX in Richmond and NS in Norfolk). CSX has 18,000 route-miles of railway linking 20 states in the East and Midwest. NS operates more than 14,300 miles of railroad in 20 states primarily in the Southeast and Midwest, and Ontario, Canada.
A Columbus intermodal hub?

By Bill Hutchison
OARP Vice President

COLUMBUS — The penny-pinching voters of Columbus got a reprieve this spring when corporate sponsors, including Nationwide Insurance, sensing the threat to downtown that the defeat of the arena ballot issue meant, stepped in with a proposal for a privately financed arena.

What does this mean for OARP and others who want an expanded role for public transportation? Well, for starters, it ensures development in the center of the city, where use of transit is greatest and the new arena will be located just a block west of High Street.

This means that the preferred location of the proposed intermodal hub at the corner of Nationwide Boulevard and High Street will be bounded by the Ohio Center, the Convention Center, Nationwide Plaza, and the new arena. This will make National Hockey League (NHL) games very easy to reach by rail or Central Ohio Transit Authority (COTA) buses and offers a new reason to come to Columbus. All of this will generate substantial new economic activity that was not there before, much like the new activity in Cleveland generated by the Rock Hall of Fame and other attractions.

For years, Columbus residents have had to go to Cleveland or Cincinnati to see pro football or baseball, but now if people living in the latter two cities want to see NHL hockey, they must come to Columbus. This is where the passenger train presents a real opportunity for economic development.

Imagine coming to Columbus by train, and literally walking across the street to a game at the arena, followed by a night on the town at one of the night clubs sure to spring up. At last, there would be a reason to visit Columbus other than the Ohio State University Buckeye football games or the state fair.

By placing attractions close to train stations, the railroad again becomes an economic development tool — its convenience to these attractions would be hard to beat. Let’s hope Nationwide succeeds!

Durand station getting new roof

By Norma Ward

In the fall of 1997, visitors and townspeople alike will sit up and take notice of Durand Union Station. For those not knowing the history of this building, it will show a restoration of historical significance when the dormers, red tile roof and new copper gutters go back on this well-known railroad depot.

It has been a major struggle by the volunteers and the local community of 4,500 residents. Durand Union Station, Inc. (DUSI) has tapped this area to its limit to meet a $125,000 match to an ISTEA grant. At this time, we are still $10,000 short of the goal.

A new library, an Ann Arbor Historical Society Museum in the station, increased archival materials, and outstanding railroad displays raised interest. This in turn led to a visit from the family of Henry Earl Riggs, a former railroad employee. The family, after careful consideration, donated $65,000 to the roof project. The exceptional good fortune the Board of Directors gave the impetus to go for the much larger match in order to have the historically correct roof.

There hasn’t been a time since 1979 that DUSI rather than just make do with a red asphalt roof.

Working on the Amtrak half cent

Over the past few weeks, letters have gone out to the entire Ohio Congressional delegation, urging them to become co-sponsors for H. R. 1437, which will dedicate a half cent cent of the federal gasoline tax now used for deficit reduction to go to Amtrak. So far, several have agreed to do so, but more must be done.

We have also been in contact with leaders in private industry, the Ohio Rail Development Commission, and others in an effort to gain more support. Thus far, our efforts are showing some results. Outside of the Northeast Corridor and California, Ohio has more congressional co-sponsors than any other state: Rep. James Traficant (D-Youngstown), Rep. Marcy Kaptur (D-Toledo), Rep. Sherrod Brown (D-Lorain), Sen. Mike DeWine (R-Ohio).

In Indiana, Rep. Julia Carson (D-Beech Grove) is co-sponsoring. Unfortunately, there are no co-sponsors in Michigan, as of yet.

Thanks to all who have co-sponsored. Send thank-you notes to legislators who have signed on, and keep after those who haven’t yet decided.

Detroit Amtrak station gets needed touch-up

Over the spring, MARP volunteers have done some cleanup and landscaping work at the Detroit station. The floor was waxed, trash picked up around the station, dead branches trimmed from trees, the lawn weeded, 200 tulips were planted, along with 150 petunias, all of which helped soften the hardscape look of the station.

Another cleanup is tentatively scheduled for
Detroit Amtrak station gets needed touch-up

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Another cleanup is tentatively scheduled for Saturday, July 12th. In addition to trash pickup, we will be painting over some graffiti opposite the boarding platforms. If you have a paint roller with an extension handle and would like to help, call (810) 772-7842 and leave a message.

OARP's Vice President on advisory panel

COLUMBUS — OARP Vice President Bill Hutchison has been appointed to the Citizens’ Advisory panel of the Central Ohio Transit Authority (COTA), which serves the Columbus metro area. The panel, made up of citizens with a broad range of perspectives on community issues and experiences will meet four times yearly, with members serving one- or two-year terms.

"This is a great opportunity for OARP, since we will be in direct contact with many of Columbus’ movers and shakers”, Mr. Hutchison said. "I hope to present a unique viewpoint — that of the rail passenger — who will need good transit after arriving in Columbus.”

Members of the panel include David J. Baker, President of the Columbus Urban Growth Corporation, William M. Bennett, Vice Chairman of Bank One Corporation and Matt Habash of the Columbus City Council and others.
Work continues on Saginaw Depot

By Lee Austin

During 1998, the Saginaw Depot Preservation Corporation (SDP) was able to make great strides in the ongoing efforts to preserve and re-construct the Flint & Pere Marquette depot in Saginaw.

The depot is the second largest left in the state and the largest of its style. It was the headquarters of the Flint and Pere Marquette, which became the Pere Marquette, then C&O, then CSX. SDP purchased the station from CSX in December of 1989. In 1991, an arson fire destroyed the roof and third floor, and damaged some of the second floor. In December of 1996, the station was placed on the National register of Historic Places after three nominations and long battles to save the building.

SDP received an ISTEA grant for $186,000 and, with matching funds of $55,000, was able to enter into a contract with a Saginaw contractor to rebuild the roof structure that was destroyed by the fire.

The SDP volunteers had previously removed 170 tons of fire debris, secured the building, and erected a temporary security fence. The reconstruction began with the removal of fire-damaged materials that could not be removed by hand. Sheathing. Eventually it will look exactly like the original roof when all of the dormers and detail can be installed.

The tower roof had a temporary cap installed due to budget constraints, but future plans call for the pitched roof to match the original. The budget did not allow for the roof shingles, and a heavy felt had to be installed temporarily. A shingle fund-raiser has been underway for $25 per square of shingles, with 200 squares needed. To date, money for 50 squares have been donated and a grant for $2,500 has been awarded toward the labor for installation. Persons donating money for the shingles will have their names recorded and displayed in the depot when it is finished and open to the public.

The spring of this year saw a setback when high winds caused about $7,000 damage to the roof. With insurance coverage in place, it will be repaired shortly.

The next priority for the preservation effort will be to remove the balance of the fire damage debris from the site, repair the security fencing, installation of the shingles, and repair the masonry that was damaged by the fire and exposure to the elements during the time it sought. One of the fund-raisers is the annual excursion and dinner train which had to be re-routed twice. The re-routings were due to track washouts caused by severe storms, but the event was still a success.

This year, the annual excursion and dinner train will be re-routed to Sebawing from Saginaw to the first annual Lake Lore Festival on Saturday and Sunday, Aug. 9 & 10 for a full-day excursion. There will be a Sunset Express dinner train on Saturday evening, Aug. 9th. Accommodations will feature coach, diner, and super dome seating. Prices begin at $25.

Also being offered is a three day excursion from Saginaw to East Tawas for the annual Railroad Days Festival on September 12, 13, and 14. This will be the first passenger train to East Tawas in approximately 50 years. Accommodations will feature coach, diner, and super dome seating, with various hotel and motel choices. Information for both trips can be obtained from Brasseeur Electric Trains (517) 793-4753 or by faxing a request to (517) 799-2751.

Anyone wishing information regarding Saginaw Depot Preservation, or wishing to be put on mail
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The SDP volunteers had previously removed 170 tons of fire debris, secured the building, and erected a temporary security fence. The reconstruction began with the removal of fire-damaged materials that could not be removed by hand. The roof took shape. Modern-day trusses have replaced the heavy-timber trusses, and plywood sheets have replaced the solid-board roof.

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The next priority for the preservation effort will be to remove the balance of the fire damage debris from the site, repair the security fencing, installation of the shingles, and repair the masonry that was damaged by the fire and exposure to the elements during the time it took to get Phase I in place.

Last year saw much effort extended as fund-raisers were scheduled and additional funds were

To obtain a "flag stop", Greater Cleveland Regional Transit Authority passengers must notify the light-rail train's operator before nearing the Amtrak station. For those wanting to ride the Waterfront Line, inform the Amtrak station agent, or simply stand next to the transit line and signal a train as if it were a taxi.

Amtrak customers connecting to/ from Greyhound buses often will take the Waterfront Line to Tower City Center for breakfast. Also, Amtrak passengers from Erie PA sometimes connect to the rail transit line to Hopkins International Airport to reach long-distance flights.

Boston section of Amtrak's Lake Shore Limited saved

BOSTON — Amtrak announced that the Albany-Boston section of its Chicago-Albany-New York City Lake Shore Limited will continue to operate, thanks to the Commonwealth of Massachusetts agreeing to fund a new, larger mail and express facility in Springfield.

This will give Amtrak the means to generate sufficient, additional revenues from increased mail and express shipments to continue the Boston section (trains 448 and 449) beyond May 10.

West of Albany, the Boston and New York sections of the Lake Shore Limited operate as a single, daily train. The Lake Shore serves the Indiana cities of Hammond/Whiting, South Bend, Elkhart, and Waterloo, as well as the Ohio cities of Bryan, Toledo, Sandusky, Elyria, and Cleveland. A coordinated Amtrak bus connection at Toledo links the Lake Shore Limited to the Michigan cities of Detroit, Dearborn, and Ann Arbor.

Due to budget cuts, Amtrak planned to end the Boston section May 10, along with four other trains nationwide. Of these, only the Lake Shore's Boston section and the Texas Eagle were saved (both by state action). The Desert Wind, Pioneer, and Gulf Coast Limited were discontinued. However, daily service was restored on some routes.

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TO CLEVELAND Regional Transit Authority passengers must notify the light-rail train's operator before nearing the Amtrak station. For those wanting to ride the Waterfront Line, inform the Amtrak station agent, or simply stand next to the transit line and signal a train as if it were a taxi.

Amtrak customers connecting to/ from Greyhound buses often will take the Waterfront Line to Tower City Center for breakfast. Also, Amtrak passengers from Erie PA sometimes connect to the rail transit line to Hopkins International Airport to reach long-distance flights.
YOOPER Report
By Terry Donnelly

(Editor’s note: For our unenlightened, non-Michigan readers, a yooper is someone who is from the yoo-pee [i.e., the U.P., or Upper Peninsula]. Persons from the Lower Peninsula, or L.P., are known as lepers.)

In January, 1997 the last of the big railroads left the Upper Peninsula. Once served by the Milwaukee Road, the Chicago Northwestern, the Soo Line, and the Duluth, South Shore & Atlantic, the yoo-pee was connected west to Duluth, and south to Chicago, and via the Straits ferry, to Detroit.

This year, the Union Pacific, buyer of the Chicago and Northwestern, sold operations north of Green Bay to the Wisconsin Central, one of four bidders. Nobody expected Union Pacific to be interested in about 200 miles of track with no connection to the rest of the Union Pacific system. About 70 miles, from the Marquette range mines to the Escanaba ore docks could be profitable by big railroad standards.

This leaves all service in the yoo-pee to two regionals, the Wisconsin Central (WC) and the Escanaba and Lake Superior (ELS), plus one specialized road, the Lake Superior and Ishpeming, which hauls taconite ore to the Marquette ore docks from two open pit mines near Ishpeming, with track in place to the dormant Republic Mine.

Of the regionals, the ELS is now basically the old Milwaukee Road route from Ontonogan to Green Bay. Its original line, from Escanaba to Channing, is slated for abandonment. An old ELS wooden coach can be seen near the tracks along this stretch. When the states of Michigan and Wisconsin wanted to keep the bankrupt Milwaukee track in operation, they contracted with the ELS to be the operator.

Wisconsin Central has declared “out of service” the Northwestern line from Powers to Menominee and some short duplications in Menominee County. The two regionals are aggressive and are maintaining profitable service on lines that the major lost interest in years ago.

MARP loses a good friend

By James Riley
MARP Chairman

Edmund Pratt, a longtime MARP member passed away earlier this year. Our newsletter does not normally run obituaries, but in this case we think our readers will understand.

Mr. Pratt worked in downtown Detroit for many years with Detroit Edison. A regular commuter on the former Grand Trunk Western commuter trains, he formed the “Friends of the Grand Trunk,” the first passenger consumer group in the state. His work created a real bond among commuters and the commuter trains became something of a club instead of basic transportation. When he retired from Detroit Edison, he joined MARP and was a long-time member.

Upon his passing, his family asked that memorial donations be made in his memory to MARP. MARP wanted to recognize his pioneering work on behalf of rail passengers, so MARP’s officers have named our endowment funds the “Edmund Pratt Memorial Fund.” The fund was established several years ago to provide for a future source of stable funding for MARP. Each year, 10% of our membership dues are invested in the fund, and it has been growing nicely.

Mr. Pratt’s son Henry, also a MARP member, wrote a letter thanking MARP for naming the fund after his father, adding that “he would have been most pleased” by the gesture.

MARP members who wish to contribute to the Edmund Pratt Memorial Fund in memory of Mr. Pratt can do so by sending a check to MARP, attn: Pratt memorial fund, P.O. Box 532, Marquette, MI 49855. The names of those contributing will be entered in the fund's ledger and will be gratefully acknowledged.
Senator Abraham comments on Amtrak

In the Nov-Dec issue of the newsletter (MARP's), we asked members to write U.S. Senator Spencer Abraham asking for his support of Amtrak. The responses tell us whether a politician's support is growing, waning or remaining the same. We asked for letters to Abraham because he sits on the Commerce Committee, which oversees Amtrak, and he is widely respected by other Republicans. If he becomes more supportive, he can bring several more GOP votes with him. Here is his current Amtrak response letter:

Thank you for contacting me with your concerns regarding the use of federal funds for Amtrak.

As you may be aware, Amtrak was created in 1970 to take over the nation's ailing private passenger rail service. I share your view that many Amtrak service lines are an invaluable means of transportation for many citizens. I also favor the continuation of Amtrak, but not at the cost of $2 billion per year. Given the fact that the federal deficit exceeded $200 billion in 1994 and is projected to increase to $284 billion by the year 2000, this legacy of debt must be brought under control for the sake of our children and to ensure the continued economic vitality of the United States.

The 1996 budget resolution proposed to phase out Amtrak funding, reducing its funding by $205 million from the previous year, and mass transit operating subsidies by $300 million. Understanding the importance of Amtrak, I supported an amendment to the budget which allows Amtrak to negotiate state funding in those states where Amtrak operates at a loss.

Furthermore, the financial problems Amtrak is experiencing are due to laws that Congress has imposed upon them in the past - laws which prohibit specific relocation of workers and force Amtrak to pay high severance payments. These types of mandates make it impossible for Amtrak to improve its operations and run efficiently without the need for federal subsidies. That is why I am working with my colleagues to lift some of the costly regulations now hampering Amtrak. Lifting some of the costly regulations under which Amtrak currently operates will make it easier for this business to operate at a profit. These efforts, combined with an opportunity to negotiate state funding, are aimed at allowing Amtrak to continue operating without federal funding. I believe Congress' goal should not be to eliminate Amtrak service, but to allow Amtrak to improve their operations and run efficiently without the need for federal subsidies.

Thank you for contacting me to share your thoughts.

Sincerely,

Is/Spencer Abraham
United States Senate

(Editor's note: His letter expresses a better understanding of Amtrak's problems than he had expressed in previous letters. Senators must deal with many complex issues and it takes time to understand many of the complexities of government. Senator Abraham is learning and we thank him for his efforts.)
CSX begins major rail expansion project

WILLARD, OH — The CSX Corp. said it will spend $220 million to improve and expand capacity on about 270 miles of its former B&O route between Greenwich OH and Chicago. This is the route of Amtrak’s New York City-Pittsburgh-Chicago Three Rivers, and should help to further improve this passenger service’s speed and reliability.

CSX Chairman John Snow said, “This is one of the most ambitious U.S. rail freight development ventures in modern times. This major construction project will create a truly world-class stretch of railroad with enormous economic potential not only for CSX, but also for Ohio and Indiana.”

During a news conference on May 19 in Willard, Snow called the project “critical to realizing the growth objectives we have for our acquisition of Conrail lines.” CSX said the track being upgraded links Conrail’s “Water Level Route” that connects Cleveland and the key eastern markets of Boston, New York, and Philadelphia, with the industrial heartland of America and its Chicago gateway to and from the West.

Work in Ohio, Indiana, and Illinois is to begin immediately, with completion expected early next year. The 1997 phase will include construction of more than 70 route miles of double and triple track, with an additional 40 route miles completed in 1998.

CSX said the project is expected to result in more than $6 million of local expenditures in 1997, and another $12 million in 1998, primarily for labor and materials. It will also create 285 jobs in Ohio, Indiana, and Illinois, the company said.

“Rail service is taking on more importance to Indiana’s economy, because many industries require access to efficient railroad connections to their suppliers and customers,” Indiana Governor Frank O’Bannon said. “This new corridor will add to the economic development potential of the northern third of the state — and it’s being financed with private-sector money.”

Nearly $50 million of the project’s cost will be spent on expanding CSX’s major rail yard facilities at Willard. As for the main line investments, they involve improving bridges, railroad connections, sidings and train control signals.

On a related note, a federal regulatory body which will rule on the appropriateness of the proposed break-up of Conrail, announced a one-year timetable to review the matter. On May 29, the Surface Transportation Board set a 350-day procedural schedule for the acquisition of Conrail by CSX and Norfolk Southern.

The board, noting the proposal to break up Conrail between CSX and NS involves “the restructuring of rail service within the entire eastern United States,” said the 350-day schedule would assure all parties “are accorded due process and will allow the board time to consider fully all of the issues that the parties will raise.”

The board said it wants to review environmental issues, intercity passenger service and commuter rail service issues, and other matters. The 350-day clock will likely begin ticking by July 1997, when Conrail will file a legal challenge to the board’s procedural schedule.

Local Amtrak-Greyhound buses most popular

According to an Amtrak source, ridership on the joint Amtrak-Greyhound buses in Indiana and Ohio are proving to be extremely popular.

In fact, the source said, among six Amtrak-Greyhound joint services begun in the last year, the Chicago-Indianapolis-Cincinnati route was the best performer, followed by the Cleveland-Columbus-Cincinnati buses.

The new services, which began Nov. 10, 1996, are a joint venture between the two arch-rival companies. Certain existing Greyhound schedules are operated via Amtrak stations in some cities where passengers can connect to trains. Using their fares, Amtrak sells tickets on those buses as if they were part of their own system.

Amtrak Intercity CEO Mark Cane has been notified by OARP about these problems, and we will continue to follow up on this matter. Please report your experiences, both good and bad, after using these joint Amtrak-Greyhound services to either company’s customer relations department or to OARP and IARP.
ern markets of Boston, New York, and Philadelphia, with the industrial heartland of America and its Chicago gateway to and from the West.

Work in Ohio, Indiana, and Illinois is to begin immediately, with completion expected early next year. The 1997 phase will include construction of more than 70 route miles of double and triple track, with an additional 40 route miles completed in 1998.

CSX said the project is expected to result in more than $6 million of local expenditures in Ohio, and another $6 million in Indiana for the purchase of services, materials, and supplies. Construction offices are to be opened in Defi-

Freight rails boost Amtrak’s punctuality

WASHINGTON — Some freight railroads are contributing to improved on-time performance at Amtrak, which said that its 78% punctuality during the first quarter was 4% higher than the average for domestic airlines during the same period.

Two Canadian Pacific Railway subsidiaries in the United States posted the best performance among freight railroads, with on-time performances of 92% and 94%, respectively.

Amtrak’s Northeast Corridor between Boston and Washington, accounting for approximately half of train departures, was on time 91% of the time, well above last year’s 79%.

Trailing the pack among freight carriers was Canadian National Railways at 58%, down 16% and Burlington Northern Santa Fe at 68%. However, Amtrak officials noted that the BNSF was hit with extremely severe winter weather on some northern lines.

OARP testifies on Conrail’s break-up

COLUMBUS — In testimony delivered by OARP Vice President Bill Hutchison before a joint session of the Ohio House and Senate Transportation Committees, OARP stated its concerns about the upcoming split of Conrail between CSX and NS. The testimony was given at the invitation of Rep. Sam Bateman (R-71), Chairman of the House Transportation Committee, and was presented on April 22.

In his testimony, Mr. Hutchison said the merger was the best possible outcome of the situation, but that there are still some major concerns and asked the state to take these concerns to the Surface Transportation Board, which must approve the merger.

“We believe Ohio should safeguard existing passenger service, safeguard its rail network, take steps to ensure competition, and become an active partner in rail-related issues,” Mr. Hutchison said.

The board, noting the proposal to break up Conrail between CSX and NS involves “the restructuring of rail service within the entire eastern United States,” said the 350-day schedule would assure all parties “are accorded due process and will allow the board time to consider fully all of the issues that the parties will raise.”

The board said it wants to review environmental issues, intercity passenger service and commuter rail service issues, and other matters. The 350-day clock will likely begin ticking by July 10, when the parties have told the board they expect to file. The board would issue its final ruling 350 days after the clock begins.

Amtrak passengers have been told by Greyhound employees that they are not their customers, and therefore must wait until Greyhound passengers get attention.

Amtrak Intercity CEO Mark Cane has been notified by OARP about these problems, and we will continue to follow up on this matter. Please report your experiences, both good and bad, after using these joint Amtrak-Greyhound services to either company’s customer relations department, and to OARP and IndARP.

Exact ridership statistics were not available as of this writing. It appears that this promising ridership might translate into the addition of Amtrak passenger trains in at least one of these markets.

Amtrak in February did an internal study concerning restoration of rail service similar to the former Chicago-Indianapolis Hoosier State operating two days per week. This service, if instituted, would replace a “hospital train” which Amtrak operates between its Chicago hub and its heavy maintenance shops in Beech Grove, southeast of Indianapolis.

Despite the study’s favorable results, Amtrak has not taken any action to restore the service. IndARP President Paul Arden has asked NARP to take up the issue with Amtrak.

A better choice of departures would be available if the service is restored, and is operated on days when the thrice-weekly Chicago-Indianapolis-Cincinnati-Washington DC Cardinal does not. In other words, between Chicago and Indianapolis, rail service would be available on five days per week, rather than just every three days.

The Hoosier State was discontinued on Oct. 29, 1995 due to budget constraints. Service to on-line cities has been maintained by the Cardinal.
**GCRTA besieged by rail requests**

By Kenneth Prendergast

OARP Executive Director

CLEVELAND — How much is too much? Marketing and community affairs officials at the Greater Cleveland Regional Transit Authority (GCRTA) are probably relishing the mushrooming number of transit projects on the drawing board. Planners, on the other hand, are working long hours on developing those projects.

The transit authority already is engaged in a Major Investment Study of the Berea extension of the Airport-Windermere Red Line, and will soon be immersed in a similar study of proposed commuter rail between Cleveland, Akron, and Canton.

None of this takes into account GCRTA's level of activity in maintaining and reshaping its bus operations. It seems GCRTA has more rail projects and plans for rail projects than it has for buses. And, there's some controversy surrounding the projects—not so much of whether they should be built, but of what form they should take and where to locate them. That's good. It keeps the public interested, involved, and hopefully supportive.

So what are all these projects? Here's a quick summary of what GCRTA is involved in:

1. Rail transit extension from the airport to Berea via the I-X Center;
2. Canton-Akron-Cleveland commuter rail service;
3. Lorain-Cleveland commuter rail service;
4. Aurora-Cleveland commuter rail—public meetings are being held in Aurora to focus support for this link;
5. Football stadium rail station—GCRTA has funding secured and is pursuing construction of a station near the Waterfront Area for the next football season.

**The Coordinators’ Corner**

Bob Boyce

Columbus' Regional Coordinator, reports that...

OARP might find a role in showcasing Ohio's railroad history during the state's 200th anniversary in 2003, according to Steve George, the coordinator of the Ohio Bicentennial Commission. Mr. George described the planning that's underway before Columbus OARP members at their April 12 Red Door meeting.

Mr. George said the question he is asked most often at his presentations about the bicentennial is: what are the railroads going to do? Last year, Tennessee celebrated its 200th anniversary with a "homecoming" among small communities and featured a train-load of exhibits traveling around the state.

"We need to revitalize the study of Ohio history and the impact the railroads had on its history," he said. "We should do things that have some lasting value."

Mr. George said the commission was formally established three years ago by the Ohio legislature and Governor George Voinovich initiated its organization the following year. The commission received an original $500,000 appropriation and is currently engaged in a fund-raising effort. OARP Board member John Manning volunteered to serve as OARP's contact with the commission. He also arrived early at the May 17 OARP Annual Meeting volunteering to help with its set up.

During the business session, OARP Treasurer Tom Allen reported on the progress with the association's databank project, and the group approved the purchase of a video player from the local treasury funds for use at Red Door meetings.

Harold Zweifel reported on his recent visit to Fostoria, where he talked with community officials about the Amtrak station. He said nothing had been done toward getting the station in shape for a Three Rivers stop in May. CSX, owner of the station, has held up negotiations to renovate space for passengers (update: renovations are underway at this writing).

Other local highlights include: on April 2, 11 OARP members attended a Mid-Ohio Regional Planning Commission public forum before federal transportation officials. Several of our members questioned the lack of support for passenger rail funding, but OARP Board member John Manning expressed that...
About his statement. He said nothing had been done toward getting the station in shape for a Three Rivers stop in May. CSX, owner of the station, has held up negotiations to renovate space for passengers (update: renovations are underway at this writing).

Other local highlights include: on April 2, 11 OARP members attended a Mid-Ohio Regional Planning Commission public forum before federal transportation officials. Several of our members questioned the lack of support for passenger rail funding, and two OARP members—Karl Gelfer and Bob Rietz—were quoted in the Columbus Dispatch story about the meeting.

Also, on March 13, Bob Boyce and John Manning made a joint presentation on “Prospects for Ohio Passenger Trains” before a luncheon of 111 members of the Battelle Senior Associates.

Phil Capeland

Elyria’s Regional Coordinator, reports that... a local meeting of OARP members and other interested in rail and public transportation issues met on April 17 at the FirstMerit EST Bank on Lowell St. in Elyria. Our speaker was Bill Eltrich, General Manager of Lorain County Transit.

Following much local media attention on a possible Lorain-Cleveland commuter rail service on Norfolk Southern tracks, Mr. Eltrich was invited to talk about the link up his system would have with the commuter rail line, should it become a reality. It is only in the planning and discussion stages now, but, may receive a boost if the Conrail breakup by NS and CSX takes places and NS sells off some of its tracks in northern Lorain County.

This could lead to GCRTA purchasing the tracks and running service from Cleveland to Lorain through the western “burbs, Avon Lake, Sheffield Lake, etc. The meeting was well-attended with 20 persons, including myself, OARP President Mark Carlson, and Executive Director Ken Prendergast.
TRavelAgent Members

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

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| Alliance   | Alliance AAA Travel | (330) 821-2323 | (330) 456-6315 |
| 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 |
| Columbus   | Ohio Automobile Club/AAA Travel | (614) 431-7823 | |
| Elyria     | Tours & Travel Service, Inc. | (216) 323-5423 | (800) 443-7789 |
| Mansfield  | Mansfield Travel Center | (419) 756-8747 | |
| Massillon  | Massillon AAA Travel | (330) 833-1034 | |
| Piqua      | Miami County Auto Club/AAA Travel | (513) 773-3753 | |
| Sandusky   | Sandusky Travel Service, Inc. | (419) 626-4633 | |
| Solon      | Astro Travel Service | (216) 248-7740 | (800) 759-7404 |
| 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: June, 1997

Directory of the region's association of railroad passengers

**Ohio**

<table>
<thead>
<tr>
<th>Officers</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PRESIDENT</td>
<td>Mark D. Carlson</td>
<td>479 Humiston Dr.</td>
<td>330 / 331-3161</td>
</tr>
<tr>
<td>PAST-PRESIDENT</td>
<td>J. Howard Harding</td>
<td>489 Overwood Rd.</td>
<td>330 / 876-5507</td>
</tr>
<tr>
<td>VICE-PRESIDENT</td>
<td>Bill Hutchison</td>
<td>3480 Kenlawn Ave.</td>
<td>614 / 268-2709</td>
</tr>
<tr>
<td>SECRETARY</td>
<td>Meg Grey</td>
<td>405 W. Columbus St.</td>
<td>614 / 837-7463</td>
</tr>
<tr>
<td>TREASURER</td>
<td>Tom Allen</td>
<td>752 Braumiller Road</td>
<td>614 / 369-5804</td>
</tr>
<tr>
<td>AREA 216/330/440</td>
<td>Ron Bergen</td>
<td>2866 Park Drive North</td>
<td>330 / 921-9923</td>
</tr>
<tr>
<td>AREA 419</td>
<td>Mark Buckley</td>
<td>4411 N. Lockwood Ave</td>
<td>416 / 476-4569</td>
</tr>
</tbody>
</table>

**Michigan**

<table>
<thead>
<tr>
<th>Officers</th>
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</thead>
<tbody>
<tr>
<td>CHAIRMAN</td>
<td>James Riley</td>
<td>3017 Lowell</td>
<td>Kalamazoo MI 49001</td>
</tr>
<tr>
<td>VICE-CHAIRMAN</td>
<td>Alan Gebauer</td>
<td>2705 Warwick Dr</td>
<td>Bloomfield Hills MI 48304-1861</td>
</tr>
<tr>
<td>SECRETARY</td>
<td>John DeLora</td>
<td>20707 Edgewood</td>
<td>St. Clair Shores MI 48080-1862</td>
</tr>
<tr>
<td>TREASURER</td>
<td>Terrance Donnelley</td>
<td>910 Highland Dr</td>
<td>Marquette MI 49855-9319</td>
</tr>
<tr>
<td>DIRECTOR</td>
<td>Clark Charnetski</td>
<td>2846 Traver Blvd</td>
<td>Ann Arbor MI 48105</td>
</tr>
<tr>
<td>DIRECTOR</td>
<td>Jeff Godshall</td>
<td>406 Oakland</td>
<td>Royal Oak MI 48067</td>
</tr>
<tr>
<td>DIRECTOR</td>
<td>Robert KinKead</td>
<td>506 Lakeshore Ln</td>
<td>Grosse Pointe Woods MI 48236</td>
</tr>
<tr>
<td>Position</td>
<td>Name</td>
<td>Phone</td>
<td>Address</td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------------</td>
<td>-------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>VICE-PRESIDENT</td>
<td>Bill Hutchinson</td>
<td>614/268-2709</td>
<td>489 Overwood Rd. Akron 44313-8327</td>
</tr>
<tr>
<td>SECRETARY</td>
<td>Meg Grey</td>
<td>614/837-7463</td>
<td>405 W. Columbus St. Pickerington 43114-1059</td>
</tr>
<tr>
<td>TREASURER</td>
<td>Tom Allen</td>
<td>614/369-5804</td>
<td>752 Braumiller Road Delaware 43015-3110</td>
</tr>
<tr>
<td>AREA 216/330/440</td>
<td>Ron Bergen</td>
<td>330/922-9923</td>
<td>2866 Park Drive North Stow 44224-3744</td>
</tr>
<tr>
<td>AREA 419</td>
<td>Mark Buckley</td>
<td>416/476-4569</td>
<td>4411 N. Lockwood Ave Toledo 43612-2352</td>
</tr>
<tr>
<td>AREA 513/937</td>
<td>Frank Gordnier</td>
<td>513/435-6904</td>
<td>1430 Weatherfield Court Dayton 43459-6205</td>
</tr>
<tr>
<td>AREA 614</td>
<td>John Manning</td>
<td>614/443-8742</td>
<td>204 Reinhard Avenue Columbus 43206</td>
</tr>
<tr>
<td>AT-LARGE</td>
<td>Dan Roberts</td>
<td>614/899-7848</td>
<td>12 Westerville Sq., Ste 275 Westerville 43081</td>
</tr>
<tr>
<td>AT-LARGE</td>
<td>William Schuler</td>
<td>614/927-8808</td>
<td>3785 Headleys Mill Rd Pataskala 43062-8680</td>
</tr>
<tr>
<td>AT-LARGE</td>
<td>Bob Wickens</td>
<td>614/677-3330</td>
<td>8109 Southern Pines Dr. Maineville 45039-9442</td>
</tr>
<tr>
<td>EXECUTIVE DIRECTOR</td>
<td>Ken Prendergast</td>
<td>216/529-7677</td>
<td>12029 Clifton Blvd. #505 Lakewood 44107-2161</td>
</tr>
<tr>
<td>GOVT AFFAIRS</td>
<td>Bill Hutchinson</td>
<td>see listing above</td>
<td>see listing above</td>
</tr>
<tr>
<td>NEWS PAPER EDITOR</td>
<td>Ken Prendergast</td>
<td>see listing above</td>
<td>see listing above</td>
</tr>
<tr>
<td>AREA CODE 419:</td>
<td>Toledo W. Scott Lawson</td>
<td>419/855-8510</td>
<td></td>
</tr>
<tr>
<td>AREA CODE 614:</td>
<td>Columbus Robert Boyce</td>
<td>614/486-7038</td>
<td></td>
</tr>
</tbody>
</table>

**National Association of Railroad Passengers**

NARP Passenger RailNews Hotline (24-hours - Not a free call) 900/988-RAIL

Executive Director Ross Capon 202/406-8362

Assistant Director Scott Leonard fax-202/408-8287

e-mail: narp@worldweb.net, Web www.worldweb.net/~narp

**Indiana**

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRESIDENT</td>
<td>Paul D. Arden</td>
<td>219/874-8909</td>
<td>4 Devonshire Ct #6 Michigan City IN 46360</td>
</tr>
<tr>
<td>DIRECTOR</td>
<td>Phil McGeath</td>
<td>317/546-7218</td>
<td>5346 Chipwood Ln Indianapolis IN 46226-1465</td>
</tr>
<tr>
<td>DIRECTOR</td>
<td>Joe Krause</td>
<td>765/743-8853</td>
<td>221 Connolly West Lafayette IN 47906</td>
</tr>
<tr>
<td>DIRECTOR</td>
<td>John Patrick</td>
<td>812/448-3061</td>
<td>P.O. Box 108 Carbon IN 47838</td>
</tr>
<tr>
<td>DIRECTOR</td>
<td>Tom Wood</td>
<td>812/988-2419</td>
<td>P.O. Box 785 Bloomington IN 47402</td>
</tr>
</tbody>
</table>

**NARP Region 6 Directors**

Paul Arden See list above Mark Carlson See list at left

Alan Gebauer See list above Phil McGeath See list above

Keith Dover 216/357-8120 James Stevenson 216/234-5885

1021 Skinner Avenue 192 Franklin Drive

Painesville OH 44077-4256 Berea OH 44017-1445

James Dingus, Jr. 216/561-9200 J. Howard Harding See list at left

20600 Chagrin Blvd. #701 Cleveland OH 44122-5996

Updated: June 1997
# Regional Calendar of Events/Meetings

## July 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>12</td>
<td>Detroit Amtrak Sta. cleanup</td>
<td>9:00 a.m.</td>
<td>Detroit Amtrak station</td>
<td>Woodward at Baltimore Ave</td>
<td>John DeLora 810 / 772-7842</td>
</tr>
<tr>
<td>12</td>
<td>Columbus Local Meeting</td>
<td>9:00 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>16</td>
<td>Cleveland Local Meeting</td>
<td>6:30 p.m.</td>
<td>Downtown Mo's</td>
<td>Tower City - lower level</td>
<td>Ken Prendergast 216 / 529-7677</td>
</tr>
<tr>
<td>18</td>
<td>Toledo Local Meeting</td>
<td>7:00 p.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Mark Buckley 416 / 476-4569</td>
</tr>
<tr>
<td>19</td>
<td>OARP Board Meeting</td>
<td>8:30 a.m.</td>
<td>Dutch Valley Restaurant</td>
<td>SR 39; Sugarcreek, OH</td>
<td>Mark Carlson 216 / 331-3161</td>
</tr>
<tr>
<td>19</td>
<td>OARP Membership Mtg</td>
<td>10:00 a.m.</td>
<td>Dutch Valley Restaurant</td>
<td>SR 39; Sugarcreek, OH</td>
<td>Mark Carlson 216 / 331-3161</td>
</tr>
<tr>
<td>30</td>
<td>ORDC — Committee Mtg</td>
<td>9:00 a.m.</td>
<td>Riffe Center rms 1914-5</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td>30</td>
<td>ORDC — Full Commission</td>
<td>*10:45 a.m.</td>
<td>Riffe Center</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
</tbody>
</table>

* approximate. Full Commission meeting to follow Committee Meetings

## August 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>7-10</td>
<td>GCRTA RegioSprinter Commuter Demo</td>
<td>9:00 a.m.</td>
<td>Cleveland area</td>
<td>TBA</td>
<td>Ken Prendergast 216 / 529-7677</td>
</tr>
<tr>
<td>9-10</td>
<td>Saginaw dinner train</td>
<td>9:30 a.m.</td>
<td>Saginaw Depot</td>
<td>1736 West 5th Avenue</td>
<td>Brasseur Electric Trains 517 / 793-4753</td>
</tr>
<tr>
<td>9</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>14-20</td>
<td>GCRTA Metra push-pull Commuter Demo</td>
<td>6:30 p.m.</td>
<td>Cleveland area</td>
<td>Tower City - lower level</td>
<td>Ken Prendergast 216 / 529-7677</td>
</tr>
<tr>
<td>20</td>
<td>Cleveland Local Meeting</td>
<td>6:30 p.m.</td>
<td>Downtown Mo's</td>
<td>Tower City - lower level</td>
<td>Ken Prendergast 216 / 529-7677</td>
</tr>
<tr>
<td>15</td>
<td>Toledo Local Meeting</td>
<td>7:00 p.m.</td>
<td>Oregon Municipal Bldg.</td>
<td>5330 Seaman Road</td>
<td>Mark Buckley 416 / 476-4569</td>
</tr>
</tbody>
</table>

## September 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>ORDC — Committee Mtg</td>
<td>9:00 a.m.</td>
<td>Riffe Center rms 1914-5</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>*10:45 a.m.</td>
<td>Riffe Center</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Columbus Local Meeting</td>
<td>9:00 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>17</td>
<td>Cleveland Local Meeting</td>
<td>6:30 p.m.</td>
<td>Downtown Mo's</td>
<td>Tower City - lower level</td>
<td>Ken Prendergast 216 / 529-7677</td>
</tr>
<tr>
<td>19</td>
<td>Toledo Local Meeting</td>
<td>7:00 p.m.</td>
<td>Oregon Municipal Bldg.</td>
<td>5330 Seaman Road</td>
<td>Mark Buckley 416 / 476-4569</td>
</tr>
<tr>
<td>20</td>
<td>MARP Annual Meeting</td>
<td>11:30 a.m.</td>
<td>Commonwealth Commerce Ctr</td>
<td>Jackson, MI</td>
<td>John DeLora 810 / 772-7842</td>
</tr>
<tr>
<td>Date</td>
<td>Event</td>
<td>Time</td>
<td>Location</td>
<td>Organizer</td>
<td>Phone</td>
</tr>
<tr>
<td>------</td>
<td>------------------------------</td>
<td>--------</td>
<td>-----------------------------------</td>
<td>--------------------</td>
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</tr>
<tr>
<td>13</td>
<td>Columbus Local Meeting</td>
<td>9:00 a.m.</td>
<td>Red Door Tavern 1736 West 5th Avenue</td>
<td>Bob Boyce</td>
<td>614/486-7038</td>
</tr>
<tr>
<td>17</td>
<td>Cleveland Local Meeting</td>
<td>6:30 p.m.</td>
<td>Downtown Mo's Tower City - lower level</td>
<td>Ken Prendergast</td>
<td>216/529-7677</td>
</tr>
<tr>
<td>19</td>
<td>Toledo Local Meeting</td>
<td>7:00 p.m.</td>
<td>Oregon Municipal Bldg. 5330 Seaman Road</td>
<td>Mark Buckley</td>
<td>416/476-4569</td>
</tr>
<tr>
<td>20</td>
<td>MARP Annual Meeting</td>
<td>11:30 a.m.</td>
<td>Commonwealth Commerce Ctr Jackson, MI</td>
<td>John DeLora</td>
<td>810/772-7842</td>
</tr>
<tr>
<td>20</td>
<td>OARP Board Meeting</td>
<td>8:30 a.m.</td>
<td>TBA TBA, OH</td>
<td>Mark Carlson</td>
<td>440/331-3161</td>
</tr>
<tr>
<td>20</td>
<td>OARP Membership Mtg</td>
<td>10:00 a.m.</td>
<td>TBA TBA, OH</td>
<td>Mark Carlson</td>
<td>440/331-3161</td>
</tr>
</tbody>
</table>

All meetings are subject to change. We firmly suggest that you confirm dates, times, and locations for all meetings.

Anyone wishing to have their meeting or event listed in this directory, please send the information to:
Ken Prendergast, Editor
12029 Clifton Boulevard #505
Lakewood OH 44107-2161

Deadline for submissions is the 15th of the even numbered months

---

Bring your family and friends to explore Ohio's famous Amish Country and the Ohio Central Railroad.

Register for the OARP Summer Family Outing:
- _adults at $17.95 each
- _children at $9.95 each (3 - 11 yrs.)
- _children 2 yrs and under are FREE

Enclose this coupon (or photocopy) and a check or money order payable to OARP for $____ in an envelope, and mail to:
Mark Carlson
479 Humiston Drive
Bay Village OH 44140-3017
or call: (216) 331-3161 before July 18

We'll meet at the Dutch Valley Restaurant (10:00am) and hold a short business session. A representative of the Ohio Central Railroad has been invited to brief us on his freight and passenger operations. After a dinner of Amish kitchen cooking, we will proceed to the Ohio Central Railroad for a guided steam excursion through the Amish farm land. The Sugarcreek area is chock full of family oriented activities. There are cheese factories, craft shops, Amish furniture shops, Amish farm tours, etc. throughout the region. Maps, literature, and brochures will be available.

Registration fees includes the meeting, your train ticket, and an Amish dinner of: Chicken, roast beef, salad, mashed potatoes and gravy, green beans, rolls, butter, beverage and homemade pie.