Amtrak may double northern Indiana, Ohio service

New mail/express contracts pivotal

Amtrak is evaluating the possibility of providing up to two additional daily round trips from the East Coast to Chicago. If realized, this would double the number of trains to places like Cleveland, Toledo, and South Bend.

"We're exploring the Pennsylvanian extension to Chicago and the split of the Lake Shore Limited," Amtrak District Supervisor Frank Stoy said.

Tom O'Leary, executive director of the Ohio Rail Development Commission (ORDC), said he was aware that Amtrak was seeking those new services. However, he added that Amtrak has not asked the commission to provide direct operating subsidies to either service.

Mr. Stoy said both the Pennsylvanian extension and the Lake Shore split will depend on Amtrak reaching agreements with the U.S. Postal Service and large shippers of package express which now use trucks or airplanes. OARP has learned from several sources that Amtrak is much closer to finalizing shipper agreements for the Pennsylvanian than it is for the Lake Shore Limited.

Amtrak depends on reform bill

Fate of trains to be decided this month

WASHINGTON D.C. — About $2.3 billion in capital funds and a stable, national rail passenger system is in the offing for Amtrak. But each benefit depends on the U.S. Congress and President Bill Clinton agreeing on legislation that would reform Amtrak operations.

The reforms would eliminate the requirement for federal labor mandates and instead allow the company to negotiate directly with its employees. These provisions would be contained in Amtrak's authorization legislation, slated to come before Congress after Labor Day. Amtrak must be reauthorized each year, and, because of the proposed labor reforms, this year's bill is proving to be one of the most hotly contested.
Mr. Stoy said both the Pennsylvaniaian extension and the Lake Shore split will depend on Amtrak reaching agreements with the U.S. Postal Service and large shippers of package express which now use trucks or airplanes. OARP has learned from several sources that Amtrak is much closer to finalizing shipper agreements for the Pennsylvaniaian than it is for the Lake Shore Limited.

This scenario harks back to the years immediately preceding Amtrak, when private railroads used fares and mail/express revenues equally to support their passenger operations. Amtrak has depended on passenger fares for more than 95 percent of its revenues. Now, with its survival at stake, Amtrak has finally decided to diversify its revenue stream.

Amtrak’s proposed rail expansion also might mean it will increase its bus services linking Toledo with Detroit, Dearborn, Ann Arbor, and East Lansing.
Amtrak strike not imminent

WASHINGTON — To prevent a labor strike this autumn, Amtrak and the Brotherhood of Maintenance of Way Employees (BMWE) are meeting with a Presidential Emergency Board. The intent is to resolve their differences in reaching an agreement primarily over wages earned by employees who build and maintain track and structures nationwide. Amtrak does not expect any immediate service disruptions and encourages customers to proceed with their travel plans.

Despite union demands, Amtrak says it cannot grant wage hikes like those recently given by major freight railroads, which enjoyed a net income of nearly $4 billion in 1996. Amtrak maintains it is in precarious financial condition, and cannot afford the union’s demands. Amtrak says the increase would be at least $220 million.

“Our members deserve a wage that, at a minimum, keeps up with inflation,” said BMWE President Mac A. Fleming.

But Amtrak says that, during 1996, the average Amtrak BMWE employee salary totaled $41,772, which is virtually identical to freight workers’ average compensation of $41,777. This year Amtrak’s BMWE employees have also received two cost-of-living increases this year in accordance with a previous agreement.

Because an Amtrak shutdown could affect more than 60,000 daily Amtrak passengers and 800,000 daily commuters nationwide, President Clinton appointed a Presidential Emergency Board (PEB) to study this dispute, delaying any strike or lock-out for 30 days beyond a Sept. 7 deadline. At any time during this process, Conrail employees and local Amtrak employees converged on the Detroit Amtrak station and picked up litter, pulled weeds from the flower beds, and generally spruced up the outside of the station.

The big job of the day, however, was painting over graffiti on the retaining wall of nearby Conrail trackage which could be seen by passengers from the Detroit station platforms. Concrete gray porch paint was applied over obscenities and other “literature;” the entire job took about an hour.

Most passengers won’t notice the absence of graffiti, but it does look better.
Amtrak Intercity division President Mark Cane announced he will resign at the end of September after nearly two years in that position. He is to be succeeded in the interim by Lee Bullock, a 24-year Amtrak veteran.

Bullock and Cane will work closely with employees in the Intercity business unit to ensure an orderly transition during the month of September. Amtrak CEO Tom Downs said, “I’m proud to have been part of Amtrak’s dramatic transition to a market-driven, customer-oriented enterprise,” Cane said. He will accept an unspecified job in the private sector.

Downs said he and the board of directors will conduct a national recruitment prior to naming the business unit’s permanent president.
Train of Thought
from OARP Executive Director
Kenneth Prendergast

"We've got to grow our business," said Mark Cane, Amtrak Intercity's president at OARP's Annual Meeting last May. The mission is a new one for Amtrak, and certainly a welcome one after a quarter-century of relying on federal handouts.

But, to carry out that mission, it will mean Amtrak must enter markets it hasn't yet taken much advantage of, and may be a little unfamiliar with. Like what, you ask? Try Ohio, for starters.

Folks at Amtrak reading this are probably wondering where I'm coming from. After all, I, of all people, should be happy to hear that Amtrak is going after the Pennsylvania extension and the Lake Shore Limited split. Yes, I was dancing in the streets—until the neighbors called the police on me. I also realize Amtrak isn't doing this because it loves Ohio, though I'll take what I can get. Amtrak is doing it because Chicago has some mail and express shipments to offer. Ohio just happens to be along the way.

Earlier, I alluded that Amtrak marketing and sales staff may not know as much about Ohio as they should. Several years ago, while visiting someone at Amtrak's Washington DC offices, I was introduced as "from the Iowa Association of Railroad Passengers." I still wonder if it was a Freudian slip.

So I also wonder how Ohio—the nation's seventh-most populous state and the sixth-largest casual travel market—gets confused with Iowa. Easy, if you're asleep on a nighttime train through most of Ohio, and wake up to see only the flat cornfields west of Toledo.

I also don't think they appreciate that greater Akron, Youngstown, and Toledo each have more than 500,000 people. Or that greater Columbus and Dayton have more than 1 million residents apiece. Or that metropolitan Cincinnati and Cleveland both boast in excess of 2 million people.

Give decent arrivals and departures to a city, with good advertising, and an attractive station, then you get great ridership, as has occurred at Toledo.

Ridership may double last year's 100,000 boardings/deboardings. The year the westbound Capitol Limited was arriving Cleveland before midnight, 76,000 people got on and off it. When it was rescheduled to arrive hours later each night, ridership plunged by 25,000.

Still, for some reason, Amtrak officials think we'll keep riding, regardless of how many 3 a.m. trains they are throwing at us. They are about 30 miles west of Ohio.
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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 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!

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Amtrak may double northern Indiana, Ohio service

— "DOUBLE", from page one—

extension's schedule would preserve present departure times on the portion east of Pittsburgh.

If this is still the case, the westbound Pennsylvania would still depart New York City at 7:15 a.m. but leave Pittsburgh at about 5:30 p.m., arriving Cleveland at 8:30 p.m., Toledo at 10:45 p.m., South Bend at 12:40 a.m., and Chicago at about 2:45 a.m.

Eastbound, the train could depart Chicago at about 1:00 a.m., South Bend at 2:40 a.m., Toledo at 6:45 a.m., Cleveland at 9:00 a.m., arriving Pittsburgh at about 12:15 p.m. and, as is done now, arrive New York City at 10:15 p.m. The arrival and departure times west of Pittsburgh are based on the running times of existing Amtrak services on those routes. Most, if not all existing stations between Chicago and Pittsburgh via Cleveland probably would be served.

There have been some suggestions by OARP and MARP that the train operate via Detroit and southern Michigan, which would improve the times at Chicago — about 11:00 p.m. eastbound departure; 6:00 a.m. westbound arrival.

Lake Shore Limited split

Amtrak's Lake Shore Limited is a nightly service stopping in 27 cities between Chicago, Toledo, Cleveland, Buffalo, Albany, New York City, and Boston. At Albany, separate trains from Boston and New York City join to form one train to Chicago. Under Amtrak's proposal, the Boston and New York trains would operate separately all the way to Chicago.

If the added mail contracts do not materialize for this route, Amtrak may reschedule the eastbound Lake Shore Limited to a later departure (8:30-9 p.m.) out of Chicago. It now leaves Chicago at 6 p.m. While the later departure is being considered as a way to maintain connections with chronically late trains from the West Coast, it would put the Lake Shore into Toledo after 2 a.m. and Cleveland after 4 a.m.

"Why should Ohio cities be punished because Amtrak hasn't been able to solve the problems experienced by its western trains?" Mr. Carlson asked. "If the roof on your house is leaking, you wouldn't consider solving the problem by waterproofing the floor. You address the cause of the problem, not the symptoms. Amtrak's passengers need a wider range of departures from Chicago. That is exactly what the Lake Shore split and Pennsylvania extension would offer."

With those two additions, it would mean a total of four daily Amtrak round trips between Cleveland, Toledo, South Bend, and Chicago—the greatest level of service offered on this route since before Amtrak began in 1971. How would Norfolk Southern—the suitor of Conrail's mainline—respond to this? They already have. NS said most of the heavier, slower freights (about 20-25 daily trains) are to be rerouted via Fort Wayne. This would leave the northern route for and faster intermodal freight and passenger trains.

Of course, all of this depends on Amtrak's reauthorization legislation being passed by Congress and signed by President Clinton (see article "Amtrak depends on reform bill", page one). If this doesn't happen, there won't be an Amtrak left to run the additional trains.

3-C Corridor mail trains?

While two of OARP's long-standing goals—a split of Amtrak's Lake Shore Limited and extending the Pennsylvania into Ohio—are close to being realized, the biggest goal remains elusive.

Start-up of passenger trains on Ohio's 3-C (Cleveland-Columbus-Cincinnati) Corridor has a number of things in its favor, despite what was written in a July article in the Columbus Dispatch, and which was partially reprinted by a number of Ohio newspapers.

The original article, which quoted OARP Vice President Bill Hutchison and several state officials, even eliminate the need for state operating funds to support 3-C Corridor trains—as is being done for the Pennsylvania extension. At Cincinnati, the U.S. Postal Service has one of its sprawling bulk mail centers. Other bulk mail centers exist nearby in St. Louis, Chicago, Detroit, and Pittsburgh. Amtrak is attempting to garner new mail contracts from these and other mail/package express locations, and is willing to consider new train services to accommodate them.

Part of ORDC's organizational purpose, as mandated by the General Assembly, is to pursue 3-C Corridor passenger service. The group, which is the legislative arm of the Ohio Railway Development Corp., is promoting the route as a way to reduce the dependency on air travel, which is expensive and time consuming. The group hopes to attract businesses and tourists to the region by providing a more reliable and convenient mode of transportation. The group has been working with Amtrak and the state of Ohio to develop a plan for the extension of the 3-C Corridor. This plan includes the construction of new passenger stations and the purchase of new rail cars. The group has also been working with the U.S. Postal Service to secure a new mail contract for the route. The group is confident that the extension of the 3-C Corridor will be a success and will provide a much-needed service for the people of Ohio.
There have been some suggestions by OARP and MARP that the train operate via Detroit and southern Michigan, which would improve the times at Chicago—

The "Ravenna Connection"

No state or federal funding has yet been found to allow Pittsburgh-Cleveland Amtrak service to operate via New Castle, PA and Youngstown-Warren. Restoring a 1-mile gap at Ravenna between two main-line railroads is needed for the Pennsylvanian to operate via the populous Youngstown route. Restoring this missing link, the "Ravenna Connection", which was ripped out during the recession of the early 1980s, is projected by ORDC to cost about $4 million.

Unfortunately, the ORDC doesn't have the funding to unilaterally restore the connection, which would mean using most of their budget on this one project. More likely, the funding would have to come from either the state's capital budget, or from the federal government. Without the Ravenna Connection, the Pennsylvanian extension will have to bypass Youngstown, Warren, and New Castle.

While two of OARP's long-standing goals—a split of Amtrak's Lake Shore Limited and extending the Pennsylvanian into Ohio—are close to being realized, the biggest goal remains elusive.

Start-up of passenger trains on Ohio's 3-C (Cleveland-Columbus-Cincinnati) Corridor has a number of things in its favor, despite what was written in a July article in the Columbus Dispatch, and which was partially reprinted by a number of Ohio newspapers.

The original article, which quoted OARP Vice President Bill Hutchison and several state officials, suggested that 79 mph 3-C Corridor trains have been sidetracked by the state. Freight projects, plus two new passenger routes—the Pennsylvanian extension and the Canton-Akron-Cleveland commuter rail line—were cited as priorities.

But, as Mr. Hutchison noted in the Dispatch article, if the Ohio Rail Development Commission had its way, 3-C Corridor service would probably be running today. OARP's challenge remains in convincing the next governor and key legislators of the importance of 3-C Corridor trains. Because of recent developments, however, the state's involvement may not be as important a factor.

"We should take the success of northern Ohio and expand it to the 3-C Corridor," OARP President Mark Carlson said. "The type of mail contracts that are helping to improve northern Ohio service could help bring passenger service to the rest of the state. For example, any potential mail contract between New England and central and southern Ohio would be a double bonus, as it will strengthen two routes—the Lake Shore Limited as well as the 3-C Corridor."

Indeed, mail revenues could lessen, perhaps even eliminate the need for state operating funds to support 3-C Corridor trains—as is being done for the Pennsylvanian extension. At Cincinnati, the U.S. Postal Service has one of its sprawling bulk mail centers. Other bulk mail centers exist nearby in St. Louis, Chicago, Detroit, and Pittsburgh. Amtrak is attempting to garner new mail contracts from these and other mail/package express locations, and is willing to consider new train services to accommodate them.

Part of ORDC's organizational purpose, as mandated by the General Assembly, is to pursue 3-C Corridor passenger service. Thus, ORDC continues to discuss with Amtrak ways to start service. Linking mail, package express, and passengers with rail on Ohio's most populous and busiest travel route is one way. Creative financing is being considered, involving a number of potential funding sources at one time. But it is too early to say whether this will be the magic formula.

Several other factors may energize the start-up of 3-C Corridor passenger rail service. One is the much publicized, 8-year, $300 million reconstruction of Interstate 71 between Columbus and Cleveland, which is slated to begin next year. Over 55,000 cars each day travel I-71 between Ohio's two biggest cities. 3-C Corridor trains would help serve as a relief valve for an investment of less than $20 million.

Another factor is the Ohio bicentennial in 2003, which could be hampered by I-71's reconstruction. OARP would like to suggest that the state imitate Cleveland's bicentennial, in which several "legacy projects" were constructed—including the light-rail Waterfront Line, which has proven very successful. Perhaps an "Ohio Bicentennial Legacy Project" could be 79 mph passenger rail in the 3-C Corridor? That certainly would be worth celebrating.
Three Rivers route construction delays

Youngstown, Nappanee affected

While a $220 million track construction project in western Ohio and Indiana may make for a smoother ride eventually, Amtrak passengers are having rough time for now. CSX Transportation Inc. has been working since spring, adding a second main track to its busy freight line between Deshler, OH and Chicago, across northern Indiana and Ohio. This is the route of Amtrak’s Three Rivers train.

Amtrak passengers at Nappanee, IN and Youngstown, OH are having to put up with construction-related delays. As a solution, Amtrak has put some “padding” into the eastbound Three Rivers’ schedule. While it’s departure from Chicago remains 9:20 p.m., its arrival time at Pittsburgh has been pushed back from 7:45 a.m. to 8:45 a.m. and, at New York City, from 6:15 p.m. to 7:25 p.m.

Worse, there has been a lack of information about the delays, most notably at Youngstown. There, on at least five occasions, station security guards/caretakers hired by the city have fallen asleep inside the locked station. In those instances, which have occurred only for the eastbound train, passengers remained stranded outside, not knowing when the train was due to arrive.

The latest train status information, reported after the Three Rivers’ departure from Nappanee—300 miles west in the middle of the construction zone—has often proved unreliable. Thus, passengers who follow advice about calling (800) USA-RAIL to check on their train’s status, may not be receiving the most useful information.

Amtrak District Supervisor Frank Stoy said he is advising all Three Rivers train crews to telephone the Youngstown station to update the security guard/caretaker as to the train’s arrival. Most crews have cellular phones. Soon, all will have them. Amtrak also has equipped many of its locomotives with satellite-based global positioning systems which update each hour the location of a train and displays the information on Amtrak’s national reservations and operations computers.

But all the technology in the world can’t hire better station caretakers. Mr. Stoy and the city of Youngstown were notified by OARP about the problems with the guard/caretaker. In recent weeks, OARP member Jack Slanina of Youngstown reports that security guards are being more attentive to the passengers’ needs.

Perhaps a longer term solution would be rerouting the Three Rivers between Chicago and Fostoria, Ohio via South Bend, Elkhart, and Toledo. The only city to lose service much longer would be Nappanee, Indiana (1990 population: 4,694), 18 miles from Elkhart’s Amtrak station. Paul Arden, president of the Indiana Association of Railroad Passengers, said much could be gained from rerouting the train to the more populous northern route.

The only Ohio city that would be affected is Fostoria, which would probably have to find a new location for its train station, or else have the Three Rivers back in and out of the CSX station, which is to be reactivated this month. OARP has identified a potential alternate station site on the north side of town, on vacant land located near the border of Jackson and Louden townships.

However, OARP has learned that Amtrak would rather keep the train where it is, as if rerouting it would be a major headache for them. This is very surprising. Not only is the population much higher via South Bend and Toledo, and thus the potential ridership, but the running time wouldn’t be much longer.

At least a temporary detour would seem sensible until CSX’s trackwork is finished. But a permanent reroute might also be desirable since, area surely would add to the train’s revenue.
Amtrak's future depends on reform bill

- "AMTRAK", from page one

The latest train status information, reported after the Three Rivers' departure from Nappanee—300 miles west in the middle of the construction zone—has often proved unreliable. Thus, passengers who follow advice about calling (800) USA-RAIL to check on their train's status would be Nappanee, Indiana (1990 population: 4,694), 18 miles from Elkhart's Amtrak station.

Paul Arden, president of the Indiana Association of Railroad Commissioners, said there was little choice but to reroute the train to the more populous northern route.

The latest train status information, reported would be Nappanee, Indiana (1990 population: At least a temporary detour would seem sensible until CSX's trackwork is finished. But a permanent reroute might also be desirable since, the area surely would add to the train's revenue.

Amtrak's future depends on reform bill

- "AMTRAK", from page one

locating one-half cent of the existing gasoline tax—as has been frequently talked about. Rather, the funding will come from a rather complicated tax refund formula called "net operating loss carryback". This provision was added by Ways and Means Committee Chairman Bill Archer (R-CA).

Because Amtrak has never made a profit and never paid taxes, the refund will be linked to taxes paid prior to 1971 by Amtrak's predecessor railroads. Release of funds by the Treasury Department, which has control because this is a tax refund, is dependent on the authorization. Efforts to include the authorization in the budget bill fell apart in July as White House negotiators walked away from their Congressional counterparts over a disagreement on the labor reforms.

The reform legislation is nearly identical to a bill passed last year only by the House of Representatives. Prospects this year, however, on the House and Senate floor remain tenuous. Amtrak officials have stated that, although organized labor helped draft last year's bill, it has done an about face and is now opposing the legislation this year.

"Amtrak applauds the conferees' diligence and Senator Roth's leadership in including dedicated capital support in the budget bill. However, the lack of an authorization means Amtrak's top legislative priority (the capital funding) remains elusive," said Thomas M. Downs, Chairman, President and CEO of Amtrak.

Downs said Congress may ultimately pass an authorization bill that President Clinton signs into law. Unfortunately, Amtrak does not have the luxury of time, nor do the millions who ride Amtrak and thousands who work for the railroad. Congress and the Clinton Administration have mandated that Amtrak end reliance on federal operating support by 2002. The $2.3 billion in capital funding is essential if Amtrak is to meet that mandate.

The funding would enable Amtrak to modernize its infrastructure and train equipment. This would make it less expensive to operate the national passenger rail system. By expanding passenger services, plus mail and package express business, Amtrak expects to gain additional revenues to reach operating self-sufficiency.

"Congress must also do its part by passing the reforms that will allow the system to streamline its operations and operate more efficiently," said Senator William Roth (R-DE), who was the author of the half-cent legislation in the Senate. "Under the terms of the (federal budget) agreement, Amtrak will not be allowed to spend these new capital funds until these reforms are in place."

Congress is expected to do its part. The big question remaining is, what will President Clinton do?

Here is what you can do...

- First and foremost, urge the president to approve the Amtrak Reform and Privatization Act, (House Bill 2247 and Senate bill 738) when Congress sends it to him.

- Ask your representative and senators to do what they can to ensure that both houses of Congress deliver Amtrak reform legislation to the president, and increase funding in Amtrak's operating grant for 1998.

Call or write a brief note or postcard to these four people—the president, your two senators, and your representative! Since time is of the essence, you may want call or e-mail.

The President
The White House
Washington, DC 20500
(comment line: 202-456-1111)
(e-mail: president@whitehouse.gov)

The Honorable ______
U.S. Senate
Washington, DC 20510

The Honorable ______
U.S. House of Representatives
Washington, DC 20515
(Capitol switchboard: 202-224-3121)
Small, big states hopping on Amtrak

By Anne Wallace Allen
AP Staff Writer

MONTPELIER, Vt. (AP) — Just two years ago, Vermont’s only passenger rail service—the Montreailer was on its way out, the victim of nationwide budget cuts at Amtrak. Rail enthusiasts marked the train’s demise with sad testimonials on its last run between Washington DC and Montreailer. Some predicted an era of rail travel was coming to an end.

But the fortunes of rail have shifted, in Vermont and elsewhere.

Now Vermont has two passenger trains, one on each side of the state. There’s also a new tourist train that runs in the summer and a commuter rail project in the works. And Vermont Senator James Jeffords and Maine Senator Olympia Snowe plan to introduce legislation this month that would pay for more passenger service in northern New England.

What’s going on? Timing — and a load of support for railroads.

“I’m a big fan of rail,” said Vermont Governor Howard Dean. “I’ve been pushing commuter rail for a long time. The fact is that the Montreailer collapse gave us an opportunity to find something different.”

Once Amtrak announced it would halt the Montreailer, the governor, other state officials and even Amtrak geared up to save some passenger service. They came up with a daytime replacement, the Vermonter, that started running on the east side of the state the day after the Montreailer made its last run on April 1, 1995.

And while the Montreailer was on the way out, another investment was on its way in. In the summer of 1995, a ski resort company started running the Sugarbush Express, a summertime tour-

gers between Washington, DC and Rutland on the west side of the state.

Renee Wells of Middlebury, a member of the Vermont Council on the Arts, said she takes an Amtrak bus to Rutland, then catches the Ethan Allen Express to New York City about every other month. The train is cheaper than flying and more convenient than driving.

“I can work on the train,” she said, adding, “What would I do with my car in New York?”

And she thinks the five-hour train ride is often faster than flying. “I’ve been iced in and fogged in” at the airport, she said. The train “has always been on time. I think once it was four minutes late.”

Other Vermont rail projects in the works include:

• A commuter rail service between Charlotte and nearby Burlington scheduled to start operating next year.

• Attempts to restore rail service to the defunct Lamoille Valley Railroad, an historic 90-mile route that connects northern Vermont.

• A ski train to the Okemo ski resort in southern Vermont is being organized by the Bellows Falls-based Green Mountain Railroad.

• Possible passenger service between Bennington and Rutland — a project supported by state transportation officials who hope to provide service in southwestern Vermont.

Rail spending — on construction, maintenance and new service — is still only about 2.9 percent of the state’s transportation budget, said Deputy Transportation Secretary Jeff Squires. But that’s a lot more than it was five or 10 years ago, he said.

“I think, through transportation planning, since 1990, Black said.

Another big one is North Carolina, which will spend $3.6 million in the fiscal year ending in July to run two daily passenger services. Vermont’s subsidy for its two passenger trains this year will be $800,000 out of an annual transportation fund of $152 million. In northern New England, much of the emphasis on rail travel has been driven by political pressure for an alternative to building more roads.

Mrs. Wells, a native of California’s car culture, said she tried the train for its romantic image, and found that it was pleasantly practical.

“The other thing I find amazing is the number of people in Rutland who still greet the train. They don’t know anybody getting off, but there are still local people waving it in, waving it off. It’s kind of charming,” she said.

The above article was reprinted with permission by the Associated Press.

Oregon awarded federal rail funds

PORTLAND, OR — Federal Railroad Administration (FRA) officials announced that they will commit $5.2 million in a cooperative agreement with the Oregon Department of Transportation to increase Amtrak train speeds on a portion of the route linking Eugene, Portland, Seattle, and Vancouver, BC—dubbed the Cascadia Corridor.

Oregon’s DoT provided the leadership (and initial funding) for upgrading the passenger rail service, and got the federal government involved in the project. This is very similar to a cooperative agreement begun recently between the FRA and the state of Vermont.
Transit center design goes forward

KALAMAZOO — Federal Transit Administrator Gordon Linton announced a Federal Transit Administration (FTA) grant to the Kalamazoo Metro Transit System for the first phase of the preliminary design for the Downtown Transfer Center.

The award will enable the Kalamazoo Metro Transit System to start work on preliminary design, site verification and environmental assessment for the Downtown Transfer Center. This new facility will be built directly adjacent to the existing intercity Intermodal Transportation Center which accommodates Amtrak service, Greyhound and Indian Trails intercity bus and local taxi service. The architectural design of the new transportation facility will complement the historic appearance of the present center.

When completed, the transit bus transfer facility will be able to accommodate 41 buses in an hour. This off-street bus facility will be located between Rose and Burdick Streets. The expected completion date is May 1998. A portion of the grant, which totals $992,500 in FTA funds, will also go toward the acquisition of five handicapped-accessible buses.

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Oregon’s DoT provided the leadership (and initial funding) for upgrading the passenger rail service, and got the federal government involved in the project. This is very similar to a cooperative agreement begun recently between the FRA and Michigan for the upgrade of Detroit-Chicago Amtrak services. There are lessons for Ohio and Indiana in those actions.

The agreement, which provides federal funds as well as technical assistance, will enable Oregon to perform track, structure and signal improvements on the Portland-Eugene segment. Work to be performed includes upgrading equipment and track layout at a tower at Union Station in Portland; expanding and upgrading sidings to permit faster freight and passenger movements; plus upgrading the signaling system between Portland and Vancouver, WA to enable higher speed passenger trains and freight trains to travel on the same track.

The agreement is funded by Next Generation High-Speed Rail funds appropriated under the final year Intermodal Surface Transportation Efficiency Act of 1991. ISTEA is slated to be renewed this year (see “ISTEA renewal perking up”, page three).

Associations of railroad passengers in Indiana, Michigan, and Ohio have long supported this federal policy—a building-block approach to high speed rail. This involves taking the existing rail infrastructure and passenger services, and continually upgrading them for faster and faster speeds.
Fix six

By Mark Carlson

You wouldn’t throw away a loaf of bread if your toaster stopped working, would you? It’s not the bread’s fault that the toaster is on the fritz.

How about calling the TV repairman because there’s a neighborhood-wide blackout? Why not close the school because Johnny can’t conjugate his verbs?!!

How about this one? Make the successful Lake Shore Limited leave Chicago three hours later because Amtrak’s train #6, the California Zephyr, can’t run on time!

It all sounds pretty stupid to me!

First, I have a little story to tell.

While on the California Zephyr a few years ago, my wife, Marilyn, and I sat in the foothills of the Colorado Rockies west of Denver for what seemed an eternity, waiting for some maintenance-of-way workers to get out of the way on a double-tracked section of railroad.

We waited so long that I had time to gather my toiletries and a change of clothes, take a shower, and shave.

“What’s going on?” I asked upon returning to our room. She replied, “The man on the radio said we may be here an hour!”

COLUMBUS — Two committees of the Ohio Rail Development Commission (ORDC) and the full commission met on July 30 to discuss internal matters regarding financing, operations, and administration.

First to meet was the Administration and Finance Committee, whose sole presenter was ORDC Treasurer William Tompos who reported a cash carry-over from Fiscal Year 1997 ending July 31, of $0 in federal funds and $200,000 of state franchise tax funds.

FY 98 began with receipt of $5.1 million in franchise tax revenues, with another $1 million expected in March of 1998. Federal funds should be $23 million, almost all of which will go to rail-highway safety projects. Commitments as of today’s meeting total $2.6 million, leaving $6 million for FY 98 discretionary spending.

The Attorney General’s Office is continuing its efforts to hire an attorney dedicated to ORDC’s work, with four lawsuits now pending, including the Warren-Ravenna eminent domain issue, two lawsuits concerning the Youngstown & Southern Railroad, and expenses involving the Surface Transportation Board as well as clarification of the safe-harbor rule.

Mr. Tompos then reported on ORDC’s staff efforts to determine the rail funding practices of all 48 contiguous states through a survey, which has so far gleaned 40 responses (90%). Michigan, unfortunately, did not respond. At my urging, the staff will look into Michigan’s constitutional amendment allowing rails to be funded as highways.

ORDC commissioners Carla Cafarroti (of Six Rivers, Calif.) and William James (of Lake Michigan) also addressed the meeting.

The Administration and Finance Committee presented Mr. Tompos’ report.

ORDC Executive Director Tom O’Leary said the state stands as a secondary payee in case of bankruptcy, but the guarantee is more than 100%. Mr. Brown said ORDC needed more covenants on the loan. However, ORDCA Chairman Jim Betts added that the commission will get more covenants before signing it.

Finally, the commission voted 5-1 to add entering Indiana.

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Finally, the commission voted 5-1 to add

We were lucky, ten minutes or so later they moved their equipment up to a switch and out of our way.

But now we were out of our “window” — that slot between all the freight trains each railroad has given Amtrak in which to operate — and our conflicts with those trains were to only get worse.

What does all of this have to do with toasters, TV’s, and education? Well...

Every summer, Amtrak’s California Zephyr has a miserable on-time performance record. The reasons why vary from day to day, and usually there are several causes mounted one upon another.

Sometimes it’s the host railroad. Sometimes it’s the longer time needed to board the larger crowds of passengers that comes with warmer weather. Sometimes it’s the strained Amtrak equipment that needs a plumber to fix a broken toilet.

Whatever the reason(s), I thought it would have been fixed in April when Amtrak dropped the Desert Wind and the Pioneer from their schedule. When the Wind and Pioneer disappeared, so did the lengthy switch move needed at Salt Lake City and Denver. Amtrak cut 50 minutes from the California Zephyr’s schedule at Salt Lake City and another 30 minutes at Denver.

“That’s great,” I thought, figuring that almost an hour and a half could be cut from the entire route (they actually shaved 95 minutes).

That would put the Zephyr into Chicago at 2:40 p.m. This meant that it could be nearly three hours late and passengers would still have a half-an-hour to make their connection to the Lake Shore Limited.

All I know is that Amtrak appeared to have a solution for the problem. Continue leaving Oakland at 9:00 a.m., get into Chicago at a very good hour, and have enough free time in the schedule to make connections when the Zephyr is running a few hours late.
Mr. Tompos then reported on ORDC's staff efforts to determine the rail funding practices of all 48 contiguous states through a survey, which has so far gleaned 40 responses (90%). Michigan, unfortunately, did not respond. At my urging, the staff will look into Michigan's constitutional amendment allowing rails to be funded as highways.

ORDC commissioners Carla Ceferrati (of ODOT's Public Transit Division) and Charles Brown (an Alliance, OH attorney) both urged a study of Michigan's rail funding practices. Also present was committee chairman and ORDC Commissioner Tim Davis (the President of Summit County).

Next was the Operations Committee, followed by the commissioners' general meeting. Joining the regular meeting were commissioners Tom McOwen (former owner of the Indiana & Ohio Railroad), Jim Seney (Ohio Department of Development's representative), and State Rep. Sally Perz (R-Toledo). Three resolutions were adopted after extensive presentations and discussion.

First was the Cass Township bridge (Muskingum County) issue. An expenditure of $300,000 was approved in the Operations Committee for construction of a bridge over a railroad, instead of a grade crossing. This was vigorously objected to in the general session by Mr. Brown, who said the commission had decided in February on $120,000 for a grade crossing. He was outvoted 5-1 and the resolution passed.

Second, the ORDC unanimously approved a $1.2 million loan to a group of investors who are purchasing the Maumee & Western Railroad from the state. The line runs for 48 miles through Henry, Defiance, and Paulding counties before entering Indiana.

ORDC Executive Director Tom O'Leary said the state stands as a secondary payee in case of bankruptcy, but the guarantee is more than 100%.

Mr. Brown said ORDC needed more covenants on the loan. However, ORDC Chairman Jim Betts added that the commission will get more covenants before signing it.

Finally, the commission voted 5-1 to add $18,000 to the Carrollton Branch Line project. Without stating a reason, Mrs. Ceferrati voted no on the additional funding.

In his report to the commission, Mr. O'Leary talked about the pending Conrail split by Norfolk Southern and CSX Transportation. He said there will some issues to be resolved, especially in regard to Ohio's coal position. Hearings on this will be held in September. Mr. Betts added that ORDC was still waiting to see the deal before it comments on it. However, he did expect there would rail traffic congestion in places like Fostoria and Cleveland.

During the public comment session, OARP member Karl Gelfer told the ORDC of the special Amtrak passenger train on Sept. 20, which will run from Cleveland and Galion, through Columbus, to Cincinnati and Kentucky, then return the next day. OARP Columbus Coordinator Bob Boyce asked about the status of Fostoria's passenger station. Mr. O'Leary hoped it would be operational by September, but Akron isn't expected to open until winter.

A representative of the Ohio Central reported a 200-foot washout on their line east of Newark, but CSX—owner of an immediately parallel line—was expected to have it rebuilt the first week of August. Each company was moving the other's freight on either side of the washout.

Mr. Brown then reported on the commission meeting p.m. This meant that it could be nearly three hours late and passengers would still have a half-hour to make their connection to the Lake Shore Limited.

All I know is that Amtrak appeared to have a solution for the problem. Continue leaving Oakland at 9:00 a.m., get into Chicago at a very good hour, and have enough free time in the schedule to make connections when the Zephyr is running a few hours late.

But Amtrak blew it! Instead, they chose to depart Oakland much later and to arrive in Chicago five minutes later! When the summer problems began, Amtrak was forced to hold the Lake Shore Limited for hours to honor their connection at Chicago. Funny thing is, every autumn and winter, the Zephyr becomes a more reliable train, permitting its passengers to make their connections.

But they have a plan to solve the disconnect problem. They plan to move the Lake Shore from its popular 6:00 p.m. time to somewhere between 8:45 p.m. and 9:15 p.m. This will cancel dinner in the diner and place the Lake Shore into Ohio at much less than desirable times. At late as 4:30 a.m. at Cleveland for example.

Worse yet, Amtrak is threatening their very popular Thruway bus operation at Toledo. Instead of having the buses from Michigan arriving into Toledo at 11:00 p.m., they could be arriving at 2:00 a.m. I can hear the throngs of potential passengers cursing Amtrak and finding other transportation.

How long can Amtrak afford to thumb their nose at their Ohio and Michigan passengers? Do they know that Ohio is the seventh-most populated state in the nation? Do they know that Ohio ranks sixth in the nation in casual tourism? Do they care?
Special Trains
Ride into Ohio

On two consecutive weekends this month, specially chartered trains operated by Amtrak will ply the rails on two busy travel corridors. OARP hopes these trains will help focus attention on getting rail passenger on these routes on a permanent basis. Amtrak Superliners and privately-owned rail cars will be the featured equipment.

The 3-C (Cleveland-Columbus-Cincinnati) Corridor will host Amtrak passenger trains Sept. 20-21 as part of a travel package sponsored by the Mad River & Nickel Plate Railroad Society. The trip is being called the Ohio State Limited, named after one of the New York Central passenger trains which operated on this line until the late-1960s.

At 8:30 a.m. Sept. 20, the Ohio State Limited will depart Amtrak's Lakefront Station in Cleveland, then pause at Galion's historic Big Four depot at 10:30 a.m. to pick up more passengers. It will run non-stop to Cincinnati Union Terminal, arriving at about 3 p.m. While in the Queen City, passengers may take a riverboat dinner cruise, enjoy the downtown Oktoberfest, or battle the one-arm bandits on a riverboat casino in nearby Lawrenceburg, IN.

At noon the next day, Sept. 21, the train will depart Cincinnati Union Terminal for Galion, arriving at about 5 p.m., then pull into Cleveland at 7 p.m. Prices for the various travel packages range from $175 to $265, depending on the distance traveled and the Cincinnati activities chosen.

Price includes hotel accommodations. For first-class travel on one of the private rail cars, add $100 to the $265 base fare. The铅 ticket agent, maintains a small flower garden in front of the station. There is enough short-term parking in front of the station for current needs, and a large area is available.

There are no eating facilities inside the station, but a decent Coney Island is next door, and the Viking Steakhouse, two blocks east, offers good sit-down dining at reasonable prices.

In the late 60's, Jackson installed a parking mall on Michigan Avenue, the main street, and built a bypass on each side of the downtown area. The main shopping district quickly migrated to the west edge of town. Later city fathers realized the mistake that had been made, so Michigan Avenue has been re-opened, and the downtown area is slowly making a recovery.

MARP's annual meeting will be held in downtown Jackson on Sept. 20th.

STATION PROFILE: Jackson, Michigan

first of a series

Opened in 1876, the Jackson, MI depot is the second-oldest continuously operating railroad station in the U.S. The large Italianate structure doesn't look terribly distinctive—until you step inside. The ornate woodwork and etched glass of the ticket office is all original. The most common comment overheard from first-time visitors is "Wow! they don't build them like this anymore!"

The station underwent a careful restoration in 1975-6 for the Bicentennial. Former MARP Chairman John Guidinger, a woodworking hobbyist, re-did areas of the wainscotting that needed replacement, and it is impossible for the average person to tell the original from the replacement wood. On the trackside, a large canopy protects passengers from the elements. Occasionally, railroad retirees will be found sitting on the benches under the canopy, and many of them are virtual encyclopedias of railroad history.

Brian Karhoff, the lead ticket agent, maintains a small flower garden in front of the station. There is enough short-term parking in front of the station for current needs, and a large area is available.

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John DeLora photos
Brian Karhoff, the lead ticket agent, maintains a small flower garden in front of the station. There is enough short-term parking in front of the station for current needs, and a large area is available just east of the station building for longer-term parking. Jackson Transit buses pass by the station on Michigan Avenue.

At noon the next day, Sept. 21, the train will depart Cincinnati Union Terminal for Galion, arriving at about 5 p.m., then pull into Cleveland at 7 p.m. Prices for the various travel packages range from $175 to $265, depending on the distance traveled and the Cincinnati activities chosen.

Price includes hotel accommodations. For first-class travel on one of the private rail cars, add another $115 per person. Call (800) 837-8785 for more information on this, and other rail tours scheduled by the Mad River & NKP Society. Visa, Mastercard and Discover are accepted. Please do not call Amtrak.

A week later, the Orrville Railroad Heritage Society will offer rail travel from Akron's Amtrak station at Quaker Square to Pittsburgh's Station Square, across the Monongahela River from downtown. As with the 3-C Corridor excursion, Amtrak's Superliner equipment will be used, along with private rail cars providing first-class travel.

At 8:30 a.m. on both Sept. 27 and 28, trains will depart Akron, and arrive the Steel City at about 11:30 a.m. Passengers will have several hours to shop at Station Square, ride the inclined railways from the square to the top of Mount Washington, or hop on the light-rail line to dine at downtown's fashionable Strip District. The trains will depart Pittsburgh at about 4 p.m. on both Saturday and Sunday, returning to Akron at 7 p.m.

Cost for the trip is $70 per person, or $135 first class. Call the Orrville Railroad Heritage Society at 1 (330) 683-2426 between 1-5 p.m. any day except Sunday to make reservations. Visa and Mastercard are accepted. Again, please do not call Amtrak about these train trips.

Michigan Amtrak station activity

MI-DOT has supplied us with passenger boardings and detrainings for the Amtrak routes which serve Michigan.

<table>
<thead>
<tr>
<th>Pontiac-Chicago Corridor (four trains)</th>
<th>Pere Marquette</th>
<th>International</th>
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<tbody>
<tr>
<td>City</td>
<td>June '97</td>
<td>June '96</td>
</tr>
<tr>
<td>Chicago</td>
<td>28,135</td>
<td>24,299</td>
</tr>
<tr>
<td>Hammond/Whiting</td>
<td>956</td>
<td>749</td>
</tr>
<tr>
<td>Michigan City</td>
<td>108</td>
<td>761</td>
</tr>
<tr>
<td>Niles</td>
<td>1,889</td>
<td>1,531</td>
</tr>
<tr>
<td>Dowagiac</td>
<td>173</td>
<td>145</td>
</tr>
<tr>
<td>Kalamazoo</td>
<td>6,016</td>
<td>5,053</td>
</tr>
<tr>
<td>Battle Creek</td>
<td>4,370</td>
<td>3,999</td>
</tr>
<tr>
<td>Albion</td>
<td>113</td>
<td>102</td>
</tr>
<tr>
<td>Jackson</td>
<td>3,799</td>
<td>2,532</td>
</tr>
<tr>
<td>Ann Arbor</td>
<td>10,217</td>
<td>8,660</td>
</tr>
<tr>
<td>Greenfield Village</td>
<td>1,934</td>
<td>n/a</td>
</tr>
<tr>
<td>Dearborn</td>
<td>7,427</td>
<td>8,788</td>
</tr>
<tr>
<td>Detroit</td>
<td>6,446</td>
<td>5,723</td>
</tr>
<tr>
<td>Royal Oak</td>
<td>1,520</td>
<td>1,250</td>
</tr>
<tr>
<td>Birmingham</td>
<td>1,482</td>
<td>1,281</td>
</tr>
<tr>
<td>Pontiac</td>
<td>1,099</td>
<td>955</td>
</tr>
<tr>
<td>Others</td>
<td>0</td>
<td>286</td>
</tr>
<tr>
<td>TOTAL</td>
<td>75,694</td>
<td>65,614</td>
</tr>
</tbody>
</table>
Amtrak redraws Explore America Fare zones

The zone structure of the Amtrak Explore America Fare program has changed. There are two significant modifications.

First, the boundary between the Eastern and Central zones moved eastward, enlarging the Central Zone and decreasing the size of the Eastern Zone.

The new boundary will generally lie on a line including Detroit, Toledo, Fostoria, Cincinnati, Atlanta, and Pensacola.

Second, the Eastern Zone itself has been divided into two parts (A and B) at Savannah, GA. All points in the Eastern Zone north of Savannah will reside in the Eastern Zone (A). All points in the Eastern Zone south of Savannah (B) will reside in the new “Florida Zone”.

- For passengers traveling within or between the Central and/or Western zones, their pricing will not change, using either a one- or two-zone fare as appropriate.
- For passengers traveling between the Central or Western zones, and any part of the Eastern Zone (“A” and/or “B”), their pricing will not change, using either a two- or three-zone fare as appropriate.
- It is only when all travel takes place entirely within the Eastern Zone that the method of determining the Explore America Fare will actually change:
  1) If all travel stays to the north of Savannah (Eastern “A”), a one-zone fare will apply; this will be the same as in the past.
  2) If all travel stays to the south of Savannah (Eastern “B”), the new Florida Zone fare will apply; this is new.
  3) If travel occurs across Savannah (Eastern “A” and “B”), a two-zone fare will apply; this too is new.

There are some stipulations regarding reservations booked before zonal changes, if travel is to be made after the zonal changes.

For some people it will become advantageous not to change their fare. For example, a passenger booked Chicago-Boston (a one-zone fare that will become a two-zone fare), gets to keep their original one-zone price if they don't make any travel changes.

If a passenger booked Detroit (or Cincinnati)-Denver (originally a two-zones fare, but has become a one-zone fare), gets to change to the new lower fare provided they can get appropriate space if traveling in coach. If the ticket has already been issued, the passenger must pay the applicable ticket exchange fee.

If a passenger made a reservation prior to the zonal change and makes a date or routing adjustment after the zonal change — they must pay the railfare based upon the new zone structure. Again, if the ticket has already been issued, the passenger must pay the ticket exchange fee.

Zone changes split region
Until August 29 the entire region fell within the Eastern Zone. Now many cities are “border towns” falling in both the Central and Eastern (A) zones.

The following cities are in both regions:
- In Michigan: Ann Arbor, Detroit, and Fostoria
- In Ohio: Akron, Cincinnati, Cleveland, Toledo, and Fostoria
- Missouri: Kansas City, St. Louis
- Indiana: South Bend, Terre Haute, and Fort Wayne
- Illinois: Chicago, Urbana, and Peoria
- Kentucky: Lexington, Louisville, and Owensboro
- Tennessee: Nashville, Memphis, and Jackson
- Alabama: Tuscaloosa, Huntsville, and Birmingham
- West Virginia: Charleston, Huntington, and Wheeling
- Maryland: Frederick, Baltimore, and Annapolis
- Virginia: Roanoke, Lynchburg, and Fredericksburg
- North Carolina: Greensboro, Asheville, and Greenville
- South Carolina: Columbia, Charleston, and Myrtle Beach
- Georgia: Atlanta, Savannah, and Augusta
- Florida: Jacksonville, Pensacola, and Tallahassee
- Arizona: Phoenix, Tucson, and Flagstaff
- California: Los Angeles, San Diego, and San Francisco

Potential Birmingham parking problem
MARP has learned that the owner of Norman's Restaurant in Birmingham, MI has asked Amtrak to pay part of the cost of repaving the parking lot, which Amtrak is not required to do under the terms of its lease. The lease runs out at the end of 1998.
Bikes riding Cardinal route

Bicyclists wanting to take advantage of West Virginia's outstanding natural beauty in the New River Gorge, ride along the Ohio River in Kentucky, Ohio or Indiana, or see the Potomac River in Virginia, will be able to use Amtrak's Cardinal without having to disassemble their bikes, in a test program started Aug. 1.

The Cardinal operates three days-weekly between Chicago and Washington, D.C., via Indianapolis, Cincinnati, and Charleston, WV. The Cardinal passes through the Blue Ridge Mountains and near Shenandoah National Park.

Ordinarily, bicycles must be disassembled, placed in boxes and checked as baggage to be carried on long-distance trains. However, as a demonstration, Amtrak will accept up to four bicycles per train on the Cardinal, one of the most scenic routes in the national railroad passenger system. The bikes can be rolled on to the train from any station along the Cardinal's route and stored in special racks in the lower level of a Superliner coach.

"We're excited about this program to test the roll-on bicycle market on the route of the Cardinal," said Lee W. Bullock, Amtrak Intercity Customer Services Vice President. "This change is coming just in time for our customers to make plans to see the fall colors, as well as offering a chance to take advantage of the final weeks of summer."

"Amtrak's bicycle demonstration project on such an important transportation and recreation corridor offers cyclists an exciting chance to combine two great ways to travel," said Donald W. Tighe, Communications Director at the Baltimore-based League of American Bicyclists, an advocate for roll-on bicycle access to Amtrak trains.

Reservations are required and a $15 additional fee is charged in order to accommodate the bicycles. Boxed bicycles will continue to be accepted at stations that handle checked baggage. Customers should visit a staffed Amtrak station, call (800) USA-RAIL or see an authorized Amtrak travel agent, for details on this or any other Amtrak service. Schedule and service information is also available at the Amtrak site on the World Wide Web at www.amtrak.com.
Rail won't die in central Ohio

By Bill Hutchison
OARP Vice President

COLUMBUS — On June 17, I attended the first meeting of the Central Ohio Transit Authority's Citizens Advisory Panel, held at the COTA offices on McKinley Avenue in Columbus.

After introductions by COTA General Manager Glenna Watson, whom I met a few months ago at a panel discussion sponsored by the Ohio Rail Development Commission, Mrs. Watson outlined where COTA is and where it hopes to go.

She noted that the current 1/4 percent sales tax levy which supports COTA is due for renewal in 1999 and that the panel's suggestions will be taken into account in planning that initiative. The current COTA plan is for a bus-only expansion to include much new service to suburban areas not very well served by COTA, featuring suburb-to-suburb bus lines.

Mrs. Watson then turned the discussion over to the panel and I decided to listen to others for the first 20 minutes to see what the others had to say.

Then something happened...the panelists almost immediately began talking about light rail, even though it is not a part of the COTA plan, to the point where they were talking light rail almost exclusively!

This turn of events might not be so surprising once the panelists reasons for discussing it became known, such as attracting persons who#

Steve LaConte,
Sandusky's Regional Coordinator, reports that...the on-again, off-again Amtrak station plans may be close to be on again. This time, it may have nothing to do with any government funding.

Word is that a local developer is negotiating with the city of Sandusky to acquire and restore the 105-year-old Lake Shore & Michigan Southern Railroad depot so it can be used for the developer's offices. Total estimated cost of re-building the old station is $650,000.

The developer apparently isn't interested in the unused $520,000 ISTEA (Intermodal Surface Transportation Efficiency Act) grant from 1994. He has indicated he would rather use his own funds, instead of dealing with the government red tape that come with the ISTEA grant.

In addition to restoring the old station for his own purposes, the developer reportedly is willing to include facilities for Amtrak passengers and for North Central Dispatch operations—which handles numerous EMS operations and the Sandusky Transit System. There is no profit-motive for his doing this, so all we can do is speculate since the developer has not made his intentions clear.

Hopefully, in the next issue of The Passenger Rail News, I can release the developer's name and his plans in greater detail.

Phil Copeland,
Elyria's Regional Coordinator, reports that...the Elyria/Lorain County local meeting of OARP was held on June 26 at the historic Nordson Depot on the grounds of the Nordson Corp. plant in Amherst.

Among the dozen or so in attendance was Amtrak board member Donald Pease, who also is a member of OARP and served in the U.S. Congress for many years. Additionally, Bill Eltrich, general manager of Lorain County Transit—an organizational member of OARP—and Craig Sampson, assistant safety/service director of the city of Elyria were in attendance.

Mr. Pease previously presented us with the list of people who are interested in having a train station in Elyria.

Cleveland local meetings have been taking place since July, held at 6:30 p.m. on the third Wednesday of each month at Downtown Mo's at Tower City Center—easily accessible by all rail transit routes and many bus lines.

At our July meeting, Rich Enty, a long-range planner from the Greater Cleveland Regional Transit Authority, made a presentation on the update of RTA long-range plan.

At the August meeting, OARP members had an in-depth discussion on NS's proposal to nearly triple the amount of freight traffic on their line west of Cleveland. Our September 17 and October 15 meetings will likely follow-up on this matter, and on Amtrak's expansion proposals.

Proposed bylaw changes

Local meetings have been the answer for many OARP members who can't travel across the state.
Mrs. Watson then turned the discussion over to the panel and I decided to listen to others for the first 20 minutes to see what the others had to say.

Then something happened...the panelists almost immediately began talking about light rail, even though it is not a part of the COTA plan, to the point where they were talking light rail almost exclusively!

This turn of events might not be so surprising once the panelists reasons for discussing it became known, such as attracting persons who would not ride buses, and the fact that buses get caught in the same traffic as autos, etc.

What I found interesting was that these were not rail advocates—they were people from all walks of life, including some important voices from Columbus’ political scene. Virtually all of them sensed that Columbus’s transit future might be riding on steel wheels, as well as on rubber tires.

Mrs. Watson took this sudden change of direction gracefully, but I'm sure she was frustrated by the lack of attention to the larger bus issue and feels somewhat tied down by the COTA Board's past decision to exclude light rail.

It's no secret that COTA shot itself in the foot twice. The first time happened when they had a 1/2 percent levy and piled up a $70 million surplus when they should have used that money to increase service. The second happened when the COTA levy to expand service was defeated because they had pulled the very part of it that had the most support—the light rail component.

It sent the initiative into a tailspin and never recovered the support it once had, although it might have passed if they had more time, according to Mrs. Watson.

In my mind, though, it is very obvious that the light rail idea is alive and well and must be a part of any future COTA initiative.

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Among the dozen or so in attendance was Amtrak board member Donald Pease, who also is a member of OARP and served in the U.S. Congress for many years. Additionally, Bill Eltrich, general manager of Lorain County Transit—an organizational member of OARP—and Craig Sampson, assistant safety/service director of the city of Elyria were in attendance.

Mr. Pease graciously presented us with the latest on Amtrak funding issues and answered questions. Mr. Eltrich indicated he was keeping an eye on Norfolk Southern-related developments relating to future Lorain-Cleveland commuter rail service.

OARP member Bob Barckert told the group about his efforts in setting up tours by Amtrak with "Amtrak Al" Mladineo of Solon. This addressed our concerns about increasing the use the trains from Elyria. He gave us brochures on some of his upcoming tours. Bob was also very helpful in seeing to the logistics of using the Nordson Depot.

I again expressed concern for a better Amtrak depot, even if we don't get the restoration of the old New York Central station. I raised the question as to whether we could have desirable but, less ambitious remodeling of the old depot. The Nordson Depot is a good example of what can be done, complete with restored passenger cars on display.

It was agreed we will probably have future meetings there. Perhaps even a state meeting?

Last, but not least, our thanks to OARP members Audrey Dotson and Ron Zaleha for taking care of the mailings for the meeting.

The next Elyria/Lorain County local meeting will be held in October. Notices will be mailed to area members.
PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS:

<table>
<thead>
<tr>
<th>Akron/Stow</th>
<th>Parkside Travel USA</th>
<th>(330) 688-3334</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alliance</td>
<td>Alliance AAA Travel</td>
<td>(330) 821-2323</td>
</tr>
<tr>
<td>Canal Fulton</td>
<td>Massillon AAA Travel</td>
<td>(330) 854-6616</td>
</tr>
<tr>
<td>Cleveland</td>
<td>Ohio Motorist Association/AAA Travel</td>
<td>(216) 361-6080</td>
</tr>
<tr>
<td>Columbus</td>
<td>Randall Park Mall Travel Agency</td>
<td>(440) 475-8747</td>
</tr>
<tr>
<td>Columbus</td>
<td>Accessible Travel Agency</td>
<td>(614) 792-3555</td>
</tr>
<tr>
<td></td>
<td>Ohio Automobile Club/AAA Travel</td>
<td>(614) 431-7823</td>
</tr>
<tr>
<td>Elyria</td>
<td>Tours &amp; Travel Service, Inc.</td>
<td>(440) 323-5423</td>
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<tr>
<td>Mansfield</td>
<td>Mansfield Travel Center</td>
<td>(419) 756-8747</td>
</tr>
<tr>
<td>Massillon</td>
<td>Massillon AAA Travel</td>
<td>(330) 833-1034</td>
</tr>
<tr>
<td>Piqua</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 773-3753</td>
</tr>
<tr>
<td>Sandusky</td>
<td>Sandusky Travel Service, Inc.</td>
<td>(419) 626-4633</td>
</tr>
<tr>
<td>Solon</td>
<td>Astro Travel Service</td>
<td>(440) 248-7740</td>
</tr>
<tr>
<td>Troy</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 339-0112</td>
</tr>
</tbody>
</table>

Authorised 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: Sept. 1997

Directory of the region's association of railroad passengers

**Ohio**

<table>
<thead>
<tr>
<th>Officers</th>
</tr>
</thead>
</table>
| PRESIDENT | Mark D. Carlson  
| 479 Humiston Dr.  
| Bay Village 44140-3017 |
| PAST-PRESIDENT | J. Howard Harding  
| 489 Overwood Rd.  
| Akron 44313-5327 |
| VICE-PRESIDENT | Bill Hutchison  
| 5552 Foxhound Ln.  
| Westerville 43081 |
| SECRETARY | Meg Grey  
| 405 W. Columbus St.  
| Pickerington 43147-1059 |
| TREASURER | Tom Allen  
| 752 Braumiller Road  
| Delaware 43015-3110 |
| AREA 216/330/440 | Ron Bergen  
| 2866 Park Drive North  
| Stow 44224-3744 |
| AREA 419 | Mark Buckley  
| 4411 N. Lockwood Ave  
| Toledo 43612-2352 |

**Michigan**

<table>
<thead>
<tr>
<th>Officers</th>
</tr>
</thead>
</table>
| CHAIRMAN | James Riley  
| 3017 Lowell  
| Kalamazoo MI 49001 |
| VICE-CHAIRMAN | Alan Gebauer  
| 2705 Warwick Dr  
| Bloomfield Hills MI 48304-1861 |
| SECRETARY | John DeLoera  
| 20707 Edgewood  
| St. Clair Shores MI 48080-1862 |
| TREASURER | Terrance Donnelley  
| 910 Highland Dr  
| Marquette MI 49855-9319 |
| DIRECTOR | Clark Charnetski  
| 2646 Traver Blvd  
| Ann Arbor MI 48105 |
| DIRECTOR | Jeff Godshall  
| 406 Oakland  
| Royal Oak MI 48067 |
| DIRECTOR | Robert KinKead  
| 506 Lakeshore Ln  
| Grosse Pointe Woods MI 48236 |
# Regional Calendar of Events/Meetings

## 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>6</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>11</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>CAPA Studios #2 &amp; 3</td>
<td>Riffe Center</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>10:45 a.m.</td>
<td>(up escalator to 3rd floor CAPA)</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</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>7:30 p.m.</td>
<td>Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Mark Buckley 419 / 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>20</td>
<td>OARP Board Meeting</td>
<td>10:00 a.m.</td>
<td>Delaware Public Library</td>
<td>Winter &amp; Henry Sts.</td>
<td>Mark Carlson 440 / 331-3161</td>
</tr>
</tbody>
</table>

## October 1997

<table>
<thead>
<tr>
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<td>Central Union Plaza</td>
<td>Mark Buckley 419 / 476-4569</td>
</tr>
<tr>
<td>18</td>
<td>OARP Membership Meeting</td>
<td>10:00 a.m.</td>
<td>Quality Inn-Central Hotel</td>
<td>Norwood (Cincinnati), OH</td>
<td>Mike Weber 513 / 891-9251</td>
</tr>
</tbody>
</table>

## November 1997

<table>
<thead>
<tr>
<th>Date</th>
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</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
216/529-7677
Internet: 72764.2020@Compuserve.com.

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

Explore Cincy light rail at OARP’s Fall Meeting!

At 10 a.m. Oct. 18, OARP will meet at the Quality Inn Central Hotel & Suites, located on Montgomery Road (U.S. Route 22), just south of Ohio 562 in the Cincinnati area community of Norwood.

A vote on proposed bylaw changes and an update of Amtrak’s expansion plans for Ohio will be held. After lunch, a representative from the Ohio-Kentucky-Indiana Council of Governments (OKI) will give a talk about light rail and other transportation options for Cincinnati’s I-71 Corridor. Cost is only $15 per person.

Registration fees includes the meeting, a continental breakfast, guest speakers, and a choice of lunch entrees — roast turkey, stuffed orange roughly, or beef stroganoff. Sides of soup or salad, and vegetable or potato are available.

Arriving the night before? Call the Quality Inn Central Hotel & Suites at (513) 351-6000, ask for Theresa Jackson, and say you will be attending the OARP meeting on Oct. 18. That will qualify you for a $79 double-occupancy room rate.
A destructive rail debate in Cincy

CINCINNATI — Backers of two different forms of mass transit continue to do battle along the city’s 33-mile Interstate 71 corridor. The prize: hundreds of millions of taxpayer dollars to build either elevated rail — typically monorail — or light-rail — a modern version of streetcars. Each side is accusing the other of playing dirty tricks to get their way, like children, rather than debate the merits of their proposals as adults.

Favoring light rail transit are the City of Cincinnati and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) — the metropolitan planning organization. On the other side are Kentucky resident Bill Butler, president of Corporex Companies, and Congressman Jim Runnion, R-Southgate, KY, who are advocating the 33-mile elevated rail line.

Mr. Butler and others have raised $120,000 in matching funds for a feasibility study of elevated rail linking the Cincinnati/Northern Kentucky International Airport and downtown. However, OKI is working toward a November release of an alternatives analysis. It is expected to recommend light rail for the I-71 Corridor.

Monorail buffs contend that elevated trains will not work in Cincinnati because of their modern town Cincinnati, and Paramount’s Kings Island.

The staggering blow to taxpayers from such a costly structure should surely scare off any elected official. Most have. Mr. Butler, a northern Kentucky resident, has not been able to turn his neighbors away from light-rail. There is an important message in this, and is borne out by the fact that half of those on OKI’s I-71 Corridor Oversight Committee are from northern Kentucky, including its chairman, Bernard Moorman, a Kenton County commissioner. Yet OKI is staying away from elevated rail because 64 percent of the public wants light rail.

Light-rail transit is a much more affordable, proven, quiet, and popular mode of transportation. While Mr. Butler likes to jab light rail by calling it “reconstituted streetcars”, that’s really what they are. Even though electrically powered streetcars were invented in the late-1800s, several years after the first monorail, dozens of cities across the globe are building, expanding, and re-equipping light rail.

Except for a few cities in Japan, monorails have been relegated as curiosities. Light rail is a very adaptable technology. Like a monorail, it too can be built on elevated sections as is done in Dallas, and operate at 65 mph as do the brand-new systems in Denver and Dallas. It can be built at ground level, snaking its way through the streets of a central business district or down the medians of landscaped, residential boulevards, similar to Portland, Buffalo, Denver, Dallas, Cleveland, and Pittsburgh. Or, it can be a subway through a downtown area as is done in St. Louis, Pittsburgh, Dallas, and Boston. In reality, as the list of cities shows, light-rail systems can contain all three attributes.
International Airport and downtown. However, OKI is working toward a November release of an alternatives analysis. It is expected to recommend light rail for the I-71 Corridor.

Monorail buffs contend that elevated trains will garner more ridership because of their modern design and speed. While these claims have some merit, there is a larger issue at stake here—taxpayers' dollars. In a conservative city like Cincinnati, it is amazing that elevated rail proponents have gotten as far as they have. It shows how effectively these monied interests have been in overriding basic logic.

To advertise the monorail proposal as "elevated rail" is foolhardy. It reminds the public that their scheme involves what amounts to the construction of a 33-mile bridge between the Cincinnati/Northern Kentucky International Airport, downtown, and Paramount's Kings Island. Light rail and highway lanes for buses and carpools are the alternatives still in the running for this segment of the corridor.

Meanwhile, a dozen North American cities are building, have built, or are updating light-rail lines over the last couple of years. These cities include St. Louis, Denver, Portland, OR, and Dallas (all new lines); Cleveland, Toronto, San Diego, and Los Angeles (extensions); and Pittsburgh and Boston (upgrade). Construction is about to begin on light-rail systems in Seattle, Salt Lake City, and Jersey City.

"The goal of transportation is to get people from Point A to Point B as quickly and as cheaply as possible," OARP President Mark Carlson said. "For a city like Cincinnati, with its valleys where most population is concentrated, light rail seems like an obvious, unobtrusive choice. City leaders and transportation planners must also ask, what would be the cost and compatibility of fu-

Cincy Update:

OKI's I-71 Corridor oversight committee has voted to proceed with a Major Investment Study of the Ohio part of the corridor—between downtown Cincinnati and Paramount's Kings Island. Light rail and highway lanes for buses and carpools are the alternatives still in the running for this segment of the corridor.

The MIS would generate detailed traffic and ridership information, as well as identify specific routes and capital construction costs. Funding for the study, totaling $3 million, was awarded in August by the U.S. Department of Transportation.
It's crunch time...

Residents of the Cincinnati metropolitan area are approaching “crunch time” on making a decision for their transportation future. This illustrated section hopefully will demonstrate what is at stake... Light-rail transit—it is a modern form of streetcars that is woven into the fabric of the city. Light-rail transit has proven its ability time and again to enliven cosmopolitan city neighborhoods and suburbs alike by enhancing their vibrancy and diversity.

Light-rail is more than just transportation. It is a way to develop neighborhoods and to foster a greater sense of community. CLOCKWISE FROM ABOVE... New light-rail lines and their stations in Portland, OR are focal points in a well-planned sophisticated city (Mike Weber photo). Portland stations offer artistic detail, such as seal statues perched atop this fountain (Mike Weber). Built in 1894, rebuilt in 1985, Pittsburgh’s light-rail system is deeply rooted into its pleasant city neighborhoods (Ken Prendergast). St. Louis Cardinal fans ride their city’s 1993-built line to baseball games at Busch Stadium (Mike Weber).
New meets old in Portland, with light rail and the neighborhood both benefiting.

Meanwhile, suburban portions of the light-rail line would link multiple offices, hotels, retail plazas, park-n-rides, and transportation centers with high-speed service. In these areas, the light rail line can be placed in a highway median, on abandoned rail lines, or on elevated structures.

Among more than a dozen light-rail lines built in the U.S. in the last 10 years, most have skyrocketed past their ridership projections while the rest have humbly met theirs.

Why say YES to light rail?

It is an excellent way of intimately linking dozens of historic, pedestrian-oriented neighborhoods and shopping districts as would a trolley. It enhances a cosmopolitan atmosphere in these areas by bringing in new pedestrian traffic, feeding tourism and retail activities without paving over more urban land for parking. Light rail can do this because it offers more ground-level stations per mile of track as compared to elevated stations.
A new grass-roots advocacy organization in Cincinnati is led by Don Tyler, Executive Director, and Charles Welsh, Chairman of the Executive Committee.

In addition to light rail, CTA will support multi-modal facilities including buses, Amtrak, and high-speed rail. Contact...

Citizens Transit Alliance
Ashbrook House
1010 Russell Street
Covington, KY 41011
phone- (606) 491-3300
FAX- (606) 491-7598

Emerging from its streetcar heritage, light rail is expanding into the next century. CLOCKWISE FROM ABOVE... Light rail links downtown Pittsburgh with its southern suburbs (Ken Prendergast). On a former freight line in St. Louis, this new station draws lots of people (Mike Weber). 21st-Century office buildings sprout around light rail in San Diego (Mike Weber). Cleveland’s Waterfront Line, built in 1996, is aptly named (Ken Prendergast).
Why say NO to elevated rail?

A huge cost would be borne by taxpayers, who would receive an unproven transportation system built on a continuous bridge through neighborhoods and historical districts.

As opposed to light rail, few monorail supplier exist. That means competitive bidding is reduced making elevated rail more costly to construct and maintain.

Because the rail line would be elevated, so would the stations. Costly features, such as elevators for disabled access, would have to be provided at each station.

With such expensive stations to build and operate, fewer could be afforded per mile of rail line, restricting its usefulness and increasing the likelihood that potential customers would instead drive their own cars. This nullifies the very purpose of the I-71 Corridor project, which is to give Greater Cincinnatians a meaningful transportation choice—not ensure more highway gridlock.

Elevated rail is as stark as the Chicago O'Hare Airport parking lots it serves.
INDIANAPOLIS — Interstate highways extend out from downtown in almost every direction. The exception is on the northeastern side of downtown, where there is no superhighway until you reach the Interstate 465 beltway. There, crowded I-69 takes over for several arterials toward suburban Noblesville.

Transportation alternatives to this situation was recently studied by consultant Parsons Brinckerhoff for $70,000 and funded by the Indianapolis Department of Metropolitan Development’s Division of Planning.

Four modes of transportation were evaluated and their construction and operating costs estimated. Building an express bus lane on State Route 37 could cost $220 million. Upgrading 22 miles of a former Norfolk Southern rail line for diesel-powered commuter trains is estimated to cost $305 million. Two routes were studied for an electric light-rail line which, costing up to $600 million. The most expensive alternative was to widen 1-69 to 12 lanes for $825 million.

From an operating cost perspective, light rail would be the most expensive, at $12.8 million. This was followed by the busway at $3.4 million, commuter rail at $2.4 million, and the highway widening at an incremental increase of $400,000 over the existing costs of upkeep.

Present owner of the 38-mile, former NS rail line is the Hoosier Heritage Port Authority, which is based in Fishers, located midway between Indianapolis and Noblesville.

One track would be placed along each of these parallel, one-way streets. Under this scenario, the light-rail line would be extended through downtown to Southside near the Eli Lilly & Co. facility.

Officials would like to evaluate the transportation options in greater detail. That would involve a Major Investment Study, which could cost $2 million in local and federal funds. From that study, a transportation mode would be selected to undergo preliminary engineering, costing about $60 million.

CLEVELAND — The Greater Cleveland Regional Transit Authority (GCRTA) built the 2.2-mile, light-rail Waterfront Line in just 22 months. If that wasn’t amazing enough, the number of people who rode the line in its first year totaled 1.2 million, double the 600,000 riders expected.

Completed on July 10, 1996, the extension of the Blue and Green (Shaker) light-rail lines runs from Tower City Center, through the Flats District to North Coast Harbor. The line was an instant hit for special events and tourists. But commuter traffic has been sluggish. However, a number of large apartment complexes and restaurants were built next to the light-rail line, and appear to be feeding it a steadier ridership diet.

More development may be in the offing. The city of Cleveland is considering eliminating requirements for new parking spaces for each new development in the Flats—as is done in downtown districts. On the drawing board are several high-density entertainment projects, to be built where parking lots are now. City officials say the need for parking is less now that the Waterfront Line is in place.

Downtown developers are already calling for the Waterfront Line’s extension around the eastern side of downtown, through Playhouse Square, and back to Tower City Center.

A study released by The Campaign For Efficient Passenger Transportation, a cooperative effort led by Citizen Action, has given new ammunition to passenger rail advocates in particular, and mass transit proponents in general.

The study found that, if all of America’s trains were replaced by light rail, it would save 15 billion passenger miles a year. The study also found that Columbus is the largest U.S. city without some rail system or commitment to planning a rail system. Of the top 90 cities listed, 69 have or are planning rail systems.

[Transit is Rx for road woes]
The study released by The Campaign For Efficient Passenger Transportation, a cooperative effort led by Citizen Action, has given new ammunition to passenger rail advocates in particular, and mass transit proponents in general.

The study found that, if all of America's trains and buses were eliminated, five million more cars would be forced onto our streets and highways. That would mean nearly 200,000 more traffic deaths, injuries and accidents every year at a cost in the billions of dollars. Further, the study said trains and buses generate public benefits that are between three and four times more than the cost of providing those services.

Cities that have rail-dominant mass transit systems, such as New York, Chicago, Washington, DC, and Boston, buses and trains replace hundreds of thousands of cars a day, decreasing traffic by 20 percent to 50 percent. If mass transit suddenly disappeared, Cleveland would need 248 miles of new urban freeway lanes, Detroit 216, Cincinnati 136, Columbus 85, Indianapolis 59, and Dayton 40.

"Investment in public transportation makes dollars, and it makes sense," the study concludes. "In recent years, after the passage of the ISTEA (Intermodal Surface Transportation Efficiency Act), more and more people have come to realize that public transit needs to be an essential element of America's strategic transportation investment portfolio of the 21st century."

As reported in the 

A new study concludes trains and buses can significantly reduce traffic. The cities are ranked by the number of cars their mass transit systems displace each day.

<table>
<thead>
<tr>
<th>City</th>
<th>Automobiles Displaced</th>
<th>Traffic Displaced</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New York City</td>
<td>1,961,575</td>
<td>47.2%</td>
</tr>
<tr>
<td>2. Chicago</td>
<td>457,384</td>
<td>20.1</td>
</tr>
<tr>
<td>3. Los Angeles</td>
<td>268,267</td>
<td>6.2</td>
</tr>
<tr>
<td>4. Washington, DC</td>
<td>257,276</td>
<td>19.8</td>
</tr>
<tr>
<td>5. Philadelphia</td>
<td>236,920</td>
<td>16.9</td>
</tr>
<tr>
<td>14. Cleveland</td>
<td>46,860</td>
<td>7.5</td>
</tr>
<tr>
<td>16. Detroit</td>
<td>40,846</td>
<td>2.8</td>
</tr>
<tr>
<td>25. Cincinnati</td>
<td>25,583</td>
<td>5.3</td>
</tr>
<tr>
<td>30. Columbus</td>
<td>16,102</td>
<td>4.0</td>
</tr>
<tr>
<td>43. Indianapolis</td>
<td>11,051</td>
<td>2.8</td>
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<tr>
<td>52. Dayton</td>
<td>7,539</td>
<td>3.0</td>
</tr>
<tr>
<td>66. Toledo</td>
<td>4,343</td>
<td>2.3</td>
</tr>
<tr>
<td>68. Akron</td>
<td>4,075</td>
<td>2.0</td>
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<tr>
<td>71. Ann Arbor</td>
<td>3,958</td>
<td>4.4</td>
</tr>
<tr>
<td>86. Grand Rapids</td>
<td>3,086</td>
<td>1.6</td>
</tr>
<tr>
<td>* Lansing</td>
<td>2,741</td>
<td>2.6</td>
</tr>
</tbody>
</table>

*Cities below 2,900 were not ranked nationally

NOTE: Of the five Ohio cities listed, Cleveland is the only one with a rail rapid transit system and has benefited from the recent extension of the light-rail Waterfront Line. —Bill Hutchison