Michigan invests big bucks in rail

LANSING — The Michigan Department of Transportation (MiDOT) has released a list of current rail passenger capital investment projects which it is funding with $17.6 million in state funds. With matching federal or other funds, the projects total $39.2 million.

These projects, listed on page four, are now reaching the stage where passengers will start seeing summer. As more projects reach completion, we could see a snowballing effect on ridership.

The state is continuing its policy of leveraging available state funds with federal or other dollars to the maximum extent possible. "This policy allows us to get a lot more done with the money we have available," said Tim Hoeffner, Rail Programs Manager of MiDOT.

Latest news from Michigan funds for passenger and freight service. Another $3 million could be available for high speed ground transportation projects, such as the Detroit-Chicago service. Plus, $2.1 million would go for supporting intercity bus services. These and other state dollars would be matched with federal dollars wherever possible.

Budget bill language directs MiDOT to cooperate with the Detroit Department of Transportation to create a committee and to determine the feasibility of passenger rail service connecting Detroit Metro Airport to downtown. An existing Norfolk Southern rail line runs past the airport into the heart of Detroit.

Further, the bill says MiDOT ODoT opens door to ‘3-C’ trains

10-year I-71 rebuild to begin this year

By Kenneth Prendergast OARP Executive Director

A reconstruction of Interstate 71 between Cleveland and Columbus could foster nightmarish traffic back-ups and delays for motorists over the next 10 years.

That’s what the Ohio Department of Transportation (ODoT) is predicting. To cope with that nightmare, ODoT has developed a list of five alternatives to reduce those travel delays. Once it has fully reviewed each alternative and the public’s input on them, ODoT will select the one it feels would have the greatest ability to reduce traffic back-ups and delays.
The Michigan Department of Transportation (MiDOT) has released a list of current rail passenger capital investment projects which it is funding with $17.6 million in state funds. With matching federal or other funds, the projects total $39.2 million.

These projects, listed on page four, are now reaching the stage where passengers will start seeing the benefits.

The Positive Train Control System (PTCS), which is a satellite-based rail traffic control system, is being installed in sections along the heavily patronized Detroit-Chicago rail line. A portion of it is slated to be used in revenue service this summer, allowing passenger train speeds of more than 100 mph near Niles.

Ground-breaking on the new Detroit Intermodal station will be this summer. As more projects reach completion, we could see a snowballing effect on ridership.

The state is continuing its policy of leveraging available state funds with federal or other dollars to the maximum extent possible. “This policy allows us to get a lot more done with the money we have available,” said Tim Hoeffner, Rail Programs Manager of MiDOT.

Latest news from Michigan

A conference committee in the Michigan legislature is considering various versions of the Fiscal Year 1999 budget bill that could bode well for rail passengers. In most versions, $5 million would be available for daily service on Amtrak’s Pere Marquette and International trains, in conjunction with Michigan Department of Transportation (MiDOT) dollars. Also, there is a separate account of $5.3 million in discretionary ever possible.

Budget bill language directs MiDOT to cooperate with the Detroit Department of Transportation to create a committee and to determine the feasibility of passenger rail service connecting Detroit Metro Airport to downtown. An existing Norfolk Southern rail line runs past the airport into the heart of Detroit.

Further, the bill says MiDOT should “actively pursue available federal funding for high-speed rail projects and explore the feasibility of private development of high-speed rail services.”

The bill includes $3.3 million so the state can establish a rail infrastructure loan program. This would provide non-interest-bearing loans for rail infrastructure improvements. Local governments, railroads, and current and potential... See “INVEST” page Four...

What’s Inside...

- Cincy selects light-rail
- “Train of Thought”
- Rail lifts Dowagiac
- Amtrak rebuilding program
- Columbus intermodal hub
- Michigan connecting buses
- NE Ohio commuter rail pushed

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The Passenger Rail News
479 Humiston Drive
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ADDRESS SERVICE REQUESTED
Train of Thought
from OARP Executive Director
Kenneth Prendergast

Terrible things have occurred in history when we let fear and emotion overcome our logical ability to gather information and evaluate a problem. These fears sometimes perpetuate themselves, taking on a life of their own. Worse, we fail to recognize when we are repeating that history until after irreversible damage has been done.

Not too long ago, fear and emotion drove once-respected leaders of this country to hunt down anyone whom they suspected of being a Communist. If anyone disagreed with them, they too were branded a Communist and deprived of their rights. The hypocrisy was sickening.

Such behavior has been repeated time and again, even though we laugh at how gullible those people were to fall victim to the unwarranted fears.

Elements of that destructive behavior re-emerge whenever some person fears a new rail-transit service in their neighborhood. While spreading innuendo against a rail project doesn’t equate to the intensity of defaming a cross-section of people, the same emotions are at work.

People fearing a new project in their neighborhood earn the tag of NIMBY (Not In My Back Yard), or CAVE people (Citizen Against Virtually Everything). While the names are funny, the suspicions and fear they spread are not. They are dangerous diseases.

Sometimes, NIMBYs and CAVE people harm their own misguided causes by being so outlandish in their statements, they lose credibility. But, if they touch a nerve, the fear spreads like a wildfire.

“Commuter trains would cause teenagers to loiter at every street corner.” “Light rail will kill downtown businesses and destroy my property values.” “Trains will cause traffic congestion to worsen.”

These wild statements were uttered by people in recent weeks in two wealthy Ohio suburbs, in response to proposed rail transit lines. Rather than combat the fears with statistics, which can be twisted to suit anyone’s cause, OARP began contacting city officials in other wealthy U.S. suburbs to see if rail transit had forced a pox on all their houses.

“In terms of quality of life, the railroad is probably among the (city’s) top five assets,” said Mayor Ray Geraci of Highland Park, Illinois. The median residential income of this Chicago suburb is $125,000. “If they (Ohio NIMBYs) really want to allay their fears about commuter rail, tell them to come to Highland Park and I’ll give them a tour.”
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 5½'' 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!

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

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NAME ..............................................
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COMPANY .......................................
ADDRESS .........................................
CITY ............................................... ZIP CODE ..............
ODoT opens door to “3-C” trains

— “3-C Corridor”, from page one —

hull-climbing lanes at selected locations having high truck traffic and steep hills;
3. add a third lane in each direction for the entire length of the corridor, which would permit two through lanes each way during construction;
4. provide passenger rail service as an alternative to I-71 travel while limiting I-71 traffic to one-lane in each direction during construction;
5. apply advanced technologies to inform motorists of traffic conditions and detour traffic to parallel state highway routes.

The base cost of reconstructing I-71 is $302 million. Significant additional costs would be tacked on for putting in place each of the alternatives listed above, AND FOR THE LONG-TERM MAINTENANCE of the new I-71 facilities. These additional costs are:
1. $494 million to widen the road’s shoulders and bridges;
2. $514 million to add truck hill-climbing lanes and widen the road’s shoulders and bridges;
3. $675 million to add a third lane in each direction;
4. $316 million to provide passenger rail service;
5. $399 to apply advanced technologies and to detour traffic to parallel state highway routes.

ODoT members should applaud this breakthrough. The I-71 project could represent ODoT’s most comprehensive effort to date.

Three modal transportation approaches:

1. Expanded express bus/park-n-ride/High-Occupancy Vehicle lanes on I-71 from U.S. Route 36 near Delaware into Columbus, and from Ohio Route 303 near Brunswick into Cleveland. This is the most critical part of OARP’s plan, since 80 percent of all construction-related congestion is expected to occur on these suburban portions of I-71. These portions represent just 15 percent of I-71’s mileage between Cleveland and Columbus. Without the express bus and park-n-ride additions, passenger rail would have little impact on the source of I-71’s most serious delays.

Using data from the Greater Cleveland Regional Transit Authority, this component would exact a one-time cost of about $15.4 million and The X-2000, a Swedish high-speed train, arrived Cleveland from Columbus and Cincinnati as part of a 1993 U.S. tour. Similar, modern service should be provided.

The long-range cost of OARP’s four-point recommendation is $395.3 million over the next 30 years, which is the least expensive of all the alternatives which ODoT is evaluating (except for the passenger rail-only alternative). However, on a per-dollar basis, OARP’s four-point alternative would offer the greatest impact on reducing congestion and delays during I-71’s reconstruction.

Meanwhile, OARP’s plan would provide the foundation for greater reinvestment in major core cities, small towns, and suburbs alike. OARP estimates that the rail component alone could pump at least $7.8 million per year into Ohio’s economy. Combined with the other components in OARP’s recommendation, there exists a real opportunity to further expand Ohio’s construction and tourism economy.

Finally, for other parts of the state, OARP’s recommendation should be particularly attractive. Fewer dollars spent on I-71 means freeing up more transportation funding for unmet infrastructure repairs statewide. These unmet needs include decaying bridges, crumbling roads, and insufficient public transportation services.
3. $675 million to add a third lane in each direction;
4. $316 million to provide passenger rail service;
5. $399 to apply advanced technologies and to detour traffic to parallel state highway routes.

OARP members should applaud this breakthrough. The I-71 project could represent ODOT’s most comprehensive effort to date to create a “balanced” approach in solving a highway congestion problem. However, before we start popping the corks on champagne bottles in celebration, it appears that ODOT is looking at the passenger rail alternative in a way that could eliminate it from serious consideration.

ODOT is considering the passenger rail alternative due to political pressure placed on the highway-dominated transportation agency. It isn’t doing it because of some internal awakening. Fortunately, ODOT’s inclusion of passenger rail in this debate has created a venue for the public to argue for non-highway solutions (like passenger rail) to highway congestion.

OARP is taking full advantage of that open door. On April 18, the OARP Board of Directors approved the adoption of a position statement. Other organizations are contacting us to echo our policy. Those organizations, such as the Midwest High Speed Rail Compact and even the American Lung Association are putting OARP in a leadership role on this issue. OARP also is issuing press releases and participating in public meetings to get the word out on this important project.

OARP’s policy statement recommends a four-point alternative, which would provide a low-cost, high-impact solution. It would offer a multi-

a future annual cost of about $1.1 million;
2. Passenger rail. OARP believes that ODOT’s rail alternative, while a welcome addition, doesn’t go far enough. Much of I-71’s traffic north of Columbus originates in the Cincinnati, Dayton and Springfield areas. Passenger rail service should serve the entire Cleveland-Columbus-Cincinnati (3-C) Corridor. Also, the two daily round trips proposed by ODOT should be expanded to three or four daily trains in each direction to offer more travel flexibility.
Based on ODOT’s data, this component would have a one-time cost of $31.9 million and a future annual cost of $890,000.
3. Truck hill-climbing lanes. Construction of these lanes on scattered sections totalling 16 miles would cost little. But these would offer trip-time savings to motorists stuck behind trucks on the hilly sections of I-71 midway between Columbus and Cleveland.
ODOT estimates this component would have a one-time cost of $9 million and future annual cost of $510,000.
4. Improve coordination among all modes of transportation. ODOT, the Ohio Rail Development Commission, local transit agencies, and the passenger rail service contractor (probably American

Finally, for other parts of the state, OARP’s recommendation should be particularly attractive. Fewer dollars spent on I-71 means freeing up more transportation funding for unmet infrastructure repairs statewide. These unmet needs include decaying bridges, crumbling roads, and insufficient public transportation services.

MAKE YOUR VOICE HEARD....

Until May 15, the Ohio Department of Transportation (ODOT) is seeking public input on how it should reduce traffic congestion and travel delays during Interstate 71’s 10-year reconstruction between Cleveland and Columbus.

You should write a brief letter to ODOT, explaining that you want: passenger trains; express buses and park-n-rides near Cleveland and Columbus; truck hill-climbing lanes; and all forms of transportation to be better coordinated. Feel free to use some of the arguments presented in the article on this page.

Please mail your letters BEFORE May 15 to:
Ohio Department of Transportation
Attention: Matt Selhorst
Office of Planning
P.O. Box 0899
Columbus, Ohio 43216-0899
Amtrak starts rebuilding program

Amtrak announced the first installment, totaling $360 million, of a capital investment program that will address the railroad's critical capital backlog, provide for much needed annual capital needs, and build Amtrak's long-term operating strength.

The investment program is made possible by enactment of the Taxpayer Relief Act (TRA) of 1997 which provides Amtrak with $2.2 billion in capital investment funds. The investment of these resources is predicated on strategic investment in high rate of return projects that will yield long-term operating improvements and reduce the railroad's reliance on federal operating support.

The $360 million represents only the first 16 percent of the total TRA fund and is made up of projects that must be initiated swiftly for Amtrak to begin to see improvements to its bottom line.

Amtrak has estimated that its overall federal capital needs total more than $4 billion over the next five years.

"The $2.2 billion provided last year is a significant first step, but the railroad's future is dependent on receiving the remainder of the funds each year through the annual appropriations process," said Amtrak's Acting President and Chief Executive Officer, George D. Warrington.

• Advancing High Speed Rail Improvements in the Northeast Corridor for station improvements, parking facilities, and upgrade of dispatching facilities to support high speed rail operations and the increased customer needs that will accompany expanded ridership.

• Making infrastructure improvements in the Las Vegas-Los Angeles corridor to accommodate daily service between the two cities and thereby take advantage of a lucrative travel market in partnership with Nevada hotel and tourism businesses.

• Establishing mail handling and transfer facilities at Amtrak stations across the system to support Amtrak's expanding mail operations in order to produce additional revenues to support passenger service.

• Continuing construction of a new Auto Train terminal in Lorton VA, to improve product and service quality, reduce costs, and improve on-time performance of the Auto Train.

Examples of projects expected to leverage additional resources from state and local entities, include:

• Building new or improving existing aging maintenance facilities in Oakland, Los Angeles, and Seattle in partnership with the states of California and Washington to more efficiently maintain equipment used on Amtrak state-supported services.

fort and satisfaction, improve access for persons with disabilities and facilitate the boarding/detraining process.

Examples of basic infrastructure and tactical projects include:

• Upgrading and modernizing short and long-distance passenger equipment, primarily Superliners and Horizon cars. This will increase customer comfort and improve mechanical reliability thereby improving on-time performance and reducing maintenance expense.

• Reengineering of the reservations system to provide improved workplace conditions, better market data, reduced costs, and greater customer satisfaction from reduced waiting times and access to rental cars and other travel services.

• Improving bridge, signal and track infrastructure on Amtrak-owned track in Michigan to increase reliability and avoid train delays (see related article).

The $360 million capital investment program will be distributed throughout Amtrak's national system: 28 percent for Intercity long-distance and short-haul services; 27 percent for the Northeast Corridor services; 17 percent for Amtrak West services; and 27 percent on system-wide projects. A complete list of projects will be provided over the next few months as we continue discussions with commer-
Amtrak has estimated that its overall federal capital needs total more than $4 billion over the next five years.

"The $2.2 billion provided last year is a significant first step, but the railroad's future is dependent on receiving the remainder of the funds each year through the annual appropriations process," said Amtrak's Acting President and Chief Executive Officer, George D. Warrington.

Fiscal Year 1999 projects to be funded from the Taxpayer Relief Act are presently being evaluated and will be selected as part of Amtrak's annual planning process in September. Examples of projects that will bring high returns to the corporation include:

- Building new or improving existing aging maintenance facilities in Oakland, Los Angeles, and Seattle in partnership with the states of California and Washington to more efficiently maintain equipment used on Amtrak state-supported and long-distance services, reducing operating costs and improving reliability.
- Renovating stations in Seattle and Centralia WA, Salem OR, and Sacramento CA, in partnership with the state, regional, and local agencies to enhance customer comfort, safety, and accessibility.
- Installing or upgrading Amtrak's infrastructure and maximizing the operating efficiencies that will result. Our goal is to ensure that Americans will always have safe, on-time passenger rail service throughout the country."

This article appears courtesy of PRNewswire

**Michigan invests big bucks in rail**

- "INVEST", from page one

Users of freight railroad services are eligible applicants. This means rail passenger operators are eligible. The state's total contribution to the rail infrastructure loan program shall not exceed $15 million.

Michigan DOT Passenger Rail Capital Improvement Projects

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LATE URGENT NEWS

FLASH: The U.S. House of Representatives has included $10 million in a pending $217 billion transportation bill for starting a Detroit-Lansing passenger train. The Greater Lansing Chamber of Commerce is a prime backer of this rail link. Fate of this funding may be decided by the time you read this.

Stay tuned!
Cincinnati chooses light rail

CINCINNATI — A landmark decision was reached when the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) selected light-rail transit as the best way to improve local transportation in the Interstate 71 Corridor. OKI’s Board of Trustees voted 25-9 in favor of light rail, with one trustee abstaining.

OKI, Greater Cincinnati’s metropolitan planning organization, is responsible for distributing state and federal funds to local transportation projects.

The March 26 decision followed a three-year Major Investment Study, in which OKI and its consulting firm Burgess & Niple reviewed about 25 different transportation options. The list was pared during the study, which rejected wider highways, computerized traffic signals, commuter rail, exclusive roadway lanes for high-occupancy vehicles, and a totally new roadway for buses only.

One-third of all travel in Greater Cincinnati is in the I-71 Corridor, resulting in serious traffic congestion on area roadways. The Queen City was rated in a recent report as having the third-greatest increase in traffic in the nation during the last six years. (Columbus was second, with Salt Lake City ranking a dubious first. Salt Lake City is building a 15-mile light-rail line. Meanwhile, Columbus has no rail transit line, nor any active plans to build one.)

For Cincinnati-area planners, the next step will be conducting preliminary engineering and a draft environmental impact statement. This study will define exactly where the light-rail tracks would run, where stations would be located and what they would look like, what the line’s impacts on its surroundings will be, and determine a more specific estimate of how much the project will cost. At this time, estimates range from $1.1 billion to $1.6 billion to build the entire 40-mile light-rail system.

In order to make the project more financially manageable, construction of the light-rail system would be broken up into three phases, according to Bernie Moorman, a Kenton County (Kentucky) Commissioner and chairman of OKI’s I-71 Corridor Oversight Committee.

The first phase would comprise roughly a 17-mile route, costing perhaps $600 million to $800 million. It would run from 19th Street in Covington, KY, over the Ohio River, through downtown Cincinnati, under a part of the University of Cincinnati (including a station in a subway), next to Xavier University, through Norwood.

On the south end, the light-rail route would be extended southeastward from 19th Street in Covington to the Greater Cincinnati International Airport. Two routes are being considered between Covington and Erlanger: along I-71/75 via Fort Mitchell, or along the Licking River and I-275 via Latonia. On the north end, the line would be extended about five miles, beyond the I-275 outer belt, to the interchange of Fields-Ertel Road and I-71.

The last phase would again extend the outer ends. To the south, a spur to Florence Mall would split off near the interchange of I-275 and I-71/75. To the north, the line would be extended about six miles to Mason and Paramount’s Kings Island. When the 40-mile light-rail system is complete, ridership is projected to be 30,000 trips per day.

For organizations like OARP and others who advocate constructing light-rail in Cincinnati, we must focus our efforts on ensuring that funding is found.

It is OARP’s belief that light rail would improve Greater Cincinnati’s quality of life by adding transportation capacity while infusing new economic vitality into existing neighborhoods and business districts without demonizing neighborhoods because its narrow right of way is very adaptable. Tracks can be built on abandoned freight railways, in highway medians, on elevated structures, or down avenues as did the streetcars of yesterday.

Half of the construction funding is hoped to
How to help light rail...

Even if you don’t live in Greater Cincinnati, please write or fax letters, and make phone calls to leaders in the metropolitan region. Tell Congressmen Steve Chabot, Rob Portman, and Bill Bunning that you support light rail transit. Do the same for the Hamilton County Commissioners, and Cincinnati City Council members.

Don’t forget...just because a politician may already be backing light rail, doesn’t mean they shouldn’t be getting a letter. We need to thank those who support rail, and educate those who don’t or haven’t yet made up their minds.

OARP’s message is being helped through two local efforts in Greater Cincinnati. One is Siemens Transportation Systems Corp., which is working with OKI to set up opportunities to display a mock light-rail car. Look for these displays, starting in May, at area malls, county fairs, at the Greater Cincinnati International Airport, and in downtown Cincinnati.

Working with OARP is Citizens Transit Alliance, Inc., which was formed last year to advocate light rail in Kentucky and to counteract the special-interests of Mr. Butler to force monorail on the public. Now, CTA is shifting into educating the public in both Northern Kentucky and Southwest Ohio of the merits of building light rail. For a color brochure, write to CTA at P.O. Box 176305, Covington KY 41017-6305.

Charles Welsh, a Covington businessman who is an OARP member and chairman of CTA’s executive committee, said the next step is to collect as much support for light rail as possible.

“We’re going to have to do it at the grassroots level,” he said. “Politicians who already have the respect of the electorate say this (light-rail project) will cost too much money. I think it’s important to take this project and divvy it up into affordable stages. We have to start soon. Traffic down here is reaching frightening proportions.”
Commuter rail agenda rolling

By Ken Prendergast
OARP Executive Director

CLEVELAND — Demonstration commuter trains borrowed by the Greater Cleveland Regional Transit Authority (GCRTA) had always seemed to be followed by one thing — the settling of dust.

In 1985, a British Railbus ran for several weeks between Cleveland, Euclid, and Mentor on Norfolk Southern tracks. When the trial runs ended, so did any further serious discussion about starting permanent commuter rail service.

Another demonstration train ran in November 1997, when GCRTA borrowed one from CalTrain’s service in California’s Bay Area.

This time, however, something different is happening. As part of GCRTA’s 17-page legislative agenda for 1999, the transit agency is making its case for commuter rail funding before the U.S. Congress and the American Public Transit Association, an industry group.

Three commuter rail studies are underway in Northeast Ohio. These include a nine-county Northeast Ohio Commuter Rail Feasibility Study, a I-90 East Commuter Rail Feasibility Study, and the Canton-Akron-Cleveland Major Investment Study. Those studies will determine potential ridership, start-up costs and land use impacts.

Rep. LaTourette also noted that U.S. metropolitan areas like Greater Cleveland will face more stringent air quality standards in four years. He said commuter rail would help Greater Cleveland meet those standards by providing a less-polluting mode of transport.

GCRTA sees a large traffic base which it can tap. For example, 11,000 people commute from the western suburbs of Cuyahoga County into downtown Cleveland each day. Many more commute in from Lorain County; not to mention reverse commutes.

But, GCRTA envisions the Lorain-Cleveland-Aurora line may be 5-10 years away from starting. “Commuter rail between Lorain and Aurora is one of our highest-ranking projects,” he said.

Solon officials, like city planner Don Lannoch, see fewer barriers to starting commuter trains.

“We’d really like to see the commuter rail run through Solon,” he said. “Buses are very difficult. We think commuter rail is a much superior alternative.”

Mr. Lannoch added that the trains would reduce traffic through Solon, especially traffic heading to and from Sea World and Geauga Lake. Trains could also bring workers to plentiful Solon jobs, and get Solon residents to downtown jobs, he said.

Similar objectives are being sought in Aurora, where residents and elected officials have been meeting to orga-
before the U.S. Congress and the American Public Transit Association, an industry group.

Three commuter rail studies are underway in Northeast Ohio. These include a nine-county Northeast Ohio Commuter Rail Feasibility Study, a I-90 East Commuter Rail Feasibility Study, and the Canton-Akron-Cleveland Major Investment Study. Those studies will determine potential ridership, start-up costs and land use impacts.

Emerging as a legislative priority is a commuter route linking Lorain, downtown Cleveland, and Aurora via many employment, residential and entertainment centers. Norfolk Southern (ex-Nickel Plate) tracks would primarily be used west of Cleveland, and Conrail (ex-Erie Lackawanna) tracks southeast of the central city.

GCRTA is finding a friend in Congress, who is well-positioned to help the transit agency have a louder voice in seeking funding. U.S. Rep. Steven LaTourette (R-Madison) represents the eastern suburbs of Cleveland, and is a member of the U.S. House of Representatives' Transportation Committee.

"My goal is to get one (commuter rail route) that works and is the quickest to get started," Rep. LaTourette said, while admitting a parochial preference for a route out to Lake County, where he lives. However, he said the Aurora route should get the attention because it may be easier to start because only several freight trains a week use it.

"We need something to demonstrate commuter rail to the rest of the region," he said. "My goal is to get people out of single-occupancy automobiles and into trains. It's sort of a sales job because people like their cars. But we've seen in the rest of the nation that, if you can get people out of their cars, they'll like the trains."

A demonstration commuter train (above) rolls through Cleveland's West Side in Nov. 1997. Regular commuter service (below) between Antioch IL, and Chicago, provides a two-year-old model for Cleveland to follow.

Aurora corridor being served by trains running through the downtown area to permit suburb-to-suburb travel. Only two major U.S. cities — Philadelphia and Baltimore — currently have commuter rail service operating through their downtown areas without requiring a change of trains.

In the southeast suburbs, thousands more commute each weekday into downtown Cleveland. During the summer, traffic clogs suburban Solon as people head to Sea World of Ohio and Geauga Lake amusement park. Both theme parks are a stone's throw from each other, and the rail line.

"We realize that, in this breaking up of Conrail, there is a possibility of Lorain-to-Aurora service," said Taras Szmagala, GCRTA's government affairs director. "We would like an authorization (from Congress) to seek federal dollars for it."

Mr. Szmagala said it makes sense to get the process started now, before a decision is made on how Conrail Corp.'s assets are split among competitors Norfolk Southern Corp. and CSX Transportation Inc. The line from Cleveland west to Lorain could see triple the freight traffic if the Conrail split happens, as proposed.

Conrail's lightly-used Cleveland-Aurora line and was up for sale before the restructuring plans emerged. NS is supposed to receive the line from the Conrail split. NS has not said if it would keep

nize support for commuter rail, and to get an interim service started later this year.

Aurora Planning Commission member Bill Merkel has formed Aurora Common Cause for Organized Rail Development (ACCORD) and has been heading up the meetings. ACCORD has been meeting monthly since last summer at the Smythe Cramer office on Route 82, just east of Route 43.

"I'm very pleased of this kind of support," Mr. Merkel said, referring to GCRTA's priority ranking of the Lorain-Cleveland-Aurora route. "It should be very satisfying to our committee that their work is starting to show some results."

He also said that the Portage County Commissioners are promoting commuter rail and are looking for funds to pay for a daily, interim service from Aurora into Cleveland. Mr. Merkel said the commissioners want the trains to run as early as this summer.
Hubbub over the Columbus intermodal transportation hub

COLUMBUS — In a welcome move, city officials and transit planners are dusting off five-year-old plans in an effort to possibly build an intermodal transportation hub on the north side of downtown.

The initial phase of the project is a part of the expansion of the nearby convention center, including a new parking garage with a 600+ room hotel and a new Central Ohio Transit Authority (COTA) bus terminal. Later phases of the project include the ability to serve intercity rail, commuter, and light-rail services.

The first part of the project is well underway, with officials from the city and convention center negotiating with Conrail representatives for air rights and land acquisition for the garage, hotel, and bus terminal. Officials indicate that this phase of the project, to cost about $10 million, will take about three years to complete. The entire terminal, including the rail component, would cost about $25 million.

Cincinnati chooses light rail

Butler got sued for peeking at courthouse construction bids before their official release.

Rep. Steve Chabot, another Cincinnati Republican, said light rail is too expensive and, therefore, he won't support it. Rep. Chabot is seeking re-election this November. One of his opponents will be Cincinnati Mayor Roxanne Qualls, a Democrat, who has been very active in her support for light-rail in the I-71 Corridor.

Also, backing for Cincinnati light rail has been arriving from some rather influential individuals and organizations. Downtown Cincinnati Inc. (DCI) reiterated in March it supports light rail. DCI, whose members include corporations known outside the area, such as Proctor & Gamble Corp., first made it known in 1995 that it wants light rail to be built.

Helen Hunter, chair of the Cincinnati chapter of the League of Women Voters said she is giving light-rail transit her complete support. Mrs. Hunter reportedly has a great deal of influence in local and state politics.

Both the Cincinnati Enquirer and the Cincinnati Post endorsed the selection of light-rail transit. (see sidebar, below for excerpts).
A turbo train, borrowed from New York’s 110 mph Empire Corridor, accelerates past the future site of the Columbus intermodal hub during a 1995 demonstration tour.

Bob Boyce photo

Cincinnati newspapers endorse light rail plan

As noted in the above article, both of Cincinnati’s major daily newspapers endorsed OKI’s recent selection of light-rail transit. However, the Cincinnati Enquirer’s editorial was more positive and upbeat than the Cincinnati Post’s. Here are excerpts from the Enquirer’s editorial: “Someday, there may be relief from endless roadwork and traffic delays... Polls show that Greater Cincinnatians favor light rail, despite its $1.2 billion cost... It may take 10-15 years to build a light-rail system. Planners here say the first leg, from Covington to Blue Ash, could be operating by 2008...

“It could link inner-city residents to suburban work sites, and carry suburban residents to work downtown. Light rail could help bring people to stadiums, convention centers, colleges, restaurants and other new attractions. Tourist dollars account for a growing percentage of the economy in successful regions, and a top tourist concern is how to get around.

“But light rail is more than a tourist trolley. It’s a decision for this community about what we want to become. Rail will not replace the automobile. But it could make life more tolerable for everyone. It deserves (further) study to find out if we can finance it and build it.”
Downtown rail loop planning underway

CLEVELAND — Consultants are to be hired by the Greater Cleveland Regional Transit Authority (GCRTA) during April to begin planning for “Waterfront II.”

While that name sounds like a movie sequel’s title, the project may prove to be the modern era’s most important addition to Cleveland’s rail transit network.

OARP has advocated this rail transit extension for several years. We have reached some measure of success on this project, as GCRTA will soon begin planning the downtown rail extension.

Like all other American transit agencies, GCRTA must follow a series of federally mandated planning steps prior to requesting outside funding (especially federal dollars) for building a major transit facility.

A major investment study (MIS) is typically the first step in the planning process. Once a route has been selected, the next study phase, called preliminary engineering, would be conducted. GCRTA will consider only one corridor — East 17th/18th Streets — for extending the Waterfront Line south to Playhouse Square. Because of this, the transit agency will include some preliminary engineering in the MIS.

Thanks to retiring U.S. Rep. Louis Stokes (D-Shaker Heights), GCRTA has $1 million in federal funds to carry out the MIS. This study will also determine whether the Waterfront Line extension should be routed directly west from Playhouse Square, past hotels and the Gund Arena, to Tower City Center — where GCRTA’s rail hub

STATION PROFILE: Toledo, Ohio

The old Toledo Central Union Terminal underwent a transformation in 1996, and is well worth visiting just to see the changes. It has since been renamed Central Union Plaza.

Highway signs to the station are adequate from Interstate 75, and a new parking lot provides ample space, even at peak-travel periods. The outside of the station is done in a motif which celebrates the various railroads which served Toledo in the past.

The new station is located on the lower level of the old station. This eliminates the long, long ramps from the upper level, but also means that only one train can be boarded at a time, which can be important if Amtrak's Capitol Limited is running late.

The interior of the station is very attractive, with plenty of seating. An old weigh scale has been retained in the waiting room, and it seems almost everyone wants to try it to see if it works (and we’re not telling).

There are plenty of brochures in racks, ranging from religious to geology along Ohio highways, to travel agents and of course, Amtrak and OARP brochures.

There are some vending machines in the station, but the facility has lost its snack bar, which existed until the station was renovated. In other words: be well-fed before you arrive.

While you’re there be sure to check out the privately owned passenger railroad cars that call Toledo’s stub-end tracks east of the station their home.

The new station is a major improvement over the old one, but retains one flaw common to many large-city Amtrak stations: there are no signs directing travelers on how to get back to the major freeways in the area.

Leveraging rail

Amtrak reform
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Thanks to retiring U.S. Rep. Louis Stokes (D-Shaker Heights), GCRTA has $1 million in federal funds to carry out the MIS. This study will also determine whether the Waterfront Line extension should be routed directly west from Playhouse Square, past hotels and the Gund Arena, to Tower City Center — where GCRTA’s rail hub is located.

Or, the line could continue south from Playhouse Square to near the main post office and connect with the Red, Blue, and Green rail lines. This route would permit trains to turn either east towards the suburbs or west to Tower City and the airport. The MIS should be completed by next year.

Funds set for Durand station repairs

DURAND, MI — Extensive work is set to begin this spring on the Durand Union Station. After a long grant- and fund-raising effort, $700,000 has been raised to complete a host of projects.

These include the installation of eight roof dormers, repair and tuck pointing of all brick and stonework and chimneys above the lower roof, removal of the old roof and shingles with replacement of a tile roof, plus other repairs and drain improvements.

The Durand station is served by Amtrak’s International, operating daily between Chicago and Toronto.

The station also contains the Michigan Railroad History Museum, which is well worth a visit.

There are plenty of brochures in racks, ranging from religious to geology along Ohio highways, to travel agents and of course, Amtrak and OARP brochures.

There are some vending machines in the station, but the facility has lost its snack bar,

Amtrak reform council takes shape

Five of the eleven members of the newly formed Amtrak Reform Council have been appointed. Senate Majority Leader Trent Lott (R-MS) appointed Paul Weyrich, ex-Amtrak board member, Gil Carmichael, past chief of the Federal Railroad Administration, and author Joseph Vranich.

Senate Minority Leader Tom Daschle (D-SD) named Dan Sweetzer, a former staffer for retired Senator Howard Metzenbaum (D-OH) and an ally of rail labor. House Minority Leader Richard Gephardt (D-IN) named S. Lee Kling, a banker and former Missouri DOT commissioner.

The most controversial of these appointments has been that of Joseph Vranich, author of the book “Derailed: What Went Wrong and What to Do About America’s Passenger Trains.” Mr. Vranich was nominated by Senator John McCain (R-AZ), one of Amtrak’s most outspoken critics.

Mr. Vranich’s book calls for Amtrak’s liquidation. Some of his critics believe he may have a preset agenda to destroy Amtrak. Although, in a press release issued through the publisher of his latest book, he said that he would maintain an “open mind.”

The Council was created by the Amtrak reauthorization bill approved by Congress this past fall. The Council is empowered to evaluate Amtrak’s financial picture and possibly recommend liquidation if it sees fit.

Leveraging rail service in Dowagiac

Dowagiac is a town of 6,500 people, located in the southwestern corner of Michigan. Situated in a rural area, the city fathers realized that the younger generation was not staying in Dowagiac, but moving to larger cities such as Chicago and Detroit.

How could they stabilize and grow their community? They decided to take advantage of one asset few other cities have: Amtrak service.

First came redevelopment of the former New York Central station into a combination of intermodal station, emergency medical service base, and 911 dispatch center.

With an attractive station, more people from Chicago were willing to spend their weekends in Dowagiac. So the city raised enough grant money to redo the streets and sidewalks around the depot and the downtown area.

Local merchants discovered that business was picking up, and they began investing more into the appearance of their buildings. The result is one of the more picturesque small towns in the Midwest.

This has turned into a “virtuous circle” and, according to City Manager William Nelson, Jr., the approach of high-speed rail is leading to some speculative buying since high-speed rail service will make it possible for Dowagiac to be a bedroom community for Chicago.
New York’s Penn Station relocation gets approved

NEW YORK — A logjam has been broken in the negotiations between interests involved in the redesign of the James Farley Post Office Building in New York City as the new home for Amtrak’s Penn Station. The mammoth post office is located across Eighth Avenue from Madison Square Garden, underneath which is the present site of Penn Station.

Last October, at the request of Senator Daniel Patrick Moynihan (D-NY), the White House began meetings with the Department of Transportation, the U.S. Postal Service, the General Services Administration, Amtrak, the Pennsylvania Station Redevelopment Corporation, and local officials.

The agreement was reached in March to build a new, beautiful railroad station in Manhattan, worthy of the future and worthy of New York City. The new rail station in the old post office will be designed to evoke the old one, with a huge atrium featuring a steel and glass sun-lit concourse.

Cost of the station project will be about $300 million. The new station will mainly serve Amtrak travelers, but will offer entrances for commuter rail customers of New Jersey Transit and the Long Island Rail Road.

The James Farley Post Office Building is the sister building of the original Pennsylvania Station, which was built in 1910. The magnificent station was demolished in 1961 to make way for Madison Square Garden and an office complex — a controversial project that prompted the establishment of the Landmarks Preservation Commission.

The loss of the original Penn Station also helped galvanize efforts to save Manhattan’s majestic Grand Central Terminal from a similar fate.

Amtrak service returning to Las Vegas?

Amtrak has approved $26.6 million to improve the passenger cars used in both long- and short-distance service. Under the plan, the bi-level Superliner cars used on long-distance services and the single-level Horizon cars used on short- and medium-distance trains will be overhauled more frequently.

An extensive upgrade program will be carried out in order to provide a customer service level more comparable to newer cars, including new seats, other fabrics and interior decor.

Also, 31 passenger cars will be restored to service and overhauled over the next 13 months in order to provide additional capacity on existing and future trains.

Most of the work will be done by Amtrak craftspeople at the Beech Grove Heavy Maintenance Facility near Indianapolis.

Amtrak to upgrade intercity rail fleet

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Amtrak service returning to Las Vegas?

According to a Reuters news report, two major airlines are cutting back services to Las Vegas which is sending some casino stocks south and raising eyebrows among financial analysts and gaming officials. According to Raymond James analyst Todd Jordan, “there may also be a new Amtrak service going from L.A. to Las Vegas.”

Reuters reported that, “an Amtrak official said the railroad is assessing another Los Angeles-to-Las Vegas service, although it has not made a final decision. Amtrak has approved $9 million of improvements on its current Los Angeles-to-Las Vegas track.”

Michigan intercity bus service

Michigan Intercity Previably

Michigan Intercity

Amtrak puts $100 million

Michigan Intercity

Amtrak puts $100 million

Michigan Intercity

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Michigan Intercity
Michigan intercity bus route news

As reported in our last issue, Superior Transportation has restored bus service from Milwaukee to Marquette and Calumet.

- 9:20 p.m. Calumet 6:05 a.m.
- 12:20 a.m. Marquette 3:20 a.m.
- 1:45 a.m. Escanaba 1:35 a.m.
- 2:45 a.m. Menominee 10:50 p.m.
- 4:00 a.m. Green Bay 9:30 p.m.
- 6:40 a.m. Milwaukee 7:15 p.m.

There are intermediate stops in several other cities.

Since the original timetables were released, there have been changes to the Superior Transportation schedules in Michigan’s Upper Peninsula. Contact Superior for the latest schedule and fare information, toll-free, at (888) 487-6511.

In the western lower peninsula, Indian Trails has a service from Chicago to St. Ignace which connects with Amtrak’s Pere Marquette at Grand Rapids.

The route includes Ferris State University at Big Rapids, Cadillac, Traverse City, Petosky and Mackinaw City. For schedules and fares, call Indian Trails at (517) 725-5105.

Also, Superior has extended its Duluth-Sault Ste. Marie service, and now connects St. Ignace with Sault Ste. Marie. Unfortunately, the new service does not allow a convenient connection with Indian Trails at St. Ignace.

Amtrak puts $100 million into San Diegan route

LOS ANGELES — Amtrak has announced a $100 million investment to purchase new passenger trains for the busy San Diegan corridor as part of a larger program to modernize the Amtrak system and to improve both operational efficiency and customer satisfaction.

This acquisition represents the single largest investment Amtrak has ever made in California.

Each trainset will consist of the following: one Custom Class car, one coach/cafe car, two coach cars, and one coach/baggage/cab car.

Each car will offer wide comfortable reclining seats, large panoramic windows, electrical outlets for laptop computers, large luggage racks, digital information displays, in-seat audio and video systems, and handicapped-accessible rest rooms.

The trains will be powered by new F59PHI locomotives, to be completed by General Motors Electro-Motive Division by year’s end.

The passenger cars will be manufactured by GEC Alsthom Transportation Inc. in Hornell NY, creating 140 new jobs.

The equipment acquisition is made possible by the Taxpayer Relief Act of 1997 which provides Amtrak $2.2 billion in capital investment funds.

The San Diegan corridor, Amtrak’s second busiest, serves more than 1.6 million passengers annually in southern California.

New schedules in May

Train schedules in Amtrak’s Spring/Summer “Northeast Timetable” were effective on April 5, 1998, while schedules in the Spring/Summer “National Timetable” will be valid effective May 17, 1998.

Royal Oak gets passenger shelter

ROYAL OAK — Rail passengers in this north suburb of Detroit will finally get some protection from the elements. While not much, it will be an improvement.

The city installed a plexi-glass bus shelter on the boarding platform. It’s open on each end, and has no seats. Most Royal Oak passengers continue to wait in their cars until train time, but for those who are dropped off, the shelter offers some protection from the elements.

A permanent facility is still on hold. Bids for an unstaffed station came in too high for the city to move forward.
Are we having fun yet?

Commentary by John DeLora
MARP Executive Director

The last few years have been exhausting for rail advocates. Years of fighting zero-Amtrak budgets, and no capital funds for the company have taken their toll. Many rail supporters have been burned out by crisis after crisis. That’s the bad news. The good news is that we’re winning the war.

The Reagan and Bush administrations did everything they could to kill Amtrak in the name of eliminating “subsidies.” Much to the surprise of several anti-Amtrak conservatives, they couldn’t kill this relatively small program.

And, much to their horror, when trains were discontinued, the loudest complaints came from Republicans from Mississippi and Texas, supposed hotbeds of conservatism. What was going on here? Republicans found that passenger rail service could be a “third rail” political issue. Nobody wants trains except the people.

The answer is that the old argument that gasoline taxes were “user fees” has worn out. Congestion, not high oil prices, is the savior of rail. Airport and freeway expansions are so costly now that even the most ardent proponents blush at the cost.

Further, there is a realignment going on in conservative circles. The Economist, an ardently free-market British news weekly magazine, has long been a leader in forming free-market economic theory.

In its Dec. 6, 1997 edition it ran a cover story titled "The end of the combustion engine". The article explained that most people are now more interested in reducing energy consumption and pollution and would rather pay more in taxes to avoid the environmental costs of driving. This is the real reason why the federal government is starting to fund rail projects.

Bob Boyce

Columbus’ Regional Coordinator, reports that hopes for a rail station in downtown Columbus got a boost recently from reports that the Central Ohio Transit Authority (COTA) is developing plans for a downtown bus hub.

James E. Daley, public affairs manager at COTA, addressed a March 14 meeting of Columbus-area OARP members at the Red Door tavern. He said that COTA, in partnership with the Columbus Convention Center, is studying a site next to the High Street bridge over the Conrail tracks, on the west side of High Street at Nationwide Boulevard. This site is very close to the site for a multimodal station proposed by the Mid-Ohio Regional Planning Council (MORPC) in 1994.

“Now we can develop a budget for clearing land and moving COTA’s downtown north terminal there,” Mr. Daley said.

He added that he expects COTA to keep the option open for an intercity rail station adjacent to the bus hub. COTA is scheduled to ask taxpayers in 1999 for funding to develop a long-range expansion of its service options other than bus.

Also appearing at the March Red Door meeting was Dan Reichard, a member of the American Public Transit Association (APTA).

Just back from APTA’s legislative convention in Washington, Mr. Reichard said “ISTEA is going to happen,” with Congress expected to pass a bill authorizing higher than expected funding for transit projects among the states.

“There will have to be transit rail in Columbus within 20 years,” said Mr. Reichard, a retired fare-collection official who pioneered the magnetic card general fare box. His career has taken him to virtually every rail transit system in the country. Mr. Reichard said that the light-rail systems in Portland and St. Louis were outstanding examples that Columbus should study.

Reports from OARP volunteers attending the first of Columbus Mayor Greg Lashutka’s five neighborhood public forums were presented at the April 11 Red Door meeting.

Member Dick Lodholz, who was at the March 26 forum, said he told Ron Barnes, new COTA general manager, of OARP’s support for passenger rail efforts. Member John Medert reported that he asked Mr. Barnes at the April 14 forum for a timeline on an intermodal station in Columbus. Mr. Barnes’ response was that plans will be on the drawing board within 24 months.

OARP volunteers that will attend later meetings are Dave Lebold, Larry Robertson, John Manning, Bill Allman, and Chuck Shuey.

Meanwhile, several OARP members have volunteered to attend a new series of Ohio Department of Transportation (ODoT) public hearings on options for easing congestion during the 10-year rebuild of I-71 between Columbus and Cleveland, scheduled to begin in 1999. OARP members will push for the 3-C passenger train and support services. Volunteers scheduled include Mr. Lebold, Mr. Manning, and Bob Rietz.

OARP Board changes

For a summary of recent action on OARP Board changes, please see the March issue of The Passenger Rail News.
Meanwhile, OARP members have volunteered to attend a new series of Ohio Department of Transportation (ODoT) public hearings on options for easing congestion during the 10-year rebuild of I-71 between Columbus and Cleveland, scheduled to begin in 1999. OARP members will push for the 3-C passenger train and support services. Volunteers scheduled include Mr. Lebold, Mr. Manning, and Bob Rietz.

**Thruway Bus extension proposed**

MARP’s Western Chapter has proposed an extension of an Amtrak Thruway Bus to Grand Rapids and Muskegon. The bus being targeted currently make daily round trips between Toledo, Detroit, Dearborn, Ann Arbor, and Lansing. This bus links with Amtrak’s *Capitol Limited* at Toledo.

“The bus should be coordinated so that there is one continuous link between west Michigan and Toledo and points east,” said David Vanderbee, who is MARP’s Western Chapter chairman.

The Thruway bus extension was proposed as part of a restructuring of west Michigan services. It was proposed that a new train be added, with a morning departure from Chicago to Holland, then north to Muskegon instead of northeast to Grand Rapids.

The train would then head back to Chicago as an early evening departure from Muskegon. The existing *Pere Marquette* could then be rerouted via Kalamazoo, taking advantage of the high-speed track between Kalamazoo and Indiana.

With additional bus connections, the proposal would allow four round trips each day from Grand Rapids and Muskegon into Chicago, with only one new round-trip train being added.

**OARP Board changes**

Stating that his “present occupation and work schedule simply do not allow me to attend most board and regular membership meetings,” Ron Bergen of Stow resigned his position as OARP Area 216/330/440 Regional Director.

A long time OARP member, Ron has served the Association in many capacities including newsletter editor and board member.

In accordance with the by-laws, the OARP Board of Directors selected Cleveland area member Dominic Liberatore to fill Ron’s unexpired term.

**OARP member elected prez of transit board**

DAYTON — OARP member George Bayless of Dayton has been elected President of the Board of Trustees of the Miami Valley Regional Transit Authority for 1998. He has served on that transit agency’s board for nearly four years.

Mr. Bayless also has served on OARP’s Board of Directors. He was vice president from 1994-95, treasurer from 1989-94, and Area 513 director from 1988-89. He said his new position offers an opportunity to educate people about the need for having choices in how they travel.

“It is an honor and it has opened some doors to folks that need to hear our messages about surface transportation,” said Mr. Bayless.

Also appearing at the March Red Door meeting was Dan Reichard, a member of the American Public Transit Association (APTA).

Just back from APTA’s legislative convention in Washington, Mr. Reichard said “ISTEA is going to happen,” with Congress expected to pass a bill authorizing higher than expected funding for transit projects among the states.

“There will have to be transit rail in Colum...
TravelAgent Members

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

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Cleveland    Ohio Motorist Association/AAA Travel (216) 606-6080
Cleveland    Randall Park Mall Travel Agency (440) 475-8747  (800) 999-2434  Robert Peck
Columbus     Accessible Travel Agency      (614) 792-3555  (800) 837-2822  Jude Cuddy
Columbus     Ohio Automobile Club/AAA Travel  (614) 431-7823
Elyria       Tours & Travel Service, Inc.   (440) 323-5423  (800) 443-7789  Mike McClister
Mansfield    Mansfield Travel Center       (419) 756-8747  Jay Gilbert
Massillon    Massillon AAA Travel          (330) 833-1034  Cheryl Anderson
Piqua        Miami County Auto Club/AAA Travel (937) 773-3753
Sandusky     Sandusky Travel Service, Inc. (419) 626-4633  Roberta Salyer
Solon        Astro Amtrak Tours            (440) 519-7331  "Amtrak Al" Mladineo
Troy         Miami County Auto Club/AAA Travel (937) 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: Sept. 1997

Directory of the region's association of railroad passengers

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vacant

Alan Gebauer
See list above
Phil McGeath
See list above

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Cleveland OH 44122-5996

J. Howard Harding
See list at left
Updated: April, 1998
Motor City Meeting. At left Michigan Association of Railroad Passengers (MARP) Executive Director and Secretary John DeLora and, to his right, MARP Vice-Chairman and NARP Director Alan Gebauer, welcome attendees to the March 7 NARP Region 6 Meeting in Detroit. After the meeting and luncheon, attendees toured the city’s People Mover (shown above) and heritage trolley through downtown Detroit, which is experiencing a revival.

Regional Calendar of Events/Meetings

May 1998

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<tr>
<th>Date</th>
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<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; telephone number</th>
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<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>
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<td>Amtrak Station</td>
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<td>16</td>
<td>OARP Annual Meeting</td>
<td>9:30 a.m.</td>
<td>Holiday Inn “On the Lane”</td>
<td>Columbus OH</td>
<td>Bill Hutchison 614/262-7308</td>
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<tr>
<td>20</td>
<td>Cleveland Local Meeting</td>
<td>6:30 p.m.</td>
<td>Max &amp; Erma’s</td>
<td>1106 Old River Rd (The Flats)</td>
<td>Ken Prendergast 216/529-7677</td>
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June 1998

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<tr>
<th>Date</th>
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<td>20</td>
<td>OARP Board Meeting</td>
<td>10:00 a.m.</td>
<td>Delaware Library</td>
<td>Delaware OH</td>
<td>Mark Carlson 440/331-3161</td>
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July 1998

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<td>18</td>
<td>OARP Summer Meeting/Outing</td>
<td>10:00 a.m.</td>
<td>TBA</td>
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</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
216 / 529-7677
Internet:72764.2020@compuserve.com.

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

OARP Annual Meeting — Saturday, May 16 – 9:30 a.m.
Holiday Inn “on the Lane” is at 328 West Lane Avenue, Columbus Ohio.

Name ___________________________ Phone ___________________________
Address ___________________________ Apt ___________________________
City ___________________________ State ___________________________ ZIP ___________________________
Number in Party @ $20.00 each = $ __________ Enclosed

Have any questions? Call OARP vice-president Bill Hutchison at (614) 262-7308, or better yet, send an e-mail to 72122.2574@compuserve.com

Please register as early as possible!
Make your check/money order payable to:
"OARP"
202 Oakland Park Ave
Columbus OH 43214

Our agenda includes a sneak peek at OARP’s website (now under construction), an ISTEA renewal update, Ohio rail report, and the OARP election results. After a luncheon Ohio Rail Development Commission Chairman James Betts and Toledo/Lucas County Port Authority’s Rob Greenlese will make their presentations on state and regional intercity passenger rail developments. The registration fee for everything listed above is only $20.00.