ODoT recommends rail
Department's planners consider rail on its own merits

In a historic move, the Ohio Department of Transportation (ODoT) is recommending the addition of passenger rail service on existing tracks between Cleveland and Columbus.

The decision was made as ODoT plans to add a third lane in each direction on Interstate 71, linking Ohio's two largest cities.

ODoT also will install computerized sensors along the highway to monitor the speed and flow of traffic.

The trains, to be provided on a trial basis, could be operational and carrying passengers in 18 months. While this is reason for OARP members to celebrate, much work needs to be done before service can begin. OARP's first priority is to make sure that some escape hatches which ODoT has given itself are closed. These escape hatches would allow ODoT to avoid making a commitment to passenger rail.

For its part, ODoT: The First task is to accept public investment it should make in the I-71 Corridor. This must be approved by an internal review body, called the Transportation Review Advisory Council (TRAC).

Amtrak earns express victory
By Kenneth Prendergast
OARP Vice-President

A federal ruling gives green signals to Amtrak carrying more package express shipments, and clears the way for an expansion of passenger rail service in our region.

Under the Rail Passenger Service Act of 1970, which created Amtrak, Congress gave the passenger train company authority to haul mail and small package express shipments. Fearing Amtrak would take away from its business, Union Pacific Corp. (UP), a major freight railroad in the western United States, asked federal regulators to limit the freight that Amtrak could carry by defining package express as narrowly as possible.

However, on May 29, the Surface Transportation Board (STB) ruled against UP. The STB broadly defined package express, giving Amtrak great freedom to haul just about anything it wanted. The only stipulations the STB placed on Amtrak was that the shipments must be received at a time and place that is reasonable.
The trains, to be provided on a trial basis, could be operational and carrying passengers in 18 months. While this is reason for OARP members to celebrate, much work needs to be done before service can begin. OARP's first priority is to make sure that some escape hatches which ODoT has given itself are closed. These escape hatches would allow ODoT to avoid making a commitment to passenger rail.

For its part, ODoT's first task is to accept public comments until July 31 on its rail and highway-widening proposals for the I-71 Corridor. The proposals stem from the fact that the highway will be rebuilt from the sub-base up for the first time in its 40-year history. This road reconstruction will take 10 years and cost $300 million to complete. The widening will add at least another $200 million to the cost. Including maintenance costs over the next 30 years, ODoT estimates the widening will carry a $1 billion price tag.

Once the public comment period is over, ODoT will offer its final recommendation on what investments it should make in the I-71 Corridor. This must be approved by an internal review body, called the Transportation Review Advisory Council (TRAC).

Before ODoT can recommend to TRAC the creation of passenger rail, which would be paid for with ODoT funds, cost estimates for the rail service must be updated. To accomplish this, ODoT will establish an I-71 Corridor Rail Committee. ODoT will invite 19 agencies to participate as working members of this committee (see "I-71 Rail: Decision by committee?", page Seven).

This committee will work with Norfolk Southern Railroad Corp. (NS) and CSX Transportation Inc. (CSXT) to update a 1995 Access Ohio 131 report. The report estimated the cost of the rail service and included potential ridership estimates.

The STB's ruling should be considered a great victory for rail passengers. Not only should it...
That roar you hear approaching us from the future is the sound of OARP's high-wattage party aboard the first run of a Cleveland-Columbus-Cincinnati (3-C) passenger train. For the first time in history, the Ohio Department of Transportation is recommending that rail passenger service should be implemented in Ohio's busiest travel corridor.

However, a review of OARP's past newsletters, going back to our founding 25 years ago, reveals that we have heard that roar before, and playground rules have taken it away from us.

On perhaps a half-dozen occasions, the roar of that future celebration came close enough for us to hear it. On each occasion, events of the day suggested we were within reach of our ultimate goal. We thought the party, and the 3-C train service, would soon surround us in the present-day.

But, in each instance, the chance to savor success was snapped away from us. It got be like a piece of candy was repeatedly being offered to little ol' OARP; but some faceless, powerful bully named Apathy stepped in to take it from our hungry, empty hands.

So there we stood, alone, still hungry, and listening to the roar of our party fading, farther ahead into the future to where we could no longer hear it. Each time this happened, we got a little less upset at our own misfortune. Instead, we sought satisfaction, according to those school-yard rules. Like a small kid who'd just been bullied, OARP started looking for its own bullies. We checked the playground to see if there were some big boys out there willing to listen to our message, to stand by our side, and out-bully the neighborhood bully.

In April, yet another piece of candy was offered to OARP. This time, the Ohio Department of Transportation said it wanted to completely rebuild Interstate 71 between Cleveland and Columbus. It also was willing to consider passenger rail as a way to deal with the expected traffic congestion and delays. That became a sweet piece of candy. ODoT built for us an explicit case for passenger rail, which by its own presence helped to weaken the bully named Apathy.

Just in case Apathy showed up again to take away this latest offer of candy, we staged two simultaneous press conferences - in Columbus and Cleveland - to offer a call to arms. Also, we sought to round up every big boy we could find. And, we found quite a few - chambers of commerce, business travelers, environmental organizations, rail industry suppliers, newspapers, transit agencies, state legislators and congressmen.
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: 72764.2020@compuserve.com.

We reserve the right to edit all non-published submissions. Original photos should be sharp, bright prints—avoid slides and negatives. Always include your name and phone number!

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

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

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Federal transportation funding bill passes
Includes many transit, rail projects in Ohio, Michigan, Indiana

Major rail passenger and transit projects in Indiana, Michigan, and Ohio fared well in a massive, $203 billion federal transportation spending bill. Of that amount, rail and transit projects will get $40 billion, while highways will get $163 million. Both of these are significant increases in spending. The bill was signed into law by President Bill Clinton in June and will be in effect for the next six years.

Nearly two dozen rail passenger and major transit projects in our region’s three states were included. The transportation spending law, called the Transportation Equity Act for the 21st Century (dubbed TEA-21), is a renewal of the Intermodal Surface Transportation Efficiency Act (ISTEA—pronounced iced-tea). The old law was enacted in 1991, and expired last year.

While most rail and transit projects in the region did not have specific dollar figures designated to them (called an appropriation), they did gain eligibility (called an authorization) to tap into a pool of discretionary federal transportation funding. However, some projects in our region did win an appropriation. It was Greater Cincinnati which won the largest rail/transit appropriation from the TEA-21 law.

A total of $65 million in federal funding was designated for detailed engineering studies of a proposed 40-mile light-rail system linking Cincinnati International Airport, downtown, and King’s Island. Without the money, the light-rail project could not proceed.

Local officials were hoping the TEA-21 legislation would include enough money to pay for a $14 million preliminary engineering and environmental study. What they got far exceeded their greatest expectations. U.S. Senator Mike DeWine (R-Ohio) and U.S. Senators from Kentucky won support for the funding. About $4 million in local dollars had been made available for the preliminary engineering.

The funding is for the first phase of the new light-rail line, totalling 17 miles. The initial phase would link Covington KY, downtown, the University of Cincinnati, and Blue Ash. Building this segment would cost about $650 million.

Among all of the projects, the nearest to becoming a reality may be a Lansing-Detroit passenger rail service (see “Station, train gets funded”, page Five). Linking Michigan’s capital city with the state’s most populous metropolitan area should generate strong ridership in this 90-mile-long corridor. Business travelers are likely to be among the primary users of this service.

The sheer numbers of projects is indicative of a growing awareness that there needs to be more light-rail and other transit projects to take the pressure off our overburdened highway system.

An incomplete list of all rail-related transit projects included in TEA-21 in Indiana, Michigan, and Ohio appears below. Information was lacking at press time to include a listing for all projects. The known projects are listed by state, city, and project description. A dollar appropriation, if any, is shown in parenthesis. Projects without dollar amounts are authorized to get funding:

- Michigan: Lansing-Detroit passenger rail service
- Indiana: Greater Lansing passenger rail service
- Ohio: Greater Cleveland Regional Transit Authority (COTA) light-rail system linking Cleveland International Airport, downtown, and

Traffic back-ups like this, on Front Street in Berea, OH, will become a memory thanks to funding provided by the federal Transportation Equity Act of the 21st Century.

The lack of projects in the Columbus area suggests the shortcomings of local funding policies for the transit system in Ohio’s capital city. Currently, the Central Ohio Transit Authority (COTA) relies on a quarter-percent local sales tax, which must be renewed every five years.

By comparison, Cleveland has a full cent of sales tax for transit, which is permanent. That allowed the Greater Cleveland Regional Transit Authority (GCRTA) to fund its service.
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By comparison, Cleveland has a full cent of sales tax for transit, which is permanent. That allowed the Greater Cleveland Regional Transit Authority to leverage $222 million in federal transit funds from the six-year TEA-21 law, whereas Columbus got just $66 million.

Dayton's Miami Valley Regional Transit Authority got $92 million, and Cincinnati's Southwest Ohio Regional Transit Authority received $69 million. Overall, Ohio got $659 million in transit funding. Exact figures for Indiana and

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<td>Michigan</td>
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<td>Cleveland - general mitigation of negative effects from increased rail traffic on neighborhoods - construction ($11 million)</td>
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<td>Dayton - Regional Riverfront Corridor - electric trolley bus service expansion/improvements</td>
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<td>Lorain - Black River Transportation Center - construction ($3.8 million)</td>
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<td>Olmsted Falls - Bagley Road underpass of Conrail/NS-Amtrak tracks - construction ($3.75 million)</td>
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<td>Toledo - Central Business District to Zoo transit bus or trolley - major investment study</td>
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Conrail split gains federal OK

By Ken Prendergast
OARP Vice President

One of the largest railroad mergers in history has been approved by federal regulators, and will have a major impact on communities in the region. Passenger rail services, both current and proposed, will also be affected in a dramatic way.

Conrail Corp. will be acquired by two competing railroads — Norfolk Southern Corp. (NS) and CSX Transportation Inc. (CSXT) — for $10.2 billion. The assets of Conrail will be divided up among the two railroads, with NS getting 58 percent and CSXT 42 percent. The deal was approved June 8 by the Surface Transportation Board (STB).

Ever since Conrail was created in 1976 from the ashes of six bankrupt northeastern railroads, the company has had a virtual monopoly on rail freight traffic moving between New York City and Chicago.

Now, NS will acquire a busy Conrail main line between Chicago, Cleveland, Pittsburgh, Philadelphia, and New York City. This route, which sees up to 70 trains a day in places, is expected to get even busier.

CSXT will get Conrail’s main line linking New York City, Albany, Buffalo, Cleveland, Indianapolis, and St. Louis. This line intersects with CSXT’s existing Chicago, Akron, Pittsburgh, Washington DC corridor at Greenwich, Ohio, located 40 miles southwest of Cleveland. That 40-mile section is currently being upgraded with a second main track to handle an expected traffic increase, from 14 trains a day to 55. CSXT’s line in western Ohio and across Indiana is being similarly upgraded. Total cost of the improvements is over $220 million.

Conrail Acquisition

Fully fought for relief from the expected traffic increases. That relief has come in the form of $125 million from state, federal and railroad sources to reroute traffic out of residential areas, build road overpasses/underpasses, noise barriers, add sound-proofing for homes, and other mitigation.

Other community leaders across northern Ohio and Indiana tried fighting the merger-induced increases in freight traffic by taking their arguments to the STB. None of those communities have been successful in getting the STB to force concessions (such as road underpasses or noise barriers) from the railroads. Cleveland-area officials were successful because they worked together, dealt directly with the railroads, and used their own political influence to garner federal and state funds.

Once the mitigation package was agreed to between NS, CSXT, and the Cleveland-area communities, local officials began praising the Conrail split. They noted that, with Cleveland being at the crossroads of the restructured rail system, it would help their efforts at attracting new industries to the area.

In the same breath, Cleveland-area officials have noted that the Conrail split and rerouted freight train traffic will assist the development of a system of diesel-powered commuter trains for Northeast Ohio.

Ronald Tober, general manager of the Greater Cleveland Regional Transit Authority (GCRTA), said that their plans for commuter rail have been buoyed by the Conrail split. Specifically, an NS line west of Cleveland, through Lakewood and Lorain, to a Conrail line through Ashtabula and Cleveland to Akron and Canton (see related article this issue).

While no federal funding was authorized, commuter rail could also be enabled between Columbus and Delaware OH. Here, CSX will gain a Conrail route which parallels one it already owns. The duplicate Conrail route, part of the Cleveland-Columbus-Cincinnati Corridor, will see less freight traffic as a result of the Conrail split. That could make it easier to start both commuter and intercity passenger rail services here.

In the weeks prior to STB’s approval of the Conrail split, Amtrak negotiated separate operating agreements with NS and CSXT. Amtrak agreed to support the Conrail split, while the two freight railroads agreed to ensure that intercity passenger and commuter rail interests are protected. NS and CSXT indicated their willingness to help Amtrak improve high-speed passenger rail services outside the Northeast Corridor (NEC), such as in Michigan. A separate accord with NS also provides for Amtrak package express shipments over NS lines.
CSXT will get Conrail's main line linking New York City, Albany, Buffalo, Cleveland, Indianapolis, and St. Louis. This line intersects with CSXT's existing Chicago, Akron, Pittsburgh, Washington DC corridor at Greenwich, Ohio, located 40 miles southwest of Cleveland. That 40-mile section is currently being upgraded with a second main track to handle an expected traffic increase, from 14 trains a day to 55. CSXT's line in western Ohio and across Indiana is being similarly upgraded. Total cost of the improvements is over $220 million.

This split of Conrail routes has put Cleveland at the crossroads of east-west freight train traffic. Cleveland-area communities have successfully leveraged this system, it would help their efforts at attracting new industries to the area.

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Ronald Tober, general manager of the Greater Cleveland Regional Transit Authority (GCRTA), said that their plans for commuter rail have been buoyed by the Conrail split. Specifically, an NS line west of Cleveland, through Lakewood and Lorain, could become available.

This is because NS has bowed to local pressure and will build two track connections — one

First 'Larry George Award' given

The Toledo-Lucas County Port Authority was the first recipient of OARP's new Larry George Award, as an expression of our appreciation for all their hard work to improve passenger rail service.

OARP would like to present the Larry George Award annually to the person or organization which has made an outstanding contribution in promoting or improving rail passenger service. The presentation was made May 16 at OARP's Annual Meeting in Columbus. Accepting the award was Rob Greenlese, director of Surface Transportation and Logistics for the Toledo-Lucas County Port Authority.

"Lot's of officials talk about improving passenger rail service. In Toledo, they are talking with $8 million (which restored Central Union Plaza)," OARP President Bill Hutchison said.

The port authority took control of Toledo's crumbling train station and rebuilt it into an intermodal transportation center and office complex that opened in 1996.

Now Toledo is one of Amtrak's busiest package express-handling facilities, with 35 trailer loads being handled every day. Amtrak's station at Central Union Plaza is open and staffed 24 hours a day.

The port authority advocates the Pennsylvanian extension to Chicago and new trains hauling passengers and express between Detroit, Toledo, and Columbus.

"I can't tell you how much this (award) means to myself and the port authority," said Mr. Greenlese, once the cat gave him back his tongue. "Larry had the respect and the ear of a lot of prominent people in Toledo. He sure did a great job of helping us. Toledo now is doing very well thank you."

A major provision in the accords is Amtrak's agreement to permit limited access by both freight carriers to the Washington-New York segment of Amtrak's high-speed Washington-Boston Northeast Corridor (NEC) route. The two freight carriers have also agreed to cooperate in publicly funded efforts to achieve high-speed service on Amtrak's route in Michigan between Chicago and Detroit and between New York City and Buffalo.

CSXT and NS have agreed to STB oversight for the next three years of the on-time performance of Amtrak trains running on CSXT and NS tracks. This provision is to ensure that Amtrak passenger trains will continue to receive priority while operating on affected CSXT and NS lines outside the NEC as the transaction is implemented.

Additionally, Amtrak and NS entered into a separate agreement that will allow Amtrak, on an interim basis, to carry certain express shipments on Amtrak trains that operate over NS lines while Amtrak and NS pursue negotiations over a possible joint venture for the handling of express.
Midwest rail study nearly complete

CHICAGO — Consultants are putting the finishing touches on what may prove to be the modern era’s most comprehensive and encouraging study of passenger rail in the Midwest. In all, 13 corridors focusing on Chicago are being evaluated by two Maryland consultants — TEMS and COMSIS. A consortium of nine states (including Indiana, Michigan, and Ohio) and Amtrak contributed funding to carry out the study.

Three service and equipment scenarios were evaluated. A conservative scenario, with 2-4 daily round trips operating at 79 mph service using conventional trains, would require a capital investment of $717 million for the entire 13-route system carrying 4.7 million riders annually.

A moderate scenario proposed 6-8 trains per day at 110 mph, using diesel-multiple-unit trains and carrying 7.8 million riders per year. This option, involving a capital investment of $3.5 billion, was recommended by the consultants. The conservative scenario would first be implemented by 2001, with the moderate scenario in place by 2005. Rejected was an aggressive scenario, with trains operating at 125 mph and costing $4.4 billion.

Consultants said the most viable route was Chicago-Indianapolis-Cincinnati using rebuilt Big Four tracks. Here, annual revenues would exceed operating costs by 175 percent. Ranking fourth was Chicago-Toledo-Cleveland, with annual operating ratios of 150 percent. Close behind were Chicago-Detroit/Grand Rapids/Port Huron routes, which were projected to have annual operating ratios of 130 percent.

Station, train gets funded

LANSING — Maybe Michigan isn’t getting a lot of pork from the latest federal transportation bill, but at least there’s a couple of strips of bacon in it.

The Transportation Equity Act for the 21st Century (TEA-21) included $7.5 million for a new Lansing-Detroit passenger train. Funding was provided through the Congestion Mitigation/ Air Quality (CM/AQ—pronounced see-mack) account. This was introduced by U.S. Rep. Debbie Stabenow (D-Lansing).

This commuter train would be the first regularly scheduled passenger train to operate on this route since Amtrak’s creation in 1971. The project is listed as a “priority item,” and calls for capital improvements to permit train service to alleviate road congestion in the corridor.

The impetus for a commuter train comes from the pending transfer of Oldsmobile executive offices from Lansing to the Ren Center in Detroit. Numerous Olds executives were faced with selling their homes in the Lansing area and paying considerably more for a comparable home in the Detroit area.

The Lansing Area Chamber of Commerce, realizing that this would have a depressive effect on home and property values, quickly got behind a commuter train proposal. Support for the proposal quickly developed among all on-line communities.

At a May 7 information luncheon in Lansing, representatives were present from all on-line communities. Purpose of the luncheon was to rally support behind the commuter rail service. Speaking before the group was Robert Johnson, president of the American Transit Association.

Also in TEA-21 was an authorization which allows funding to be requested for a permanent Detroit Amtrak station. The new facility will be located at Woodward and Amsterdam avenues, just across the tracks from the current station. The station will be an intermodal facility, and Michigan Department of Transportation officials have said that it should be a “signature station” of suitable size for a city as large as Detroit.

Light rail arrives Columbus

COLUMBUS — Demonstration light-rail transit arrived in Ohio’s capital city on a flatbed truck. Whether it rolls off that truck onto a test track will depend on expressions of local support.

The Buckeye Scenic Railroad (BSR) in nearby Newark brought to Columbus a mint-condition President’s Conference Car (PCC), recently retired from proposed intermodal transportation hub at Nationwide Boulevard and High Street, the new downtown hockey arena, and numerous proposed downtown apartment and retail complexes.
Consultants said the most viable route was Chicago-Indianapolis-Cincinnati using rebuilt Big Four tracks. Here, annual revenues would exceed operating costs by 175 percent. Ranking fourth was Chicago-Toledo-Cleveland, with annual operating ratios of 150 percent. Close behind were Chicago-Detroit/Grand Rapids/Port Huron routes, which were projected to have annual operating ratios of 130 percent.

National Corridors' example of success

Speaking at OARP's Annual Meeting was James RePass, chairman and chief executive officer of the National Corridors Initiative in Providence RI. The organization he founded has been at the forefront of advocating the high-speed rail initiative in New England.

Mr. RePass, previously a management consultant, formed the National Corridors Initiative in 1989 to push for faster train service between New York City and Boston. His motivation was simple: bad transportation in New England kept him from returning home on business trips in time to tuck his son into bed.

So, he organized a group of business executives, former elected officials, and environmentalists. That organization became the National Corridors Initiative, which helped to play a big role in convincing Congress to invest $2.5 billion to increase train speeds to 150 mph between New York City and Boston. He said having a bipartisan organization made the difference.

"Having folks from both sides of the aisle in our organization turned out to be a powerful tool for access. And in politics and policy, without access, you've got nothing," Mr. RePass said. "I think it is time for you all (in OARP) to start thinking about victory — because, I believe, truly, that victory will be yours."

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COLUMBUS — Demonstration light-rail transit arrived in Ohio's capital city on a flatbed truck. Whether it rolls off that truck onto a test track will depend on expressions of local support.

The Buckeye Scenic Railroad (BSR) in nearby Newark brought to Columbus a mint-condition President's Conference Car (PCC), recently retired from regular service in Pittsburgh. Presently, the PCC car is sitting on a flatbed truck near downtown Columbus, near the corner of Neil Avenue and Dublin Road.

Ron Jedlicka, a representative of BSR, said the light-rail PCC car was shipped to Columbus to educate people about light rail and to generate support for it. BSR is seeking to renovate a 1,000-foot-long railroad siding, paralleling Neil Avenue. The PCC car itself is in excellent shape, following a $600,000 overhaul by Pittsburgh's transit authority several years ago.

OARP President Bill Hutchison, whom Jedlicka first contacted, expressed support for BSR's plans, and recommended that OARP work with BSR to promote light rail in Columbus.

"The light rail car is in very nice shape — just the thing to promote light rail in Columbus," Mr. Hutchison said.

The timing of the PCC car's visit couldn't be better. Mr. Hutchison had been communicating with Columbus City Councilman Richard Sensenbrenner about establishing a heritage trolley service on the near-north side of Columbus.

Specifically, an introductory heritage trolley route could start in downtown, feeding off the proposed intermodal transportation hub at Nationwide Boulevard and High Street, the new downtown hockey arena, and numerous proposed downtown apartment and retail complexes.

The heritage trolley could then turn north on Neil Avenue to serve Victorian Village and extend into The Ohio State University campus, possibly as far as the Schottenstien Arena. The line could be built in stages and other extensions could come on line, if the starter line does well, Mr. Hutchison said.

"This is something Columbus has needed for a long time, and it is something that was done by a similar group in Dallas TX, where what began as a historic restoration became a people mover," Mr. Hutchison said. "In fact, that group, the McKinney Avenue Transit Authority, has been so successful, they secured federal grants totalling about $8 million. There is no reason to believe the same can't happen here in Columbus."
What others say about I-71 rail

A number of people and organizations are supporting rail in the I-71 Corridor. OARP has compiled a number of letters, editorials, and other quotes from people who support the addition of passenger rail.

The Columbus Dispatch editorialized in May that “Ohio needs both intercity rail service and a permanent third lane for I-71 between Cleveland and Columbus. These should not be viewed as either-or options. ...The Dispatch has supported rail service, especially at such an affordable cost, as part of the state’s long-term transportation mix. ...The state needs to make prudent decisions about transportation improvements. Trains and a widened I-71 both fit that picture.”

The Plain Dealer in Cleveland, offered a similar editorial on June 24, saying “...Even if rail service began with a small nucleus of passengers, others might be attracted over time if they ran into slowdowns on the highway or heard reports that the trains were comfortable and prompt. ...ODot should not be accused of seeing more concrete as the solution to all problems. Its offer to help pay for rail service is a refreshing change of policy that should be acknowledged by those who have not hesitated in the past to label ODOT a pawn of the construction lobby.”

Ronald Barnes, General Manager of the Central Ohio Transit Authority (COTA), said in a May letter to ODOT Director Jerry Wray that “A rail component to I-71 would help develop a balanced transportation network and provide economical options for Ohio travelers. Additionally, intercity rail would strengthen COTA’s planned Multi-Modal Transportation Terminal and assist in the ongoing revitalization of downtown Columbus, already emboldened by the Nationwide Arena and COSI projects.”

Sally Jackson, President and CEO of the Columbus Chamber of Commerce, wrote to Mr. Wray on May 20. “We are faced with the need to move people about as safely and efficiently as never before throughout our region and into other cities. Columbus is considering the development of a multi-modal facility within its downtown that will provide this critical service. ...(R)ail passenger service between Columbus and Cleveland will tie into this multi-modal facility and help our community address many of its transportation and work force issues, while being a catalyst for more economic growth,” Mrs. Jackson said.

Ohio Rep. E. J. Thomas, Jr. (R-Columbus), chairs the House’s powerful Ways and Means Committee. He said in a letter to Mr. Wray “(I-71 passenger rail) would add another mode to transportation to the choices available to Central Ohioans and if successful, might be the first step in the renaissance of passenger rail in Ohio. Passenger rail transportation has proven itself to be economically viable and environmentally friendly in other regions of the United States, and might prove to be so in Ohio as well.”

U.S. Rep. Dennis Kucinich (D-Lakewood) recently won federal funds and concessions from freight railroads to relieve Cleveland-area neighborhoods of large increases in freight train traffic. Yet, he supports increases in the number of Ohio passenger trains.

“...It has become imminently clear that widening roads does not ease congestion,” Kucinich wrote in a letter to Mr. Wray. “In fact, widening roads spurs more autos to travel further distances — in effect, increasing congestion: If ever more roads and expanded highways eased congestion, Los Angeles would be a driver’s dream. I urge the Ohio Department of Transportation to consider commuter rail as an alternative to widening I-71.”

The Dayton Daily News editorialized in June that “...Trains are an efficient and — in the long run — an affordable way to move a lot of people. They, along with local public transportation, reduce the need to get a car for some people, and they can reduce wear and tear on your car. And they can be fun. Ideally, from the point of view of Dayton, the first leg of any new Ohio system should be from Cincinnati to Columbus via Dayton.”
ODoT recommends rail

— "ODOT", from page one

study. This study, conducted by URS Consultants, estimated that Cleveland-Columbus passenger rail service would need $32 million in start-up funding for acquiring locomotives, rail cars, performing minor track work, and providing stations. Operating assistance, totalling $3.3 million per year, is also needed. Amtrak's development of mail and package express shipments may reduce future subsidies.

The 1995 study needs to be updated to take into account recent changes to railroad infrastructure and operations. With the acquisition and split up of Conrail among NS and CSXT (see "Conrail split gains federal OK", page Four), Conrail’s Cleveland-Columbus main line has undergone, and will continue to undergo many changes. CSX is acquiring the Conrail line between Columbus and Berea (a Cleveland suburb). NS is acquiring the last 12 miles of Conrail line between Berea and Amtrak's Lakefront Station in downtown Cleveland.

The most notable change stemming from the Conrail split is the construction of a second main track between Berea and the Huron County village of Greenwich. The second track, measuring 40 miles in length and costing $29 million to build, will allow CSXT to increase the number of freight trains on this segment from 14 to 55 a day.

Between Greenwich and Crestline, the number of freight trains per day will rise from 14 to 31. Freight train frequencies on the rest of the Columbus-Cleveland corridor will remain largely unchanged.

ODoT officials said they believed that, if the cost estimates are accurate for starting the service, the transportation department could either lease or finance the acquisition of rail cars and locomotives for the trial period. If the rail service is not successful, ODoT said the equipment could be sold or the leases ended without significant loss to the department. It is politically important for ODoT to publicize that it can get out of a new endeavor, just in case it doesn't work out.

It should be noted that the passenger rail service is no longer being considered by ODoT as part of its solution to reduce congestion and delays from its pending reconstruction of I-71.

Building a third lane in each direction is ODoT's preferred traffic-maintenance solution. However, ODoT officials said rail passenger service is being pursued "on its own merits because rail passenger service has independent utility and its own separate benefits."

ODoT officials added that, while rail service would not negate the need for the third lane in some sections, "there was large support for the rail service demonstrated in ODoT's I-71 involvement process," they said. This public involvement process included public hearings, surveys, and questionnaires. ODoT said it received numerous letters of support from local and statewide organizations, along with local governments and chambers of commerce, to provide an alternative to highway travel.

Two daily round-trip trains are being proposed, and would make the run between downtown Cleveland and downtown Columbus in 2 1/2 hours. Additional station stops are proposed for suburban Columbus, Delaware, Galion, and suburban Cleveland. Exact station locations have not yet been determined. The one-way fare between downtown Cleveland and Columbus would probably be about $27, with lesser fares for people traveling to/from enroute cities.

Germany's Inter-City Express cruises at 80 mph through a curve in Mentor, OH in 1993. This demonstration by Siemens Transportation Systems showed that ultra-modern trains can use existing tracks in Mid-America.
OARP's position on I-71 rail

At its June meeting, the OARP Board of Directors expressed its delight with the prospects for passenger rail service in the Cleveland-Columbus corridor. That should be an obvious reaction from an association which, for 25 years, has advocated the return of passenger rail service to one of Ohio's most populous and busiest travel routes.

"It's really appropriate that this comes on our 25th anniversary," OARP President Bill Hutchison said. "This shift in policy didn't come overnight. This has been a long process."

It should be noted that OARP is cautiously optimistic about this development, as we have been close to our goal many times in the past, only to come up empty-handed. Through those bitter experiences, many long-time OARP members have developed a saying: "don't believe the train will run until you see it on the second day...the first one may have been a hallucination."

OARP may be tempted to accept ODoT's proposal for adding a third lane in each direction between Cleveland and Columbus. After all, our goal over the years has been the improvement and expansion of passenger rail service — not so much the restraint of highway projects. However, if passenger rail service becomes attractive enough, it may lessen the need for ODoT to add more capacity. Putting passenger trains on a busy highway may also require a stronger case for the highway improvements.

Whatever I-71 rail service is implemented, it is vitally important that intercity passenger trains be connected to local transit services, such as at Cleveland's Amtrak station.

Shore Limited's route splits, with a locomotive and several cars heading for Boston, while another locomotive takes the rest of the train to New York City. The process is reversed westbound, with the trains coupling together to form a single run.

For years, Amtrak has considered splitting the Lake Shore Limited permanently — in effect creating an extra train in each direction between Albany and Chicago.

However, Amtrak is now looking at using the second train offered by the Lake Shore split to create a Boston-St. Louis train operating via the 3-C Corridor. This expansion would be paid for by increased shipments of mail and package express. It would also create a new cross-country rail service by connecting at St. Louis with Amtrak's Texas Eagle to Los Angeles. This would allow Amtrak to compete more directly with airlines.

I-71 rail: Decision by committee?

The Ohio Department of Transportation is still accepting public input on its I-71 Project recommendations. ODoT has extended its deadline to July 31 for public input on its I-71 Project recommendations.

ODoT’s motive

A major reason for ODoT taking on a multi-modal, long-range policy can be explained best by a paragraph appearing in ODoT's detailed report on I-71:

"With the recommendation of an additional lane to the interstate, ODoT is approaching its ultimate build-out of the I-71 Corridor with respect to the interstate. Additional right of way would likely be required for additional pavement beyond the third lane in the rural sections of I-71. The need for additional right of way may make more pavement on I-71 cost prohibitive.

Once an additional lane in each direction is added, ODoT may no longer be able to relieve congestion by adding pavement. However, additional capacity can easily and economically be added to rail service by adding more rail cars to the train. As a result of the support and the need to help preserve the interstate in the future by removing vehicles, the Office of Planning recommends that an I-71 Corridor Rail Demonstration Committee be established."

BREAKING NEWS!

FLASH: ODoT has extended its deadline to July 31 for public input on its I-71 Project recommendations.
Whatever I-71 rail service is implemented, it is vitally important that intercity passenger trains be connected to local transit services, such as at Cleveland's Amtrak station.

The Ohio Department of Transportation (ODoT) will ask 19 agencies, communities, and others to participate in an I-71 Corridor Rail Committee. This committee will finalize the projected costs and proposed operations of passenger trains linking Cleveland and Columbus.

Specifically, the mission of the committee, according to ODoT, will be to identify issues, barriers, and solutions to implementing demonstration passenger rail service for a trial period of between two and three years. Once the committee has been organized, it will have 12 months to determine a realistic schedule for starting service. The committee will have 18 months, also measured from the day the committee has been organized, to implement the service.

ODoT will ask the following 19 agencies, communities, and others to participate in the I-71 Corridor Rail Committee: Ohio Department of Transportation (Committee Chair), Ohio Rail Development Commission, Central Ohio Transit Authority, Greater Cleveland Regional Transit Authority, Federal Transit Administration, Federal Highway Administration, Federal Railroad Administration, City of Columbus, City of Cleveland, City of Galion, City of Delaware, City of Worthington, City of Berea, Franklin County, Cuyahoga County, Delaware County, Mid-Ohio Regional Planning Commission, Northeast Ohio Areawide Coordinating Agency, and Amtrak.
Passenger rail thriving nationwide

State-supported passenger rail services across the nation are at worst holding their own, and at best thriving.

One of the travel corridors in this region where rail is thriving is the Detroit-Chicago corridor, thanks mostly to infrastructure investments by the Michigan Department of Transportation. Ridership in 1997 reached the highest levels in 30 years, while maximum train speeds, measuring in excess of 100 mph on parts of the corridor, are at their highest levels ever.

Use of Global Positioning System satellites, plus transponders in the locomotives and trackside enable the increased speeds. Higher speeds will continue to come to the rest of the Detroit-Chicago corridor, eventually permitting a running time of 3½ hours for the 280-mile route.

One of the most profitable trains in the Amtrak system crosses the northern part of Ohio and Indiana. The Three Rivers links Chicago, Pittsburgh and New York City. This train maintains its profitability — despite missing the major population centers of Cleveland, Toledo and South Bend — because the passenger train hauls an immense amount of high-value package express and mail shipments. This is proving to be one of the best ways to aid the economics of passenger rail operations.

The Three Rivers serves stations in Nappanee, Fostoria, Youngstown, and will add Akron as a station stop starting this fall. While on-time performance has suffered from an on-going $220 million, double-track construction project in western Ohio and across Indiana, this should be a much faster trip once work is complete later this year.

Neither satellite technology, nor mail/express nor new trains have been added on the Milwaukee to Watertown Hiawatha. Ridership on the permanent Milwaukee-Chicago trains continues to show remarkable growth. After a 13 percent ridership increase in 1997, ridership rose another 4.7 percent during the first six months of 1998. On-time performance for these trains also was strong.

Similar high performance was experienced by the state-supported trains linking Kansas City and St. Louis. More than 100,000 rail passengers have used the Kansas City-St. Louis corridor in the first six months of 1998. Ridership is up 19.5 percent, when compared with the same period a year ago.

On-time performance, the most important factor in determining customer satisfaction, has continued to be strong on the St. Louis-Kansas City route. More than 80 percent of the trains on the corridor operated on time. Average on-time performance for the airline industry is 75 percent.

Double-digit ridership increases were realized by state-supported train in Illinois, which link Chicago to downstate cities. Ridership increases range from 11 percent on the Chicago-St. Louis route to more than 19 percent on both the Chicago-Quincy and Chicago-Carbondale routes. The on-time performance percentage for the three routes is more than 89 percent.

Yet another success story is occurring on the rails, this time in North Carolina. The NCDOT is supporting passenger rail service linking Raleigh, Charlotte, and numerous stations in between.

Ridership is up by more than 5 percent, while new passenger amenities are being added, including first-class Club service. Club service features at-seat music and video entertainment, complimentary beverages, newspapers, and magazines, plus terrific scenery for all passengers. Club service is available for a small surcharge over regular rail fares.

Finally, 110 mph service on the New York-Buffalo Empire Corridor trains, plus superb passenger amenities and excellent on-time performance have produced a ridership surge. Funding for the continuing improvements are from Amtrak and the NYDOT.

Ridership over the last year has increased by eight percent, while on-time performance is at 95 percent. Up to 12 trains a day are now offered on this route, thanks to more trains being added this spring. High-speed, state-of-the-art locomotives, built by General Electric in Erie PA, now haul many trains.

STATION PROFILE: Cincinnati, Ohio

part of a series

The station is staffed at train times, and offers checked baggage service.

Trains running on the Empire Corridor, Hiawatha, and Three Rivers end their daily schedules in Cincinnati. This is the most southern station on the Empire Corridor, three and a half hours from New York City.

Finding the Amtrak station in many cities can be difficult. Often, they are well hidden away in parking garages, or in the midst of a freeway interchange.
amount of high-value package express and mail shipments. This is proving to be one of the best ways to aid the economics of passenger rail operations.

The Three Rivers serves stations in Nappanee, Fostoria, Youngstown, and will add Akron as a station stop starting this fall. While on-time performance has suffered from an on-going $220 million, double-track construction project in western Ohio and across Indiana, this should be a much faster trip once work is complete later this year.

Neither satellite technology nor mail/express shipments is providing a major boost to the Cascadia Corridor, linking Portland OR and Seattle WA. Here, success has come from a cooperative venture between Amtrak, the states of Washington and Oregon, and Talgo of Spain. This venture resulted in an increase in train frequencies, and a 25-minute reduction in travel time, despite no change in the route’s 79 mph top speed.

As of May 17, four round trips a day are now being offered, providing the most number of trains and ridership since the 1950s, and the fastest speeds ever for this route. Ridership is up nearly 30 percent this year. Those impressive results were accomplished thanks to funding by Amtrak and the DOTs in Washington and Oregon. They helped to acquire European-style trains which tilt through curves while maintaining speed, safety, and passenger comfort.

The Talgo trains offer customers many modern amenities to ensure customer satisfaction, including spacious seats with adjustable footrests, panoramic windows, four-channel audio, video monitors, ample overhead storage and electrical outlets for laptop computers, and other devices.

While Ohio is contemplating a 2- to 3-year trial of passenger rail service between Cleveland and Columbus, Wisconsin just completed a three-month trial. The Dairy State’s trial service offered congestion relief during a resurfacing of I-94 between percent. Up to 12 trains a day are now offered on this route, thanks to more trains being added this spring. High-speed, state-of-the-art locomotives, built by General Electric in Erie PA, now haul many trains.

**Station Profile: Cincinnati, Ohio**

*part of a series*

Finding the Amtrak station in many cities can be a real chore — not so in Cincinnati. Shaped like a giant quarter of a basketball, Cincinnati Union Terminal (CUT) is easily visible from I-75. Exit at Ezzard Charles Drive, turn west, and you’re at the station. Then comes the bad part: parking is $3.00 per day. While that is good compared to most airports, it is expensive when compared to most Amtrak stations where parking is often free.

The restored fountains in front of CUT add an air of class, something missing from all newer Amtrak stations. Started just before the 1929 Wall Street crash and completed in 1933, the station is now home to several museums, which occupy most of the lower level of the station. Various shops occupy some of the former ticket windows, in a very attractive reuse of existing spaces.

To get to the Amtrak station, follow the white neon signs (they’re hard to miss) saying “TO TRAINS” at the rear of the concourse. Amtrak has made good use of the former baggage room for its ticket office, creating a clean, attractive waiting room for passengers.

The station is staffed at train times, and offers checked baggage service.

Trains running several days per week arrive in the middle of the night as with most trains in Ohio, but at least Cincinnati has real potential for future expansion. When more and faster trains finally spread to outside the Northeast Corridor, Cincinnati will be a natural hub for them.
Amtrak earns express victory

--- "Express", from page one ---

provide a means for a more financially stable passenger rail system, but it places limits on Amtrak to ensure that the company won’t lose sight of its primary function, which is to carry people. Rail passenger advocacy groups have expressed concerns that rail travelers might take a back seat to package express shipments on Amtrak.

"Passenger service is our core business and will continue to be Amtrak’s primary focus," Mr. Warrington said.

As late as 1959, mail and express revenue accounted for 46 percent of total intercity passenger train revenue. The Railway Express Agency, a private corporation owned by the major railroads, once provided express service for both carload and small package shipments on passenger trains operating throughout the United States.

Recently, new package express shipments have already resulted in improved passenger rail service in the region. Amtrak’s station at Toledo Central Union Plaza became a 24-hour passenger facility in May, with the hiring of an additional station agent. Extensive package express shipments to and from Toledo made it possible for Amtrak to afford hiring additional station staff.

Also, Amtrak is reintroducing RoadRailer service to Grand Rapids, MI via its daily Pere Marquette train. This is where pioneering operating experiments were held in 1959 by the Chesapeake and Ohio Railway, which placed bi-modal technology in passenger trains for the first time. Roadtrailers are truck trailers which ride on removable steel-wheel bogies so they can be attached to trains in transit for cargo or baggage.

September, 1995. It will run thrice-weekly between Chicago and Indianapolis on days that the Cardinal does not, which would be Sunday, Wednesday, Friday in both directions.

There will be no Monday southbound train and no Tuesday northbound train. The new train will use one reserved Superliner coach, with no food service, on the same schedule as the Cardinal.

Northbound, trains leave Indianapolis at 5:05 a.m., stopping at Crawfordsville, Lafayette, Rensselaer, and Dyer before arriving

Boston-St. Louis passenger and express train operating via Cleveland, Columbus, Dayton, Cincinnati, and southern Indiana. Without mail and package express, Amtrak would not be able to afford the expansion. Amtrak’s interest in the Boston-St. Louis train is due to their concerns over worsening rail traffic and express shipment congestion in Chicago. This congestion can be bypassed by linking East Coast passenger and express traffic to the west via a connection to the Texas Eagle at St. Louis.

Starting of this new train is contingent on the Ohio

Travel Alerts

Service expands to Indy

Amtrak will expand passenger rail service between Indianapolis and Chicago starting July 19. Currently, the only train service on this route is offered by the thrice-weekly Cardinal, which operates through to Cincinnati and Washington DC.

Because the Cardinal has been the only train since 1995 to serve Indianapolis — site of Amtrak largest locomotive and rail car maintenance facility — it was relied upon to ferry damaged or defective equipment. That resulted in terrible operating performance for the train, which has run on time only 12 times this year.

The new service will help ferry damaged and rebuilt equipment, much like the former Hoosier State service did. It last ran in September 1995. It will run thrice-weekly between Chicago and Indianapolis on days that the Cardinal does not, which would be Sunday, Wednesday, Friday in both directions.

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Start-up of this new train is not dependent on the Ohio Department of Transportation's (ODoT) plan for reconstructing Interstate 71 (see "ODoT recommends rail", page One). The Boston-St. Louis train would be in addition to Cleveland-Columbus shuttle trains.

Package express shipments could also help more passenger rail routes in Michigan become more financially sound. While ridership is near all-time highs, Amtrak claims the Detroit-Chicago corridor is one of its poorest performing routes in financial terms. Revenues from express and mail could cover operating costs, such as what is occurring on the Pere Marquette route to Grand Rapids. But, first, facilities for unloading express shipments need to be identified near the end-points of passenger routes in Michigan.

3-C train rolls again

For the second year in a row, the Mad River & NKP Railroad Society will charter an Amtrak train for the public to ride between Cleveland, Galion, and Cincinnati and back.

The Ohio State Limited will run southbound on Sept. 12. After an overnight in Cincinnati, travelers will return Sept. 13 to Galion and Cleveland.

Travel packages are based on double occupancy, which includes hotel accommodations in Cincinnati. One package offers the train tickets and hotel only. A second package adds a riverboat dinner cruise on the Ohio river.

For reservations and information, call the Mad River & NKP Railroad Society at (800) 835-8785 during regular business hours, or 9 a.m. to noon Saturdays. Do not contact Amtrak about this excursion.
AKRON STATION ALMOST READY The City of Akron has been putting the finishing touches on a modest, modular station facility, which will be served by Amtrak's nightly New York-Chicago Three Rivers train. Akron is the last station to be added to the Three Rivers, which began Nov. 10, 1996. While Amtrak has yet to announce when Akron will be added as a station stop, a late-summer inaugural seems likely. The downtown station will not be staffed, but will be climate-controlled and well-lit. Also, the Quaker Square Hilton Hotel is adjacent to the station. Across the tracks (in the concrete building) is the E.J. Thomas Performing Arts Center, which is part of Akron University.

Annual Meeting sets tone, new leadership

COLUMBUS — Election results were announced at the Annual Meeting, where OARP members extended their appreciation to outgoing president Mark Carlson, while welcoming new president Bill Hutchison. Also, three excellent speakers gave inspiring presentations, all of which had the tone of "Build bridges, not fences" on how to get things done.

MARP Silver Anniversary coming in October

Mark your calendars now, because we're planning a really special meeting to celebrate MARP's 25th anniversary on October 3rd. Details will be announced in the next issue of *The Passenger Rail News*, as well as in a special mailing to all MARP members. This will be a special event you won't want to miss!

The Coordinators

Phil Copeland
Elyria’s Regional Coordinator, reports that... The Elyria local meeting of OARP was held May 28 at the Elyria Amtrak station. The humbling surroundings of the glorified shelter we have for a station provided a reasonably comfortable meeting place and also emphasized the need for another station and a temporary clean up of the station, internally and externally.

If fact this was the main topic of discussion at the meeting. A committee was appointed by me, and this will be headed up by OARP member Douglas McDonald of Elyria (440) 366-9926. He will coordinate the station clean up.

We were fortunate to have in attendance three OARP board members from our area: Past President Mark Carlson, Vice President Ken Prendergast, and Area 216/330/440 Director Dominic Liberatore. As usual, the officers provided information on the state of rail passenger service and OARP project.

We had a good group from the local membership and from the West Side of Cleveland. Also, there were guests and potential members in attendance. The next Elyria local meeting is slated for July 30. The location will be announced in a mailing to area members, or you can call me at (440) 365-7970.

Thanks to Bob Smith, caretaker for the Elyria station, for setting up the meeting for us. Thanks also to Audrey Dotson and Ron Zelle for helping with sending out meeting notices. My wife Lois and I, along with Mr. McDonald provided refreshments.

Member Bill Schuler of Pataskala.

At a brief board meeting following the Annual Meeting, charter member Dave Lebold of Columbus was appointed to fill a vacant at-large seat on the board of directors. Another vacancy remains on the board — that of secretary. If you would like to be considered as OARP secretary, please contact Mr. Hutchison at (614) 470-0340.
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Trackside tidy-up

CLEVELAND — OARP members are encouraged to participate in an Aug. 29 effort to clean up along the Red Line rapid transit tracks on the West Side.

Leading the charge is Clean-Land, Ohio — a non-profit organization whose mission is to conserve and improve the physical environment of the Cleveland area. In addition to their many public gardens, tree plantings, park renovations and litter pickups, one of their beautification programs is called Rapid Recovery.

Approximately 100 volunteers are needed on Aug. 29 to tackle a particularly trashed area along the Red Line, running between the West 65th Street and West Boulevard Rapid stations. Volunteer activities will include trash pickup, graffiti removal, mural painting and the addition of fencing to prevent illegal dumping. Refreshments and free T-shirts will be provided to all participants.

Contact Karen Kress, Program Manager, at (216) 696-2122 ext. 102 or e-mail at kkress@cleanland.org to volunteer or get more information about this worthwhile effort. Also you may contact OARP's 216/330/440 Regional Director Dominic Liberatore at (216) 421-8967 or e-mail at dliberatore@hotmail.com.

Annual Meeting sets tone, new leadership

COLUMBUS — Election results were announced at the Annual Meeting, where OARP members extended their appreciation to outgoing president Mark Carlson, while welcoming new president Bill Hutchison. Also, three excellent speakers gave inspiring presentations, all of which had the tone of “Build bridges, not fences” on how to get things done.

The Annual Meeting is when OARP elections are held, with different positions up for re-election every other year. This year was our first election to be determined through a new mail ballot procedure. Although there were no contested races for any position, 23% of eligible members let their voices be heard by sending in mail ballots! By comparison, the largest attendance OARP has ever had at an Annual Meeting was 80, back in 1994 in Akron.

Thus, the mail ballot procedure already has proven to be a success, since it did as it was supposed to do: increase membership involvement in OARP's election. Maybe more candidates will step forward in next year's election, when most positions on the board of directors must be decided.

This year's Annual Meeting was held on May 16 in Columbus. Many in attendance believed this was one of OARP's best meetings, as it was informative and inspiring.

Mark Carlson of Cleveland, who was facing term limits as OARP president, handed the reins of the association over to the new president — Bill Hutchison of Columbus. Mark Carlson now assumes the title of past president, replacing Howard Harding of Akron. Selected as vice president was Ken Prendergast of Cleveland. Tom Allen of Delaware, OH was re-elected as treasurer. Also re-elected was at-large board member Bill Schuler of Pataskala.

At a brief board meeting following the Annual Meeting, charter member Dave Lebold of Columbus was appointed to fill a vacant at-large seat on the board of directors. Another vacancy remains on the board — that of secretary. If you would like to be considered as OARP secretary, please contact Mr. Hutchison at (614) 470-0334.

The first speaker was James Betts, chairman of the Ohio Rail Development Commission (ORDC), who addressed the association during lunch about the many passenger rail projects going on in Ohio. These projects, reported on elsewhere in this newsletter, are the Pennsylvania extension, the I-71 passenger rail service, joint Amtrak-ORDC plans for a Boston-St. Louis train, and the latest on the Midwest Rail Initiative.

The meeting's theme of building alliances with other organizations was echoed by the next speaker: Rob Greenlese, Director of Transportation and Logistics for the Toledo-Lucas County Port Authority. He suggested that passenger interests build better relationships with the freight railroads and the Ohio Department of Transportation.

The last speaker at the Annual Meeting gave a terrific motivational send-off to OARP members by explaining with examples how to make a difference in passenger rail issues. James RePass, chairman and chief executive officer of the National Corridors Initiative in Providence RI, said the first step toward reaching your goal is to believe that you will be successful. He and his organization have been successful in arguing for a $2.5 billion federal investment in increasing passenger train speeds to 150 mph between New York City and Boston.
**TravelAgent Members**

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

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<tr>
<th>Akron/Stow</th>
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Joel Brown
(330) 688-3334
Robert Peck
(800) 999-2434
Mike McCliester
(600) 443-7789
Jay Gilbert
(216) 606-6080
Cheryl Anderson
(440) 323-5423
Robert Slyker
(937) 773-3753
"Amtrak Al" Mladineo
(937) 759-7404

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 associations of railroad passengers**

**Ohio**

**Michigan**

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<thead>
<tr>
<th>OARP’s 24-hour News and Information Hotline</th>
<th>614 / 470-0334</th>
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<tbody>
<tr>
<td>PRESIDENT</td>
<td>Bill Hutchison <a href="mailto:72122.2574@compuserve.com">72122.2574@compuserve.com</a></td>
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<tr>
<td></td>
<td>202 Oakland Park Avenue Columbus 43214</td>
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<td>614 / 470-0334</td>
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<tr>
<td>PAST-PRESIDENT</td>
<td>Mark D. Carlson <a href="mailto:m-d-c@juno.com">m-d-c@juno.com</a></td>
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<td></td>
<td>479 Humiston Dr. Bay Village 44140-3017</td>
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</tr>
<tr>
<td>VICE-PRESIDENT</td>
<td>Ken Prendergast <a href="mailto:72764.2020@compuserve.com">72764.2020@compuserve.com</a></td>
</tr>
<tr>
<td></td>
<td>12029 Clifton Blvd. #505 Lakewood 44107-2161</td>
</tr>
<tr>
<td></td>
<td>216 / 529-7677</td>
</tr>
<tr>
<td>SECRETARY</td>
<td>Vacant</td>
</tr>
<tr>
<td>TREASURER</td>
<td>Tom Allen <a href="mailto:djalle@midohio.net">djalle@midohio.net</a></td>
</tr>
<tr>
<td></td>
<td>752 Braumiller Road Delaware 43015-3110</td>
</tr>
<tr>
<td></td>
<td>740 / 369-5804</td>
</tr>
</tbody>
</table>

**Officers**

| CHAIRMAN                                  | James Riley 3017 Lowell Kalamazoo MI 49001 |
|                                          | 614 / 342-4379 |
| VICE-CHAIRMAN                             | Alan Gebauer 2705 Warwick Dr. Bloomfield Hills MI 48301 1861 |
|                                          | 248 / 338-8447 |
| SECRETARY                                 | John DeLora 20707 Edgewood St. Clair Shores MI 48080-1862 |
|                                          | 810 / 772-7842 |
| TREASURER                                 | Terrance Donnelly 910 Highland Dr. Marquette MI 49855-9319 |
|                                          | 906 / 249-9920 |
| DIRECTOR                                  | Clark Charnetski 2646 Traver Blvd. Ann Arbor MI 48105 |
|                                          | 734 / 761-3814 |

| CHAIRMAN                                  | Jeff Godshall |

Updated: Sept. 1997
Presidents:
- Bill Hutchison: 202 Oakland Park Avenue, Columbus 43214. Contact: 72122.2574@compuserve.com 614 / 470-0334
- Mark D. Carlson: 479 Humiston Dr, Bay Village 44140-3017. Contact: m-d-c@juno.com 440 / 331-3161
- Ken Prendergast: 12029 Clifton Blvd, Lakewood 44107-2161. Contact: 72764.2020@compuserve.com 216 / 529-7677

Secretaries:
- Vacant

Treasurers:
- Tom Allen: 752 Braummiller Road, Delaware 43015-3110. Contact: djalle@midiohio.net 740 / 369-5804
- Dominic Liberatore: 12906 Larchmere Blvd, Cleveland 44120. Contact: dliberatore@hotmail.com 216 / 421-8967
- Mark Buckley: 4411 N Lockwood Ave, Toledo 43612-2352. Contact: 419 / 476-4569
- Frank Gordnier: 1430 Weatherfield Court, Dayton 45459-6205. Contact: 937 / 435-6094
- John Manning: 204 Reinhard Avenue, Columbus 43206. Contact: 614 / 443-8742
- Dan Roberts: 12 Westerville Sq., Ste 275 Westerville 43039. Contact: 614 / 899-7848
- Dave Lebold: 5003 Arbor Village Dr, Columbus 43214-1667. Contact: 614 / 634-5240

Executive Directors:
- Ken Prendergast
- Bill Hutchison

GOVT AFFAIRS:
- Bill Hutchison

NEWSPAPER EDITOR:
- Ken Prendergast

OFFICERS:
- EXECUTIVE DIRECTOR: Ken Prendergast
- GOVT AFFAIRS: Bill Hutchison
- NEWSPAPER EDITOR: Ken Prendergast

AREA CODES:
- 216 / 330 / 440:
  - Cleveland: James Stevenson 440 / 234-5858, Phil Copeland 440 / 365-7970, G. Douglas Hudson 330 / 544-3203
  - Elyria: Vacant
  - Warren: Vacant

- 419:
  - Lima: Vacant
  - Mansfield: John H. Keller, Sr 419 / 224-9936, Richard A. Fry 419 / 526-3775
  - Sandusky: Vacant

- 513 / 937:
  - Cincinnati: W. Mike Weber 513 / 891-9251, Linda Less 937 / 253-9448

- 614 / 740:
  - Columbus: Robert Boyce 614 / 486-7038, Tom Allen 740 / 369-5804
  - Delaware: Vacant

DIRECTORS:
- VICE-CHAIRMAN: Alan Gebauer 2705 Warwick Dr, Bloomfield Hills MI 48304-1861. Contact: 248 / 338-8447
- SECRETARY: John DeLora 20707 Edgewood, St. Clair Shores MI 48080-1862. Contact: 810 / 772-7842
- TREASURER: Terrance Donnelley 910 Highland Dr, Marquette MI 49855-9319. Contact: 906 / 249-9920
- DIRECTOR: Clark Charnetki 2646 Traver Blvd, Ann Arbor MI 48105. Contact: 734 / 761-3814
- DIRECTOR: Jeff Godshall 406 Oakland Royal Oak MI 48067
- DIRECTOR: Robert KinKead 506 Lakeside Ln, Grosse Pointe Woods MI 48236
- DIRECTOR: George Schlaepfer 14232 Brentwood, Livonia MI 48154. Contact: 734 / 427-8195
- EXECUTIVE DIRECTOR: John DeLora (See listing above)

ANNUAL MEETING:
- MEETING HOST: James Stevenson, Mid-Ohio Regional PR

DIRECTOR AREA:
- AREA 199:
  - Columbus: Vacant
- AREA 201:
  - Cincinnati: Robert Boyce 937 / 561-9200
- AREA 202:
  - Cleveland: James Stevenson 440 / 234-5858, Phil Copeland 440 / 365-7970, G. Douglas Hudson 330 / 544-3203
- AREA 203:
  - Elyria: Vacant
- AREA 204:
  - Warren: Vacant

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- 614 / 740:
  - Columbus: Robert Boyce 614 / 486-7038, Tom Allen 740 / 369-5804
# Regional Calendar of Events/Meetings

## July 1998

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; telephone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614/486-7038</td>
</tr>
<tr>
<td>15</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>
</tr>
<tr>
<td>17</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>23</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614/644-7176</td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>* 10:45 a.m.</td>
<td>Riffe Center</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614/644-7176</td>
</tr>
<tr>
<td>30</td>
<td>Lorain County Local Mtg</td>
<td>7:30 p.m.</td>
<td>TBA</td>
<td>TBA</td>
<td>Phil Copeland 440/365-7970</td>
</tr>
</tbody>
</table>

## August 1998

<table>
<thead>
<tr>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Metro Detroit meeting plus weeding &amp; cleanup</td>
<td>9:30 a.m.</td>
<td>Detroit Amtrak Station</td>
<td>Woodward &amp; W. Baltimore Aves</td>
<td>John DeLora 810/772-7842</td>
</tr>
<tr>
<td>8</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
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<td>Bob Boyce 614/486-7038</td>
</tr>
<tr>
<td>15</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>
</tr>
<tr>
<td>19</td>
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<td>6:30 p.m.</td>
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<td>Central Union Plaza</td>
<td>Mark Buckley 419/476-4569</td>
</tr>
<tr>
<td>22</td>
<td>OARP Summer Meeting/Outing</td>
<td>10:00 a.m.</td>
<td>Winking Lizard, SR 303</td>
<td>Cuyahoga Valley RR, Peninsula</td>
<td>Ken Prendergast 216/529-7677</td>
</tr>
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## September 1998

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<tr>
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<td>MARP Statewide Annual Mtg</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
<td>TBA</td>
</tr>
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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
e-mail: 72764.2020@compuserve.com.

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

OARP Summer Family Outing and Meeting
Saturday, August 22, 9:30 a.m.
The Winking Lizard Restaurant, SR 303 at the Cuyahoga Valley Scenic Railroad crossing, Peninsula Ohio.

Name ____________________________ Phone __________________________
Address ____________________________ Apt __________________________
City ____________________________ State ______ ZIP ____________________

Number in Party ______ @ $20.00 each = $ ______ Enclosed

Please include your luncheon selection(s) with your reservation!
____ chicken sandwiches ______ cheeseburgers

Choice of entrees: Broiled honey mustard chicken sandwich or a cheeseburger. Both come with french fries and a beverage.

Please register as early as possible!

Make your check/money order payable to:
"OARP"
12029 Clifton Blvd #505
Lakewood OH 44107

Our agenda includes an Interstate 71 Project update, the latest news about the Pennsylvanian extension, guest speaker OARP member Phil Pasterak (railroad consultant with Parsons Brinckerhoff-Ohio and a Cuyahoga Valley Scenic Railroad trustee), and other state and regional intercity passenger rail developments. A luncheon will be served at 1:00 p.m. Remember to make your lunch selection when registering. The registration fee for everything listed above is only $20.00.