Midwest Rail Initiative arriving

By Ken Prendergast
OARP Vice-President

CHICAGO — In late January, Amtrak is expected to announce a financial commitment and a timetable for the arrival of high-speed trains in the Midwest. It appears that Amtrak routes from Chicago to Milwaukee, Detroit, and St. Louis will be the first of 11 Midwest travel corridors to receive faster trains.

Of course, Amtrak trains already travel at speeds in excess of 100 mph on a small section of the Detroit-Chicago route, west of Kalamazoo to the Indiana state line. In the rest of this corridor, as with all other Midwest Amtrak services, train speeds are limited to 79 mph and often less.

Amtrak's experience in developing high-speed rail in the Northeast "will be put to good use right here in the Midwest, where we have been working with nine states to improve service and decrease trip times," said Amtrak President & CEO George Warrington in the Dec. 23 Chicago Tribune. Amtrak will introduce 150 mph rail service between Boston and Washington DC this fall.

He issued the encouraging news at a press conference announcing a thriving passenger service in the region. He revealed that the trains are made possible by extensive shipments of mail and package express. On most days, the number of mail and express cars outnumber the passenger cars. Typically, it wasn't a hallucination that rushed eastbound through Bedford, OH at 1:30 p.m. on Nov. 8. The second day of service by the restructured Pennsylvanian train tested an old OARP saying. "Don't believe a new train will run until you see it on the second day. The first day may have been a hallucination." Photos of the inaugural appear on the back page.

Expanded rail service rolling

By Ken Prendergast
OARP Vice-President

Cities in Ohio, Michigan, and Indiana are now enjoying expanded travel options thanks to the restructuring of Amtrak's Pennsylvanian that created a daytime Chicago-Philadelphia train. The restructuring also includes the addition of Thruway buses in Michigan, which link the Amtrak stations in Jackson, Ann Arbor, Dearborn, and Detroit to Toledo.

The trains are made possible by extensive shipments of mail and package express. On most days, the number of mail and express cars outnumber the passenger cars. Typically, it wasn't a hallucination that rushed eastbound through Bedford, OH at 1:30 p.m. on Nov. 8. The second day of service by the restructured Pennsylvanian train tested an old OARP saying. "Don't believe a new train will run until you see it on the second day. The first day may have been a hallucination." Photos of the inaugural appear on the back page.
Amtrak’s experience in developing high-speed rail in the Northeast “will be put to good use right here in the Midwest, where we have been working with nine states to improve service and decrease trip times,” said Amtrak President & CEO George Warrington in the Dec. 23 Chicago Tribune. Amtrak will introduce 150 mph rail service between Boston and Washington DC this fall.

He issued the encouraging news at a press conference in Chicago, one day after a media event in Washington DC in which he was officially named Amtrak president. Also attending both press conferences was Wisconsin Governor Tommy Thompson, who is chairman of Amtrak’s Board of Directors and an avid promoter of the proposed, 11-route Midwest Regional Rail Initiative (MRRI).

Midwest corridors have been studied many times in the past. However, the announcement expected in late January would mark the first time an old OARP saying. “Don’t believe a new train will run until you see it on the second day. The first day may have been a hallucination.” Photos of the inaugural appear on the back page.

New Amtrak Thruway connecting bus services

Amtrak offers connecting bus services to the Pennsylvanian and the Three Rivers for southern Michigan and central Ohio markets. See page four for schedules and details.

rush, every seat on the Pennsylvanian was completely sold out.

However, Amtrak and passenger rail advocates are already looking at ways of improving the new service. With just two months worth of experience with the extended Pennsylvanian, it appears there is a lot of extra fat in the schedule. On most days, the train arrives as much as 25 minutes early into Toledo, Cleveland, and Pittsburgh.

By trimming some of the fat, eastbound train #44 could leave Chicago 30 minutes later at 6:30 a.m. and might still arrive Cleveland at its cur...
Nov. 7, the inaugural of the restructured Pennsylvania train service, was a magical day. With daylight trains serving this region for the first time in a generation, passenger rail service became accessible again. In the decades between, this was a market which had been served by trains rendered invisible and inaccessible by their early-morning schedules.

But, the magic of the day wore off quickly. On board the inaugural train, I was introduced to Amtrak Intercity President Lee Bullock. He summarized for me the struggle that lies ahead, citing a lack of advance bookings for the Pennsylvania.

“Well, now that you’ve got this train, you have to promote it,” he said to me.

The funny thing is, I don’t recall being appointed to Amtrak’s advertising department. Nor do I remember Amtrak contracting out local advertising to the Ohio Association of Railroad Passengers. Later, I learned Amtrak’s advertising budget for the Pennsylvania will barely exceed what a teen-ager earns in a year at McDonald’s. OARP’s annual budget is only slightly larger than that.

So, here’s Amtrak introducing a passenger train to a region which hasn’t seen daylight service since NASA’s Apollo missions to the moon. And, Amtrak is doing this without any meaningful advertising. What kind of company introduces a new product without advertising it? Either the company is poorly managed, or it doesn’t care about its new product.

You might call it the travel industry equivalent of a tree falling in the forest and nobody hearing it. If the traveling public doesn’t know about the Pennsylvania’s expanded route, with a bus connection to Detroit and southern Michigan, then does the service really exist? The ridership numbers and scant advertising say it doesn’t.

I’ve heard some Amtrak officials and others claim that the train’s problem stems from its poor arrival and departure times at Chicago and Philadelphia. So when did Detroit, Toledo, Cleveland, and Pittsburgh suddenly become dusty crossroad towns hiding amid the cornstalks? Among those four metropolitan regions are 12 million people. Chicago and Philadelphia aren’t needed to make the train work. What is needed is advertising. Amtrak needs to show those of us standing here in the amber waves of grain what a passenger train is and why we should ride one.

WANTED

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Empire Corridor extension?

By Ken Prendergast
OARP Vice-President

ALBANY — Lost in the stunning, recent announcement that New York state and Amtrak will upgrade tracks and trains for 125 mph operations was the word that those improvements may permit expansion of the Empire Corridor to Cleveland.

Over the next five years, Amtrak and the state of New York will invest $185 million total to increase train speeds from 79 mph to 90 between Buffalo and Albany, and from 90 mph to 125 from Albany to New York City. That will reduce travel times from five to four hours on the 300-mile, Buffalo-to-Albany segment. And, 30 minutes will be cut from the two-hour, 25-minute trip on the 141-mile, Albany-to-New York City portion.

This translates to a 6-hour trip from downtown Buffalo to midtown Manhattan, featuring an average speed of 73 mph. The trip between the two metro areas is even faster if trips originate or terminate at suburban stations. Currently, there are 12 round trips on most days between the Big Apple and Albany, four of which continue on to Syracuse, Rochester, Buffalo, and Niagara Falls every day.

Not only will tracks and signals be improved, but so will train equipment. The seven Amtrak turbine “Turboliners” already operating in the Empire Corridor will be completely rebuilt and refurbished. One of these sleek 5-car trains, with engineer cabs at both ends, was rebuilt in 1995. Later that year, it provided special service on the 141-mile, Albany-to-New York City nine hours later. The westbound counterpart should offer a similar, daytime schedule.

One or two additional station stops in Northeast Ohio should be possible, such as Mentor (1997 pop. 51,000) and/or Ashtabula (pop. 22,000). Erie’s old New York Central station, long an eyesore, will finally be repaired, thanks to a $1.4 million federal grant.

Amtrak appears receptive to the extension, and may want to use one of the rebuilt Turboliners to keep costs down. Since the train has an engineer’s cab at each end, it wouldn’t have to be turned at Cleveland. However, a Turboliner cannot carry mail/express. Although all seven Turboliners are to be restored, and since expansion to Cleveland is not a top priority, the extension to Ohio will not happen until at least three Turboliners are rebuilt for New York state. This probably puts off the Cleveland extension until about 2000.

Because some Amtrak officials have expressed interest in the Cleveland extension does not mean the service will happen. Amtrak’s upper management will need indications that there is a genuine market for the train. For this reason, OARP and ESPA are suggesting that letters be sent from groups and organizations which would see this service as an asset and whose members might utilize it. In addition, individuals should write if they can say convincingly that they would use the service.

Amtrak ridership, revenues soaring

WASHINGTON — Powered by the biggest ridership increase since 1988, Amtrak’s passenger revenue topped the $1 billion level for the first time in the corporation’s 27-year history for 1998. The 4.5 percent ridership gain is nearly double last year’s mark as Amtrak, the nation’s passenger railroad, pursues its modernization program and drive toward operating self-sufficiency by the end of 2002.

The ridership surge continues. In November, ridership was up five percent over 1997, with revenues up nearly 10 percent. This comes despite record-low gas prices and cheap airfares.

“Amtrak’s record-breaking achievements are further proof that Amtrak has turned the corner to becoming a more commercially oriented, customer-focused corporation,” said Tommy Thompson, chairman of Amtrak’s Board of Directors. Mr. Thompson is governor of Wisconsin. “As outlined in our new strategic business plan, we’re on the path to creating a more modern and financially sound national rail system.”

Other highlights of Amtrak’s performance include on-time train performance, which rose four percentage points to 78 percent nationwide, exceeding projected year-end financial results. Also, employee injuries were reduced by 14 percent.

Amtrak’s system-wide ridership rose to 21,094,165 in 1998, versus 1997’s total of 20,190,450 riders. In the last two years, ridership is up seven percent overall. As ridership rose, so did passenger miles. A passenger mile is one passenger carried one mile. The 1998 total increased 2.7 percent to 5.3 billion passenger miles.

In addition to record-setting passenger revenue,
Ohio transit gets state money

By Ken Prendergast
OARP Vice-President

A review board at the Ohio Department of Transportation announced it will commit over $90 million to four mass transit projects scattered throughout the state. The transit projects are a small part of the list of new transportation capacity projects, totalling $1.6 billion, most of which is for highways. However, the amount allocated to transit is more than in years past.

Most of the transit money will go to Greater Cleveland, which was awarded $70 million to help build the Euclid Corridor project (see article on page five). Also in the Greater Cleveland area, $8 million was committed to expanding a transit center and park-n-ride next to Interstate 71 in suburban Strongsville to increase express bus service into downtown Cleveland.

The state directed $3.5 million to build a $7 million transit center for buses and taxis in Lorain, near the Black River. The Grove Site center will be built next to railway tracks in downtown Lorain, in anticipation of it being served by proposed Cleveland-to-Lorain commuter trains.

Finally, in Cincinnati, $11.5 million was granted to help construct an $18 million transit center at the downtown riverfront to serve buses, taxis, and future electric light-rail and diesel-powered commuter trains (see “Cincy commuter rail studied” on page five). Construction on all these projects could begin as early as the summer of 1999, except for Cleveland’s Euclid Corridor transitway, which is two years away from a ground-breaking ceremony.

The state money allocated to the Cincinnati transit center completes the project’s funding package. About $4 million in federal money and $2.5 million in city funds have already been allocated. The city’s contribution will pay for a new Second Street as part of the reconstruction of Fort Washington Way along the riverfront.

Second Street will be raised to create two levels and to build a plaza near the Roebling Suspension Bridge. Metro buses and east-west commuter trains would run on the lower level of the new Second Street. Cars and the proposed Airport-Kings Island light-rail line will run on the upper level. Escalators and a stairwell would allow people to transfer between the different forms of transportation.
Dayton light rail?

By Ken Prendergast
OARP Vice-President

DAYTON — A federally funded study will determine whether the birthplace of aviation might see the rebirth of rail transit. Over the next year, the $1 million study will evaluate the potential of building a $30 million, no-frills, historic trolley linking a number of historic sites in and around the city.

The 7-mile route being proposed would run from the Wright-Dunbar neighborhood on the West Side, through downtown, to just west of the Wright-Patterson Air Force Base. Historic/tourism sites to be served include the Dayton Aviation Heritage National Historical Park, the Huffman Prairie Flying Field (where the Wright Brothers first flew — not at Kitty Hawk, NC!), and the Air Force Museum.

U.S. Rep. Tony Hall (D-Dayton) secured funding for the feasibility study. He argued that the rail line could encourage more tourism by providing a physical link between the historical sites. It also would offer a commuter service by serving downtown Dayton from the city's east- and west-side neighborhoods. To keep costs low, the trolley line would be built along or near existing rail lines.

However, local OARP members say the rail service proposal doesn't go far enough. Former OARP president Tom Pulsifer said the rail transit line needs to reach additional major traffic generators, such as Wright-Patterson Air Force Base and Wright State University.

OARP members Manfred Orlow and Tom Norwalk have attended a public meeting on the study, and there are more of these meetings to come. Mr. Pulsifer argued that the rail proposal

Expanded rail service rolling

― "Expanded", from page one —

rent time of 1:11 p.m. That would allow the train to receive connecting passengers at Chicago from the first wave of Metra commuter trains. Conversely, westbound train #43 could leave Philadelphia 30 minutes later and provide a more palatable departure time of 7:05 a.m.

Of course, Detroit, Toledo, Cleveland, and Pittsburgh are more than populous enough that they should be able to carry the Pennsylvania by themselves, but only if prospective customers know about the train and connecting Michigan bus.

Unfortunately, Amtrak advertising has been noticeably absent in these populous markets. The advertising budget for the Pennsylvania has kept publicity limited to radio spots, and even these are scarce.

The Ohio and Michigan Associations of Railroad Passengers, even with our tiny budgets, have been doing our best to promote the new service with regular press releases and displaying posters where possible. But Amtrak must do more to promote this train. After all, it is their bottom line that will be affected if the Pennsylvania is not promoted.

One thing which Amtrak is looking to improve is the train's on-board services. Namely, the food service on the Pennsylvania is a cafe car, which consists only of a food/beverage sales counter in the middle of a coach.

Instead, Amtrak is trying to scare up a dinette or lounge car which offers a place for customers to eat, drink and socialize at booths and tables.

Three new Amtrak Thruway connections

Michigan connecting bus schedule

A new Amtrak Thruway bus service connects southern Michigan to Amtrak's new Pennsylvania (trains 43 & 44) at Toledo, OH. There is no checked baggage. All bus stops are at the Amtrak stations. This is not shown in Amtrak's fall timetable.

NOTE: Buses #6043 & #6044 are dedicated buses operated for Amtrak. Amtrak ticketing is required.
NOTE: Bus #6043 will wait if train 43 is late.

Ohio, WV connecting bus schedules

A new Thruway bus service connects central and east-central Ohio, and northern West Virginia to Amtrak's new Pennsylvania (trains 43 & 44) at Pittsburgh, PA. There is no checked baggage.
**Work starts on high-speed locomotive**

WASHINGTON, D.C. — The Federal Railroad Administration (FRA) and Bombardier Transit Corporation will join forces to produce a prototype of a non-electric, high-speed locomotive by 2000. FRA and Bombardier will evenly share the estimated cost of $25 million to develop the prototype.

The agreement calls for development of a 100-ton, 4000-horsepower locomotive, powered by fossil fuels, and capable of 150 mph. Because it will be powered by diesel fuel or natural gas, the locomotive will be able to operate on routes which do not have electrified third rail or catenary wires. Amtrak will begin 150-mph rail service in 1999 on electrified tracks between Boston, New York City and Washington.

“We knew if we wanted to take high-speed technology from the Northeast to the rest of the country, we would need a technology that did not require the electrification that has been necessary until now,” said FRA Administrator Jolene Molitoris.

Ohio, WV connecting bus schedules

A new Thruway bus service connects central and east-central Ohio, and northern West Virginia to Amtrak’s new Pennsylvania (trains 43 & 44) at Pittsburgh, PA. There is no checked baggage.

**NOTE:** Buses #8043 & #8044 are regularly scheduled Greyhound Buses. Through ticketing is available from Amtrak.

A new Thruway bus service connects Columbus, OH to Amtrak’s Three Rivers (trains 40 & 41) at Pittsburgh, PA. There is no checked baggage.

**NOTE:** Buses #8040 & #8041 are regularly scheduled Greyhound Buses. Through ticketing is available from Amtrak.

* Buses stop at the Greyhound Bus Station.

Due to space limitations, only selected stops on trains 40, 41, 43 & 44 are shown. See your travel agent or call Amtrak (800) USA-RAIL for schedule information.
Euclid Corridor project boosted

By Ken Prendergast
OARP Vice-President

CLEVELAND — A commitment of $70 million by the Ohio Department of Transportation to the Euclid Corridor will help fund one of the city’s largest bus and rail transit improvement projects in decades.

The $350 million project involves the construction of a 5-mile-long transitway for electrified trolley-buses down Euclid Avenue from downtown Cleveland to University Circle. It also includes relocating or replacing six rapid transit stations on the Red Line between those same two employment and cultural centers.

The Euclid Corridor transitway and the Red Line station improvements will be the largest expected to spur redevelopment along Euclid Avenue, which has been the backbone of Cleveland for nearly 200 years but has not shared in the city’s renaissance. Major employers remain, including Case-Western Reserve University, the Cleveland Clinic, and University Hospitals.

When the transitway is built, Cleveland will join Dayton as Ohio’s only two cities with electric trolley buses. Cleveland had an extensive system of trackless trolleys until the 1960s.

Initially, GCRTA proposed building an $800 million subway-surface rail line, called the Dual Hub, by rerouting part of the Red Line down Euclid Avenue between downtown and University Circle. However, Cleveland-area officials balked at the high price tag.

Interestingly, the transitway and the light-rail Waterfront Line was built in 1996. Actually, in dollars adjusted for inflation, it will be the largest transit project since the old Cleveland Transit System built the cross-town rapid transit line for $52.1 million in the 1950s and 1960s.

In addition to the state funds already committed, most of the rest of the money is expected to come from the federal government. State funds already committed, most of the rest of the money is expected to come from the federal government. The right of way to be used includes the remnants of the Little Miami between downtown and the Lunken Airport area. East of there, Norfolk Southern (which continues east to Portsmouth) would be used. Diesel rail cars are proposed.

A preliminary study by OKI has looked at different transportation options to deal with exploding traffic congestion on area highways, especially Ohio Route 32. In addition to commuter rail, OKI is considering additional bus service and major highway expenditures. Part of the road expansion alternative includes controversial highway relocations and a new Ohio Route 32 bridge over the scenic Little Miami River.

Testimony by OARP members at public meetings stressed the value of rail and extending its miles further east to Batavia at the outset, not years later. At almost the same time, a Cincinnati councilman, Todd Portune, has proposed using existing tracks both east and west of downtown for diesel rail cars. This effort should result in the return of the track along Fort Washington Way or Second Street following their reconstruction. This vital rail line has been “temporarily” removed while the Cincinnati Bengals’ football stadium is under construction.

Cincy commuter rail studied

By Mike Weber
OARP Cincinnati Area Co-ordinator

CINCINNATI — Commuter rail in the so-called Eastern Corridor is being studied by the Ohio-Kentucky-Indiana Council of Governments (OKI). This corridor extends east of downtown to Anderson Township, Newtown, Batavia, New Richmond, Fairfax and other communities.

The right of way to be used includes the remnants of the Little Miami between downtown and the Lunken Airport area. East of there, Norfolk Southern (which continues east to Portsmouth) would be used. Diesel rail cars are proposed.

Part of the road expansion alternative includes controversial highway relocations and a new Ohio Route 32 bridge over the scenic Little Miami River.

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In addition to the state funds already committed, most of the rest of the money is expected to come from the federal government, and some from the Greater Cleveland Regional Transit Authority (GCRTA), the city, and affected major employers.

The Euclid Corridor project includes relocating three stations on the Airport-Windermere Red Line between Tower City and the University Circle area. Also, three more stations will be completely rehabilitated within in their current "footprint". Stations to be relocated will be abandoned with new ones built in locations that reflect changes in the area’s population and economy over the last 40 years.

**East-side Red Line station relocations**

<table>
<thead>
<tr>
<th>OLD STATION</th>
<th>NEW STATION</th>
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<tbody>
<tr>
<td>East 120/Euclid Ave.</td>
<td>Mayfield Rd/Little Italy</td>
</tr>
<tr>
<td>University Circle</td>
<td>rebuild old station</td>
</tr>
<tr>
<td>East 105/Quincy</td>
<td>rebuild old station</td>
</tr>
<tr>
<td>East 79th</td>
<td>Woodland/East 86th</td>
</tr>
<tr>
<td>East 55th</td>
<td>rebuild old station</td>
</tr>
<tr>
<td>East 34/Campus</td>
<td>East 9th or East 30th*</td>
</tr>
</tbody>
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* site to be determined pending downtown loop alignment

Construction of the transitway will involve building a bus-only median in Euclid Avenue, complete with light-rail-style stations at major intersections. Diesel-powered buses from the East Side suburbs will also use the transitway to speed up their schedules by using the car-free median into downtown. The transitway is expected to cost $52.1 million in the 1950s and 1960s.

Testimony by OARP members at public meetings stressed the value of rail and extending its use further east to Batavia at the outset, not years later. At almost the same time, a Cincinnati councilman, Todd Portune, has proposed using existing tracks both east and west of downtown for diesel rail cars. This effort should result in the return of the track along Fort Washington Way or Second Street following their reconstruction. This vital rail line has been "temporarily" removed while the Cincinnati Bengals’ football stadium is under construction.

* site to be determined pending downtown loop alignment

Existing tracks are in place both east and west of the downtown riverfront although upgrading is necessary. The east-west commuter rail service is viewed as a very cost-effective plan when compared to the north/south light-rail proposal. Of course, the light-rail route requires a bridge over the Ohio River and a tunnel under Clifton Road so that the University of Cincinnati and several nearby hospitals can be linked to town. The light-rail and commuter train routes would create an "X" with their crossing at the riverfront intermodal transportation center (see “Ohio transit gets state money” on page three).
Celebrating OARP’s Past lessons guide future

By Tom Pulsifer
OARP Past-President (1976-1989)

As a past president of OARP, I will use this opportunity to pass on a few brief thoughts as OARP moves onward to 25 more interesting years.

OARP members must never forget who we are. And OARP must never forget that it represents the interests of the users of rail passenger services.

Experiences of yesterday and today must guide OARP’s course of action for tomorrow. If the experience is good we must stand up and offer praise, thanks, and credit. If the experience is unacceptable, we must not be afraid to stand on our feet and say so. We must always try to take negative situations and make the outcomes positive.

We must concentrate our energies on basics, on concepts, and not waste valuable time debating nitpicky matters such as how many screws it takes to fasten the headlight onto the locomotive! There are people who are paid well to do that! It’s the unpaid volunteers who have the big, broad issues to deal with!

We must never give up the fight, even when the odds seem against us. We must be alert to, and use, every opportunity, no matter how small, to stand up for modern rail passenger services for Ohio and Ohioans.

A skirmish in the War of 1981

By Bill Hutchison
OARP President

I had a real sense of unease with the election of President Ronald Reagan in 1980. A staunchly conservative Republican, he campaigned on a cut-the-budget platform, which could only mean problems for an already beleaguered Amtrak. My suspicions were soon confirmed.

The February 1981 issue of the Ohio Rail Passengers’ Newsletter contained a report of a meeting between Dave Rapose, an employee of the Amtrak-Conrail employee, and Rep. John Slaton, a congressman who had taken an interest in the Conrail employees' situation. Dave Rapose, on the Amtrak/Conrail situation. He set up the meeting.

This was the first time I had met a congressman and I was a little bit in awe at first, until his attitude toward the Conrail employees became known. Here were 20 or so people pleading with this man for their jobs and all Rep. Stanton would say was “we all have to make sacrifices.” Easy for him to say! My blood boiled.
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The February, 1981 issue of OARP's newsletter, the 6:53, began with this headline:

"Reagan Administration Recommends: ELIMINATE AMTRAK!"

The first line of the article went on to say "If you believe the fight for energy-efficient intercity rail passenger service has thus far been hard, then according to what the Reagan administration has in mind, we've just been on the fringe of the battlefield!"

The Reagan administration was indeed gunning for Amtrak, but was also intent on the liquidation and sale of Conrail's assets (then a federal corporation), a move sure to send an already troubled region into the skids and possibly destroy railroading in the Midwest and Eastern sections of the country.

Ronald Reagan loved anecdotes and the story goes that when David Stockman walked into Mr. Reagan's office, wearing a conductor's cap and a coin changer on his belt, he clicked out a nickel and handed it to the president. He then said "It costs us $35 worth of these for each passenger Amtrak carries."

The president was impressed.

The con-Amtrak proposal became administration policy and President Reagan, the "Great Communicator", would take their case to the public in a televised address. This time, Amtrak was really in trouble. There was no energy crisis to save it this time and the Democrats, who usually supported rail, had lost the Senate.

It would be left to OARP and other groups like ours to save the train. The minute Mr. Reagan went on television to call for Amtrak's death, OARP sprang into action, led by then-OARP President Tom Pulsifer. Many phone calls were made, meetings were held, letters were written, trains leafleted, and many contacts were made in an effort to stop the charismatic and popular Ronald Reagan. It seemed like an impossible task.

And yet, bit by bit, the tide turned. The administration began to get a trickle and then a flood of mail and phone calls on Amtrak. Our determination was beginning to pay off as legislators became aware of the stakes.

I remember a meeting that took place on April 20, 1981 at the office of Congressman J. William Stanton, (R-Painesville). A few days before, I had gotten an invitation to come to this meeting from a group of Conrail employees who were to meet Rep. Stanton. I had been working with a Conrail employee, Dave Rapose, on the Amtrak/Conrail situation. He set up the meeting.

This was the first time I had met a congressman and I was a little bit in awe at first, until his attitude toward the Conrail employees became known. Here were 20 or so people pleading with this man for their jobs and all Rep. Stanton would say was "we all have to make sacrifices." Easy for him to say! My blood boiled, but I kept my lip buttoned.

Finally, when it appeared Rep. Stanton would be unswayed, I spoke up. "Do you remember when the president was on TV the other night?" I asked. Yes, came the reply. "Well, do you remember what he said about all of us having to suffer equally to get through the budgetary crisis?" Again, Rep. Stanton said yes. "If that's what the president said, then why are these people being asked to give up their livelihood, why is Amtrak being cut and Conrail chopped up when government spending for highway and air travel are at record levels? That doesn't seem very 'fair and equal' to me!"

That made Rep. Stanton pause, his eyes wide open. I went on: "It seems to me that if we cut just 10 percent across the board, we could achieve the objective of the administration without killing Amtrak and Conrail, unless what the administration REALLY wants to do is kill these two to satisfy their slanted viewpoint. C'mon, let's be fair about this!"

Rep. Stanton could do little but agree that the situation needed closer examination and went on to say he would talk to his colleagues before casting a vote. Later, he did vote in favor of a $735 million amount for Amtrak and not the administration's shut-down proposal.

— See "Skirmish", page Seven
Silver Anniversary

Silver Anniversary draws 138!

Fall meeting fun, informative

By Ed D’Amato and Ken Prendergast

On Nov. 14, OARP held a big party to celebrate its 25th anniversary and the start of daytime passenger trains across Ohio. The festivities were held at Central Union Plaza (Amtrak station) in Toledo, at John Harvard’s Brew House in Cleveland’s Flats, and aboard Amtrak’s Pennsylvania in between. The combination of those fun events attracted 138 people — the second-largest attendance ever at an OARP meeting!

The theme of the meeting was “OARP: past, present and future.” The large gathering got to hear some informative presentations by a number of speakers, both from inside and outside OARP. State Rep. Sally Perz (R-Toledo), who founded the Northwest Ohio Passenger Rail Association, presented OARP with a proclamation which congratulated the association for 25 years of fighting for passenger trains. Ohio might not have any passenger trains if not for the work of OARP, she said.

Rob Greenlese, director of surface transportation for the Toledo-Lucas County Port Authority (which runs Central Union Plaza), was there as well. He presented OARP with a box lunch, distributed by OARP’s quarterly publication. The newsletter will be the official organization newsletter and will contain OARP news items for the members and other interested persons. In addition to reports from officers and committees, “the 613” will feature timely developments such as:

- Ohio Phase II: The OARP newsletter editor, Tom Pulifer, has picked the Ohio Phase II as the title of this quarterly publication. This will contain OARP new items for the members and other interested persons. In addition to reports from officers and committees, “the 613” will feature timely developments from members for use in future issues.

Guest speakers at the February 9th meeting were Mrs. Judy Ballew from the Central Ohio Board of Public Transportation, which monitors OARP and its activities, and the Public Utilities Commission of Ohio and Mr. James Shiloh, representative of the Ohio Passenger Rail Authority. Both gave excellent and informative presentations to the group.

Ohio Phase II: OARP Secretary ‘613’ On behalf of OARP, the Pennsylvania Railroad presented a prepared statement on behalf of OARP at the ICC hearing on the Northeast Rail Regionalization Plan held in Columbus on Monday evening. The statement was read by Secretary ‘613’ and accompanied Pulsifer at the hearing.

Ohio Phase II: OARP President Dave Denlinger, Vice-President Ron Carlson, Secretary Rick Francaviglia, and Area Coordinators Ron Gamer and Bill Hues and Cleveland Area Coordinator Bill Hunt and Dan Pulsifer delivered a prepared statement on behalf of OARP at the ICC hearing on the Northeast Rail Regionalization Plan held in Columbus on Monday evening. The statement was read by Secretary ‘613’ and accompanied Pulsifer at the hearing.

Ohio Phase II: OARP Secretary ‘613’ The theme of the meeting was “OARP: past, present and future.” The large gathering got to hear some informative presentations by a number of speakers, both from inside and outside OARP. State Rep. Sally Perz (R-Toledo), who founded the Northwest Ohio Passenger Rail Association, presented OARP with a proclamation which congratulated the association for 25 years of fighting for passenger trains. Ohio might not have any passenger trains if not for the work of OARP, she said.

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--- "Skirmish", from page six ---

Later, when the administration put out a press release loaded with ersatz statistics to call for further cuts for Amtrak, I sent him a copy, with pro-Amtrak arguments and demanded the resignation of U.S. Department of Transportation Secretary Drew Lewis, saying government should not be in the business of favoring one mode of transportation over another. “You certainly know your stuff” he replied. I now had his ear and he took my viewpoints very seriously.

Others in OARP were doing the same thing and, at one point, when worried Amtrak officials asked Tom Pulsifer to stop handing out leaflets on trains, he volunteered to be arrested. Needless to say, these officials did not want a public relations fiasco on their hands and backed off. Tom went merrily on leafleting. This sort of dedication turned the tide. When I think of the countless hours and effort, I just sit back and wonder how we did it. Mr. Pulsifer was truly a giant—we could not have won without him. Thanks Tom.

This happened again and again, all over the country. Amtrak stands today as one of only two issues President Reagan, “the Great Communicator” lost on (the other was cuts in Social Security). Never underestimate what a few dedicated people can do!

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Rob Greenlese, director of surface transportation for the Toledo-Lucas County Port Authority (which owns Central Union Plaza), graciously hosted our festivities. He also gave OARP a snazzy, framed poster from the port authority.

He said Toledo now accounts for 45 percent of Amtrak’s express business, and continues to boom here and elsewhere. In September, 326 carloads of mail and express were shipped out of Toledo. The terminal handles 60-80 truckloads per day. Currently they are getting 11 truckloads of mail daily on the Capitol Limited.

Mr. Greenlese said Toledo is doing so well because the original passenger rail station, some tracks, and a mail sorting building were never torn down. The old Central Union Terminal came within months of demolition. At Toledo, trains can pull off the mainline and into the station, where cars can be switched on and off.

Paul LaClair, Superintendent of Operations for Amtrak’s Eastern Business Group, and who’s office is in Central Union Plaza, noted that a new joint venture with freight railroad Norfolk Southern will allow NS to sell Amtrak’s express service to NS customers. Revenue from the venture will be shared between the two companies. Union Pacific, which had fought Amtrak’s express expansion, is also signing on to this concept. According to Mr. LaClair, NS realizes that they would not be able to offer the speedy express service while Amtrak can.

(Mark’s son) of Bay Village. Since the train was running late, which has been very rare for the Pennsylvanian extension, Amtrak Product Line Manager Marty Rush waived OARP’s cost for the lunches, which allowed us to break even on the meeting.

While zipping across Northern Ohio, members were treated to the conductor pointing out sights along the tracks, such as: “If you look to either side of our train, you will notice daylight.” At Cleveland, the throng of people transferred at the Amtrak station to a Waterfront Line train, the driver of which was overwhelmed by the crowd, judging by her facial expression.

At John Harvard’s Brew House in the Flats, Rich Enty, a planner for the Greater Cleveland Regional Transit Authority (GCRTA), reported on efforts to develop commuter rail service in Northeast Ohio. An on-going feasibility study has declared only six of 40 routes and segments as practical, particularly if trains operate through downtown Cleveland. These routes from Cleveland would run to Painesville, Aurora, Lorain, Medina, and one on two routes to Akron and Canton (via Hudson or via Kent).

Mr. Rush addressed the meeting next. His comments appear in a separate article “Rush: services to be enhanced?” on page eight.

At the end of the meeting, OARP members enjoyed the official 25th anniversary cake, before riding the Waterfront Line back to the Amtrak station to board the westbound Pennsylvanian, which was 25 minutes early!

Much appreciation goes to Mark Carlson and Ken Prendergast for arranging the day’s festivities, to Amtrak for the specially discounted tickets and free lunches, to Rich Enty and GCRTA for the free transit passes, to Rob Greenlese and the Toledo-Lucas County Port Authority for the meeting space and continental breakfast, and to OARP members for never giving up the fight when lesser people would have quit.
Columbus transit plan has rail

By Ken Prendergast
OARP Vice-President

COLUMBUS — Franklin County voters will finally have a chance to cast their ballots for a transit plan that includes rail transit. A 20-year blueprint being put forth by the Central Ohio Transit Authority will require replacing a temporary, 1/4 percent sales tax with a permanent, 1/2 percent sales tax. The existing tax expires at the end of 1999. Voters will cast their ballots in November 1999 for the new funding and transit service proposal called “Vision 2020.”

Expanded funding would likely be directed mostly at bus services — doubling the number of hours that COTA’s buses are on the road, allowing buses to control traffic lights, adding urban and suburban circulator bus routes, and building three urban and fourteen suburban transit centers with transit-supportive land uses.

But, the part of the proposal which has gained the most media attention has been the introduction of a downtown light-rail line and four regional rail passenger services on existing railroad rights of way.

Regional rail services being sought include two north lines: one using Conrail/NS parallel to Interstate 71 and the other on CSX along Ohio Route 315, running as far north as Delaware. Two other routes being considered are a northeast line on an abandoned Pennsylvania Railroad alignment parallel to Cleveland Avenue, and an east line on CSX/Ohio Central tracks to Gahanna, Reynoldsburg, and possibly to Newark.

Also, a downtown rail circulator is proposed to run back and forth on a 1-mile, north-south track down High Street, from the Short North area to German Village. In December, a downtown circulator was approved for the COTA board. Barnes said the downtown rail circulator would provide local access to/from proposed Cleveland-to-Columbus passenger trains.

“We’re saying this is our vision,” said COTA spokesman Kent Carson in the Columbus Dispatch.

“This is what we think the region needs. It’s ultimately what we’d like to implement, given voter approval.”

Public input on the proposed plan will continue to be accepted until mid-January. The final Vision 2020 plan is expected to be adopted by COTA on Feb. 24, 1999.

The last time COTA proposed a major new transit improvement plan was in 1994. It included an 11-mile light-rail line between downtown and Worthington. Polls showed that over 60 percent of registered voters supported the plan. But, owners of the Columbus Dispatch successfully fought the plan’s inclusion of rail. Voters turned thumbs down on the rail-less plan. Since then, COTA has had a change of management and the Dispatch has had a change of heart. Rail now appears to be an inseparable part of COTA’s “Vision 2020” plan.

“We found that the large base of suburban support evaporated when rail disappeared from the plan,” said Brian McCann, chairman of the Capital City Transit Coalition, a group formed to advance rail in central Ohio. “This (upcoming) levy must have a rail component in order for it to pass,” he said.

“I’d expect in three to five years we’ll have some type of rail here. If the proposed Cleveland-Columbus line happens, it won’t take a lot more to add local service,” said Brian Martin, quoted in the Columbus Dispatch.

Rush: Services to be enhanced

By Ed D’Amato

Amtrak Product Line Manager Marty Rush spoke at the OARP Silver Anniversary about Ohio services. He is responsible for the Pennsylvanian, Three Rivers, and Lake Shore Limited.

Mr. Rush said express revenue is helping many trains. The Three Rivers is just about breaking even now, with its 1998 revenues totalling $19 million ($12 million express, $7 million passenger). If Mr. Rush can get some service improvements (such as an economy-class sleeping car), the Three Rivers should become a profitable train. Mr. Rush also noted that he is trying to find some cafe cars with tables in Amtrak’s fleet for use on the Pennsylvania.

The Commonwealth of Pennsylvania is working with Amtrak on a state-supported train to run on the Pennsylvania’s old schedule (noon eastbound out of Pittsburgh, late afternoon return). No date has been set for this service. Also under consideration is extending Michigan trains into Toledo to capture mail and express revenues.

One of Mr. Rush’s goals is to split the Lake Shore Limited into two trains, with one staying a New York City-Chicago run. The other, while still originating in Boston, could head to St. Louis via Cincinnati, to Chicago via Canada and Detroit, or stay on its current route through Cleveland and Toledo.

He says combining the New York and Boston sections at Albany is hurting the train, not to mention that it’s so long that some passengers have to walk through eight or nine cars to get to the diner and lounge. With more Viewliner sleepers and the split train, Mr. Rush said the Lake Shore Limited
Calling all OARP Candidates!

It’s that time of the year again... Time for all interested and qualified members to step forward and be a candidate for a seat on the OARP Board of Directors.

This will be the second year of OARP’s mail ballot procedure. The mail ballot proved tremendously successful in its first year. Even though last year’s election featured no contested races, we had a much higher response than the largest attendance at any previous OARP Annual Meeting — which is when the elections had been held.

In 1999, five board seats are up for a vote: all four regional directors and one at-large director. All the following positions are two-year terms, with a two-term limit. Thus, some of the incumbent board members are facing term limits and cannot run again for that specific board position:

- AREA 216/330/440 DIRECTOR
- AREA 419 DIRECTOR
- AREA 513/937 DIRECTOR
- AREA 614/740 DIRECTOR
- AT-LARGE DIRECTOR

QUALIFICATIONS TO BE A REGIONAL DIRECTOR: You must be a resident of the area you will represent and have been an OARP member in good standing for at least one year prior to the 1999 Annual Meeting.

QUALIFICATIONS TO BE AN AT-LARGE DIRECTOR: You must be a resident of Ohio and have been a member in good standing for at least one year prior to the 1999 Annual Meeting.

(DUE TO THE OARP ANNUAL MEETING ON MAY 15, 1999 AT THE HOLIDAY INN ON THE LANE IN COLUMBUS.)

DUTIES OF THE OARP BOARD OF DIRECTORS: Manage the association’s policies and practices, and attend at least 50 percent of the regular board meetings each year.

NOTE: While not a requirement for office, it is very helpful to have a computer with e-mail capability as communication is very important.

To be considered a candidate, you must send a notice of candidacy along with a statement not to exceed 75 words as to why the candidate desires to be elected, to the election committee, prior to February 20 of the year of election.

In addition, prior to February 20, the candidate must submit to the election committee written endorsements signed by five (5) other OARP members in good standing.

The election committee, comprised of the OARP Past President and two other non-elected members, will certify that each candidate meets the requirements of office. If qualified, the candidate’s name will be added to the ballot. If found unqualified, the candidate will be notified. All appeals will be made to the OARP Board of Directors.

Mail your statement and endorsements to:

OARP Election Committee
C/O Past President Mark Carlson
479 Humiston Drive
Bay Village OH 44140-3017
(440/331-3161)
2-C Corridor stations under review

By Ken Prendergast
OARP Vice-President

COLUMBUS — A committee of Cleveland-Columbus stakeholders continues to identify what it will take to start 2-C Corridor train service. Committee participants include the ORDC, Amtrak, CSX Transportation, Norfolk Southern, city officials from on-line communities, and representatives from the Central Ohio Transit Authority (COTA) and the Greater Cleveland Regional Transit Authority.

One of the most interesting efforts is the identification of station locations and train schedules. Stations will be in downtown Columbus, Worthington, Delaware, Galion, Berea, and downtown Cleveland. However, the exact site for each station is the subject of much discussion.

The only station site that is guaranteed is the Cleveland-Amtrak station. Berea is likely to be on the north side of Bagley Road, but could be complicated by the construction of a $17 million underpass here. Galion’s station will probably be at Parsons Street, south of the historic Big Four depot and where the busy CSX mainline to Indianapolis splits off.

Officials with COTA and the Mid-Ohio Regional Planning Commission convinced Amtrak and the freight railroads to support having the trains serve the proposed Intermodal Transportation Center in downtown Columbus. The site is on High Street, next to the Greater Columbus Convention Center. Amtrak and CSX had argued for a site to the northeast, under the 3rd Street overpass, and which is away from downtown.

Also, plans first called for only two round trips per day. Now, there is consideration of four daily round trips. The one-way fare would likely be $27, and $50 round trip. Equipment availability remains unresolved, as do track improvements. The committee hopes to have all the information, with cost and revenue data for the service, by September 1999.

Midwest Rail Initiative arriving

-- "MRR1", from page one --

that Amtrak and a coalition of nine states have put together a comprehensive program for implementing faster trains and improved service.

Amtrak’s financial commitment to the MRRI is intended to leverage federal funds through the recently passed Transportation Equity Act for the 21st Century (TEA-21). State, federal, and Amtrak funds have already been used to increase train speeds between Chicago and Detroit. Along the Chicago-St. Louis corridor, the state of Illinois has invested $44 million since 1989 to upgrade track and grade crossings.

For a particular corridor to be eligible for TEA-21 funding, it will need to be designated by the U.S. Department of Transportation as a potential high-speed rail route. Three MRRI routes from Chicago (to Detroit, Milwaukee, and St. Louis) have already been designated.

For more MRRI corridors to be designated as potential high-speed rail routes, the U.S. DOT will look at each corridor to see if there is a high probability that additional funding partners (such as the state) will participate. Also, there needs to be support (or at least acceptance) of the high speed rail proposal by the railroad company or agency owning track in the corridor.

Based on that criteria, the Cincinnati-Indianapolis-Chicago route appears to have a good chance of being designated for TEA-21 funds. According to Rick Harnisch, president of the Midwest High Speed Rail Association, the Indiana Department of Transportation is supportive of this corridor. And, since most of the tracks in Michigan winter, it is a real blessing not to
The Mid-Ohio Regional Planning Commission is engaged in a $18,500 study to select station sites between Delaware and Columbus. One location in Delaware is across the tracks from the old New York Central station — now used as a floral shop — and is only several blocks east of line to Indianapolis splits off.

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STATION PROFILE: Dearborn, MI

The Dearborn, MI Amtrak station isn’t terribly difficult to find — if you’re alert and good at spotting those little station logo “trailblazer” signs. From the intersection of Michigan Avenue and Greenfield, head south on Greenfield and turn west in the drive just before Greenfield passes under the railroad tracks. Continue past the baseball diamonds, the community center, and look to your left for a one-story Amshack on your left.

The good news is that there’s plenty of parking, although you may have park a long walk away from the station during peak travel periods. The bad news is that the station waiting room gets very crowded, even for weekday travel.

The station has vending machines for soft drinks and snacks, and the station agents do a good of keeping it clean. The best part of the station is the track-side ambiance: there’s a large grassy area between the station and the platforms; part of it is shaded and part is exposed to the sun.

In good weather, waiting outside can be a pleasant, relaxing experience. In bad weather, the station has the advantage of covered platforms. In a

Michigan winter, it is a real blessing not to have to drag suitcases through the slush. Unfortunately, this is one of only three stations in Michigan (the others are Ann Arbor and Jackson) where the architect thought seriously about the train boarding process.

A new, state-of-the-art station is planned in Dearborn, just opposite Greenfield Village. The preliminary plan looks terrific. But, as with most proposed stations, it may be several years before it actually opens.

Residents and businesses along the Cleveland-Toledo-Chicago, Cincinnati-Indianapolis-Chicago, and 3-C corridors should write to their state and federal representatives and senators (call your city hall or local library to find out who they are). Ask them to urge US DOT Secretary Rodney Slater to designate these corridors as potential high speed rail routes. Their designation will increase the chances for them to receive federal funding.
Y2K - Will the trains still run?

By John DeLora
MARP Executive Director

First of a two-part series

Very slowly, the American public is waking up to Y2K — also known as the “Year 2000 Problem,” or the “Millennium Bug.” It could have major impacts on the transportation industry which, of course, is one of the bedrocks of the economy.

Without going into the technical details, most mainframe computers and their program will malfunction or stop operating on Jan. 1, 2000 due to their inability to correctly read the date.

The problem is two-fold. Part of it is in the software and part is imbedded in computer chips. In a July speech to the National Press Club, Senator Robert Bennett (R-Utah), chairman of the Senate Technology Committee, outlined the problems facing the world.

“There is no magic bullet to fix this,” he said. “The only solution is to go through millions of lines of programming code and change every reference to a time and date.”

The problem is immense. Corporate Detroit magazine reported that K-mart Corporation started working on the problem in 1996, and spent millions of dollars to fix it. Chrysler, Ford, and General Motors have also allocated significant sums to correct the problem. Most major U.S. corporations have begun work on it.

The federal government is very late in addressing our mainframe applications systems. That’s in progress, and existing software will be either modified or replaced.

“Of the more than 5,000 Arrow (reservation system) programs, fewer than 10 were identified as being likely to be affected by the millennium change. These have been modified and will be installed after thorough testing. All computer components throughout the company are being reviewed for Y2000 capability, including E-mail servers that need to be updated to accept the date change.

So bring on 2000 — we’ll be ready,” the Amtrak newsletter reports. That sounds reassuring, but what about the railroads over which Amtrak operates?

CSX - The freight railroad’s website contains a lot of very vigorous-sounding, but vague language that the company is dealing with the problem. But, it contains no estimated completion date, and refers to “critical systems... capabilities will be technically sound substantially in advance of the new millennium.”

It also says that CSX has a “contingency plan” if “unanticipated problems occur.”

NORFOLK SOUTHERN - According to NS’s 10-K filing, their “mainframe project is expected to completed by the end of 1998. Failure to achieve Year 2000 compliance — by NS, other railroads, its suppliers, and its customers — could negatively affect NS’s ability to conduct business for an extended period. Management believes that NS’s project will be completed on time and that the chance of failure is remote.”

INDIAN TRAILS - “We found that we would have a serious problem if nothing was done,” said David Hetfield, general manager of the Michigan-based carrier. “We have hired an outside vendor to revise or upgrade our system, and they are in the remediation phase now. It should be done sometime in the first half of next year (1999).”

IN PART TWO OF THE Y2K STORY: The airline industry and electric utilities are facing serious Y2K compliance problems. Scaled-back airline schedules could send more passengers to Amtrak, while problems at electric utilities could affect Northeast Corridor service.
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The federal government is very late in addressing the problem. The only agency that appears to have anticipated this is the Social Security Administration. Most other federal agencies, including the Department of Defense and the Federal Aviation Administration (FAA), will have serious difficulties. Also facing problems are county and city governments, and non-profit corporations, such as hospitals.

The Rail Passenger News decided to see how intercity public transportation would be affected. Individual carriers, Amtrak, the FAA, airlines, and bus companies were contacted. Or, their latest filing with the Securities and Exchange Commission (SEC) was checked. The filing (known as a 10-K or 10-Q filing) is a good source of information because it is much more detailed than an annual report and which, by law, must report all matters which could have a material effect on a company’s health. Here is what was found...

RAIL

AMTRAK - The following is from an internal employee newsletter. "Work on the modifications is being divided between two companies: IBM and Information Management Resources. Both are experts in Year 2000 work, and are on schedule to finish here by early 1999. The biggest and most important task is modification of

OARP fills vacancy

DELEWARE — OARP’s Board of Directors named Gary D. Amatore as secretary of the association at its regular meeting in October.

He agreed to serve the unexpired term which runs to May, 2000. The position had been vacant for more than a year. This is his first active position with the association.

Mr. Amatore, a real estate manager in Akron, is a charter member of OARP.

IN PART TWO OF THE Y2K STORY:

The airline industry and electric utilities are facing serious Y2K compliance problems. Scaled-back airline schedules could send more passengers to Amtrak, while problems at electric utilities could affect Northeast Corridor trains and urban rail systems like Cleveland’s Rapid network.
TRavelAgent Members

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

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<th>Location</th>
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<td>Akron/Stow</td>
<td>Parkside Travel USA</td>
<td>(330) 688-3334</td>
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<tr>
<td>Alliance</td>
<td>Alliance AAA Travel</td>
<td>(330) 821-2323 (330) 456-6315</td>
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<td>Canal Fulton</td>
<td>Massillon AAA Travel</td>
<td>(330) 864-6616</td>
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<tr>
<td>Cincinnati</td>
<td>Joy Tour &amp; Travel, Inc.</td>
<td>(513) 777-8221</td>
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<td>Cleveland</td>
<td>Ohio Motorist Association/AAA Travel</td>
<td>(216) 606-6080</td>
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<td>Cleveland</td>
<td>Randall Park Mall Travel Agency</td>
<td>(440) 475-8747 (800) 999-2434</td>
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<td>Accessible Travel Agency</td>
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<td>Elyria</td>
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<td>Mansfield Travel Center</td>
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<td>(330) 833-1034</td>
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<tr>
<td>Piqua</td>
<td>Miami County Auto Club/AAA Travel</td>
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<td>Sandusky</td>
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<td>Troy</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 339-0112</td>
</tr>
</tbody>
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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; 610 Executive Blvd; Delaware OH 43015-1159. 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. 1998

Directory of the region's associations of railroad passengers

<table>
<thead>
<tr>
<th>Ohio</th>
<th>Michigan</th>
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<tbody>
<tr>
<td><strong>OARP's 24-hour News and Information Hotline</strong></td>
<td>CHAIRMAN</td>
</tr>
<tr>
<td>614 / 470-0334</td>
<td>James Riley</td>
</tr>
</tbody>
</table>

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906 / 249-9920

**DIRECTOR**
Clark Charnetski
2646 Traver Blvd
Ann Arbor MI 48105
734 / 761-3814

**DIRECTOR**
Jeff Godshall
<table>
<thead>
<tr>
<th>Officers</th>
<th>Directors</th>
<th>Chapters</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRESIDENT</td>
<td>Bill Hutchison</td>
<td>Kalamazoo MI 49001</td>
</tr>
<tr>
<td>PAST-PRESIDENT</td>
<td>Mark Carlson</td>
<td>616 / 342-4379</td>
</tr>
<tr>
<td>VICE-PRESIDENT</td>
<td>Ken Prendergast</td>
<td><a href="mailto:72764.2020@compuserve.com">72764.2020@compuserve.com</a></td>
</tr>
<tr>
<td>SECRETARY</td>
<td>Gary Amatore</td>
<td><a href="mailto:realesta2@oal.com">realesta2@oal.com</a></td>
</tr>
<tr>
<td>TREASURER</td>
<td>Tom Allen</td>
<td><a href="mailto:djalle@midohio.net">djalle@midohio.net</a></td>
</tr>
<tr>
<td>AREA 216/330/440</td>
<td>Dominic Liberatore</td>
<td><a href="mailto:dliberatore@hotmail.com">dliberatore@hotmail.com</a></td>
</tr>
<tr>
<td>AREA 419</td>
<td>Vacant</td>
<td></td>
</tr>
<tr>
<td>AREA 513/937</td>
<td>Frank Gordnier</td>
<td>1430 Weatherfield Court</td>
</tr>
<tr>
<td>AREA 614/740</td>
<td>John Manning</td>
<td><a href="mailto:mann0x@webtv.net">mann0x@webtv.net</a></td>
</tr>
<tr>
<td>AT-LARGE</td>
<td>Dan Roberts</td>
<td><a href="mailto:danr@netwalk.com">danr@netwalk.com</a></td>
</tr>
<tr>
<td>AT-LARGE</td>
<td>William Schuler</td>
<td><a href="mailto:fschuler@asacomp.com">fschuler@asacomp.com</a></td>
</tr>
<tr>
<td>ET-LARGE</td>
<td>Dave Lebold</td>
<td><a href="mailto:diebold@hotmail.com">diebold@hotmail.com</a></td>
</tr>
<tr>
<td>EXECUTIVE DIRECTOR</td>
<td>Ken Prendergast</td>
<td>see listing above</td>
</tr>
<tr>
<td>GOVT AFFAIRS</td>
<td>Bill Hutchison</td>
<td>see listing above</td>
</tr>
<tr>
<td>NEWSPAPER EDITOR</td>
<td>Ken Prendergast</td>
<td>see listing above</td>
</tr>
</tbody>
</table>

| AREA CODES | Cleveland | James Stevenson | 440 / 234-5885 |
|-----------------------------------------------------|-----------------------------------------------------|
| 216 / 330 / 440: | Elyria | Phil Copeland | 440 / 365-7970 |
| | Warren | G. Douglas Hudson | 330 / 544-3203 |
| AREA CODE | Toledo | Vacant | |
|-----------------------------------------------------|-----------------------------------------------------|
| 419: | Lima | John H. Keller, Sr. | 419 / 224-9936 |
| | Mansfield | Richard A. Fry | 419 / 526-3775 |
| | Sandusky | Steve La Conte | 419 / 688-6225 |
| AREA CODES | Cincinnati | W. Mike Weber | 513 / 891-9251 |
|-----------------------------------------------------|-----------------------------------------------------|
| 513 / 937: | Dayton | Linda Leas | 937 / 253-9448 |
| | Clermont | Ronald D. Garner | 513 / 444-3098 |
| | Springfield | Stephen Klipfel | 937 / 882-6521 |
| AREA CODES | Columbus | Robert Boyce | 614 / 486-7038 |
|-----------------------------------------------------|-----------------------------------------------------|
| 614 / 740: | Delaware | Tom Allen | 740 / 369-5804 |

**National Association of Railroad Passengers**

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

**Executive Director** Ross Capon 202 / 408-8362

**Assistant Director** Scott Leonard fax-202 / 408-8287

e-mail: narp@narprail.org; Web: www.narprail.org

**NARP Region 6 Directors**

<table>
<thead>
<tr>
<th>Directors</th>
<th>Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paul Arden</td>
<td>219 / 947-0126</td>
</tr>
<tr>
<td>1466 Grand Isle Ct</td>
<td></td>
</tr>
<tr>
<td>Hobart IN</td>
<td>46342</td>
</tr>
<tr>
<td>W. Mike Weber</td>
<td>513 / 891-9251</td>
</tr>
<tr>
<td>9800 Misty Mom Lane</td>
<td></td>
</tr>
<tr>
<td>Cincinnati OH 45242-5450</td>
<td></td>
</tr>
<tr>
<td>James Dingus, Jr.</td>
<td>440 / 561-9200</td>
</tr>
<tr>
<td>20600 Chagrin Blvd #701</td>
<td></td>
</tr>
<tr>
<td>Cleveland OH 44122-5996</td>
<td></td>
</tr>
<tr>
<td>Alan Gebauer</td>
<td>See list above</td>
</tr>
<tr>
<td>Mark Carlson</td>
<td>See list at left</td>
</tr>
<tr>
<td>James Stevenson</td>
<td>440 / 234-5885</td>
</tr>
<tr>
<td>192 Franklin Drive</td>
<td></td>
</tr>
<tr>
<td>Berea OH</td>
<td>44017-1445</td>
</tr>
<tr>
<td>J. Howard Harding</td>
<td>330 / 867-5507</td>
</tr>
<tr>
<td>489 Overwood Rd.</td>
<td></td>
</tr>
<tr>
<td>Akron OH</td>
<td>44313-5327</td>
</tr>
</tbody>
</table>

Updated: Dec. 1998
Pennsylvanian extension inaugural

OARP marked the arrival of the eastbound Pennsylvanian on Nov. 7 1998 at Toledo's Central Union Plaza. OARP members Matt Carlson, left, and Jim Fuire stretch the welcoming banner for the inaugural train to break.

State Rep. Sally Perz (R-Toledo) addresses the inaugural crowd.

FROM LEFT The first regular westbound arrives Alliance, OH on Nov. 7. Dignitaries and regular passengers greet the eastbound inaugural at Cleveland. It's official when Cleveland ticket agent Steve Lehman adds the new train to the departure board.

All meetings are subject to change. We firmly suggest that you confirm dates, times, and locations for all meetings.
FROM LEFT  The first regular westbound arrives Alliance, OH on Nov. 7. Dignitaries and regular passengers greet the eastbound inaugural at Cleveland. It's official when Cleveland ticket agent Steve Lehman adds the new train to the departure board.

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 44107-2101
216/529-7677
e-mail: 72764.2020@compuserve.com.

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

### Regional Calendar of Events/Meetings

#### January 1999

<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>9</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614/486-7038</td>
</tr>
<tr>
<td>13</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>20</td>
<td>Cincinnati Local Meeting</td>
<td>7:00 p.m.</td>
<td>Cincinnati Union Terminal “A” (Cinci RR Club room)</td>
<td>Mike Weber 513/891-9251</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>OARP Board Meeting</td>
<td>10:00 a.m.</td>
<td>Delaware Library</td>
<td>Delaware OH</td>
<td>Bill Hutchison 614/470-0334</td>
</tr>
<tr>
<td>28</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center Rms 1915, 191977 South High Street</td>
<td>Lynda Nelson 614/644-7176</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>* 10:45 a.m.</td>
<td>Riffe Center CAPA Studio 3 777 South High Street</td>
<td>Lynda Nelson 614/644-7176</td>
<td></td>
</tr>
</tbody>
</table>

* approximate. Full Commission meeting follow Committee Meetings

#### February 1999

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<tr>
<th>Date</th>
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