Cincy-Indy-Chicago named high speed route

By Ken Prendergast
OARP Vice-President

CHICAGO — The Midwest’s most promising rail passenger route has now been designated by the U.S. Department of Transportation as eligible to receive federal high-speed rail funds. The designation will allow the Chicago-Indianapolis-Cincinnati Corridor to receive a small amount of funding for planning and other preliminary work to get the project up to speed. Also, by getting the designation, it puts the corridor in line to receive federal construction funding in the future.

Perhaps most importantly, a potent constituency to support the project is developing along the corridor.

April signals start of high speed tests

By John DeLora
MARP Executive Director

Michigan’s long-anticipated high-speed train signal system, known as Positive Train Control (PTC), will go into revenue service with the spring schedule change. But don’t look for trains running at 100 mph—at first.

Tim Hoeffner, manager of Rail Passenger Programs for MI-DoT, said “Passengers won’t notice a difference this summer, because the train speeds won’t be increased from the current 79 mph.” Mr. Hoeffner said the department’s goal is to make sure the system operates the way it’s supposed to in revenue service.

The new system is a software-based system operating off of GPS.
speed rail funds. The designation will allow the Chicago-Indianapolis-Cincinnati Corridor to receive a small amount of funding for planning and other preliminary work to get the project up to speed. Also, by getting the designation, it puts the corridor in line to receive federal construction funding in the future.

Perhaps most importantly, a potent constituency to support the project is developing along the corridor—which is crucial if funding is to be secured. City officials, chambers of commerce, and transportation officials are extolling the virtues of fast, affordable transportation in this important travel market.

A recent study funded by nine states and Amtrak said the Chicago-Cincinnati Corridor could generate more operating profits than any of the 11 routes included in the proposed Midwest Regional Rail Initiative (MRRI). Train revenues are predicted to exceed their operating costs by about 170 percent. This is because of the route's high population density and relative lack of competition by airlines.

The MRRI proposes that train speeds and services should be enhanced on routes emanating from Chicago to Milwaukee/Minneapolis, Grand Rapids, East Lansing/Port Huron, Detroit, Toledo/Cleveland, Indianapolis/Cincinnati, Champaign/Carbondale, St. Louis, Kansas City, Quincy, and Omaha.

— See “Corridor”, page Five

PASSENGER TRAINS GOING MORE THAN 79 MPH is against federal law without a more advanced traffic control system than the trackside-only signal indicators shown here. For passenger trains to eclipse the 79 mph barrier, either cab signals inside the locomotive or an automatic train speed control feature must be implemented to improve reaction time to changing rail traffic conditions. Also, better safety devices are needed at road-railway crossings. Here, Amtrak's Pennsylvanian approaches 79 mph on Conrail's (soon-to-be Norfolk Southern's) Chicago-Cleveland main line.

Ken Prendergast photo

What’s Inside...

» NY view of extension
» Faster trains for K'zoo
» Rebuilding with rail
» “Train of Thought”
» Hoosier State extension
» Y2K - Will the trains run?
» Night falls on Lake Shore
» Adopt-A-Shelter
Can you hear that ticking sound? Amtrak, its critics and supporters, can hear it loud and clear. It’s the sound of a clock ticking down to the end of the year 2002. That’s when Amtrak must become operationally self-sufficient — or at least progress so close toward the goal that Congressional watchdogs will cut the railroad some slack. But, is Amtrak equipped to arrive its destination in time?

Amtrak has taken aggressive, and yes, impressive steps in the last couple of years: In 1998, passenger revenues reached a record $1 billion. Ridership is up 4.5 percent — the largest rise in a decade. On-time performance is at 80 percent. Its reservation system has been vastly improved. And, Amtrak’s bottom line is $25 million ahead of where the U.S. Department of Transportation predicted it would be at this time.

Amtrak knows it must expand its existing trains and create new routes. It is giving the Midwest a tantalizing taste of what is possible. Last fall, it extended its Pennsylvanian to Chicago. This spring, Amtrak will extend the Chicago-Indianapolis Hoosier State to Jeffersonville, across the river from Louisville, KY.

But Amtrak cannot expand further to generate substantial new revenues when there is little additional equipment available. In fact, Amtrak is so short of rail cars that some existing Midwest services can no longer handle crowds during peak travel periods. For example, between Detroit and Chicago, trains of up to 11 cars once ran during major holidays. Now, 4-5 cars per train run at all times. And, during bad weather this winter, Amtrak canceled some trains because it didn’t have enough spare equipment to keep them running reliably.

That’s unfortunate. The incremental costs of adding a new coach or sleeper to existing trains are small, but the revenue potential is great, to say nothing of more mail/express revenues from new trains. Despite this, Amtrak’s inventory of active, single-level, long-distance equipment hasn’t expanded since acquiring Amfleet II coaches and lounges in the 1980s. When Amtrak bought Viewliner diners and sleepers earlier this decade, it mothballed a like number of “heritage cars,” resulting in no net increase in fleet size.

Of a $2.2 billion capital infusion it received from Congress last year, Amtrak has invested nothing on acquiring more new passenger cars for long-distance trains linking Chicago and the East Coast, nor any coaches or lounges for the Midwest corridor trains. Amtrak did buy $100 million worth of new cars for the Santa Barbara-San Diego trains. And, of course, Amtrak has spent hundred of millions of federal dollars on new Acela high-speed trains for the Northeast Corridor.

But don’t expect Amtrak to place a major order for new, single-level rail cars.
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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The case for bringing Empire Service to Cleveland

By Gary Prophet
Vice-President
Empire State Passengers Association

At its Annual Meeting earlier this year, the Empire State Passengers Association (ESPA) voted to make the Cleveland extension of a New York City-Buffalo Empire Service train its priority for 1999. There are many reasons why we should press for the Cleveland extension of an Empire Service train. Some of the quick answers include the fact that Cleveland has major tourism attractions and a metropolitan area population of 2.8 million. Plus, there are extremely high airfares from New York State to Cleveland.

Travel is enhanced when cities share common businesses. There are many business connections between Cleveland and New York State. KeyCorp's headquarters are in Cleveland, with major banking operations in Buffalo and across New York State. Charter One Financial, a Cleveland-based banking company, runs the former Rochester Community Savings Bank branches in Buffalo and Rochester and is in the process of acquiring Albank Financial Corporation of Albany.

Sherwood Food Distributors is an example of another company located in Buffalo on Main Street, which is the regional office for this Cleveland-based firm. Scott Technologies, headquartered in Cleveland, which has operations in Lancaster (near the Buffalo-Denver station) and in excess of $100 million each), including headquarters for a dozen Fortune 500 firms, and that is home to about 150 international companies. Current Amtrak service consists of the Lake Shore Limited, which runs daily and arrives Cleveland from the east at 4:54 a.m. (see "Lake Shore Limited," page 2).

Cleveland. Its light-rail system connects Amtrak passengers to downtown office buildings, all major league sports arenas, the Flats, and all North Coast Harbor attractions, such as the Great Lakes Science Center and Rock & Roll Hall of Fame. Some colleges also are linked to the Cleveland rail system. This encourages people to travel to Cleveland without a car.

An extended Empire Service train would connect Cleveland passengers directly with the light rail system in Buffalo and New York City’s extensive subway and commuter rail network, which includes connections within Amtrak’s Penn Station to the Long Island Railroad and to New Jersey Transit.

Competition for an extended Empire Service train to Cleveland is limited. As of January 1999, Continental Airlines’ air fares between Cleveland and most New York State cities (where it is the dominant airline) ranged between $1 and $4 PER MILE. That translates into airfares of between $179 to $708 from Buffalo to Cleveland, $205 to $708 from Rochester to Cleveland, $233 to $708 from Syracuse to Cleveland, $222 to $806 from Albany to Cleveland, and $222 to $908 from Newark, NJ to Cleveland.

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A frequent delay at the airline is a great cost. A reroute, costing $2 million, will reduce the running time on this portion by 20 minutes. The reroute will also benefit trains through Indiana and Ohio.

More information about the MRRI, is available at “mdotwebinfo@state.mi.us” on the Internet.
Amtrak announces Midwest track and service upgrade program

CHICAGO—Planned high-speed rail services from Amtrak’s Chicago hub to Detroit, and to Indianapolis and Cincinnati, will benefit from a new, $25 million program of track and service investments. These are among the first steps to help bring high-speed rail service to the Midwest as part of the corporation’s partnership with nine states in the Midwest Regional Rail Initiative (MRRI).

The MRRI’s objectives of reducing travel times, increasing train frequencies, and improving customer amenities will not only benefit the customers of Amtrak’s growing Midwestern corridors emanating from Chicago, but also the corporation’s bottom line. A key component of Amtrak’s business plan to create a more modern national passenger rail system and to achieve operational self-sufficiency is the development of high-speed rail corridors nationwide in partnership with states and private businesses. By the end of this year, Amtrak will introduce America’s first high-speed rail service between Boston and Washington, D.C.

Wisconsin Governor and Amtrak board member Tommy Thompson said, “This is only the beginning. Amtrak will continue to make critical investments here in the Midwest states to make this vision of a regional rail network a reality that will be a model for the rest of the nation.”

Amtrak’s capital investments in the Midwest will focus on three specific areas: new train equipment, improved infrastructure, and operational planning for high-speed rail. Examples

Midwestern climate conditions.

**Improved Infrastructure**
- Amtrak will commit $5 million to establish a rail connection on the south side of Chicago which will permit Amtrak trains to avoid a circuitous back-up move over the Illinois Central’s St. Charles Air Line. This connection will provide faster, more direct service for Amtrak trains and reduce their schedules by 20 minutes. The project is essential to bringing high-speed rail service into downtown Chicago.
- As part of an effort to redevelop Kansas City Union Station to provide passenger facilities for Amtrak customers and permit the return of intercity rail passenger service to this grand facility, Amtrak will contribute $2 million.
- Amtrak’s commitment to the Midwest also includes $2 million to build an intermodal station in St. Louis and $1 million for improvements to the station in Milwaukee. In all, Amtrak will invest $14 million in various infrastructure projects throughout the Midwest.

**Operational Planning**
- Amtrak will allocate $6 million for further research to prepare Chicago Union Station, the Chicago-Detroit corridor, and other projects for future high-speed rail service.

“While each of these investment projects represent real progress, they also clearly demonstrate Amtrak’s commitment to high-speed service in the Midwest,” said George Warrington, Amtrak’s president and chief executive officer. “Ridership

Amtrak Express looms fruitful for Detroit company

DETROIT -- A new company, ExpressTrak LLC has been formed to ship time-sensitive shipments of fruits and other perishables on fast Amtrak passenger trains. The company is choosing to ship on Amtrak instead of freight trains because of speed concerns, and is avoiding trucks because of their cost. For ExpressTrak, Amtrak offers a happy medium.

Starting May 1, the Detroit-based company will begin delivering to Amtrak rail cars full of Sunkist fruit for delivery from Los Angeles to Philadelphia. While the transit time of four days equals the speed of trucks, the cost of the rail shipment will be 10-15 percent less than their rubber-tired counterparts.

“We’re taking on the highway carrier,” said Frank Unger, a partner at ExpressTrak in a recent edition of the Detroit Free Press. “The railroads lost this market some decades ago when the interstate highway came into being.”

Mr. Unger and his partner, Bob Walker, are trying to recapture this time-sensitive business from the trucks, and are finding other businesses willing to join in. One of those is Greenbriar Industries of Eugene, OR, which is developing temperature-controlled
East Lansing depot upgrade proposed

The East Lansing Amtrak was described in a recent article in the *Lansing State Journal* newspaper as “A birds nest behind the Amtrak sign outside the building, mismatched chairs in the lobby and five different kinds of gum-ball machines were the station’s equivalent of a red carpet.” For some time, the station has suffered from overcrowding on weekends, and suffers from a drab, non-descript exterior appearance.

East Lansing city officials have decided to take action to correct these problems and applied for a series of grants totaling nearly $500,000 for a number of improvements, including:

- landscaping;
- adding 1,040 square feet to the lobby and waiting room;
- new waiting room furniture;
- a new trackside entrance;
- a new ticketing area which will allow ticket agents to monitor tracks, platforms, and parking;
- new signage;
- upgrading the station’s outside appearance;
- and adding canopies over the train platform boarding areas and bus boarding areas.

City officials hope to get a response from MI-DoT this spring and start construction next year. The city has also hired architects to draw up plans and study the feasibility of turning the station into a true intermodal facility. In addition to Amtrak’s daily Chicago-Toronto *International* train, several Amtrak Thruway buses stop at the station. East Lansing still has a separate bus station.

OARP fills vacancy

Mr. Ed D’Amato of Columbus was named OARP secretary by the board of directors at its regular meeting on Jan. 23.

Mr. D’Amato volunteered to be appointed as secretary following the resignation of Gary Amatore of Akron, who said his growing real estate business would not allow him to devote enough time to attend OARP meetings and maintain the association’s records.

In future issues of the newsletter, Mr. D’Amato will update the membership on the many exciting endeavors which the association’s board of directors is pursuing. Because of the volume of these activities, it is important for the membership to be able to be kept up to date with all that is going on.
Cincy-Indy-Chicago named HSR Corridor*

“Corridor”, from page one —

However, the operating profits would not be able to totally offset the construction costs of any of these corridors, thus financial help is needed from the USDoT, as well as from the affected states and cities.

Implementation of 110-mph diesel multiple unit (DMU) trains in the Chicago-Cincinnati Corridor is about 5-7 years off. High-speed trains would use the former Big Four route, as railroad mergers during the 1960s and 70s consolidated freight and passenger traffic over other rail lines. With little on-line traffic, high-speed DMU trains using the Big Four route would not conflict with slower, heavier freight trains.

However, some sections of the line were downgraded years ago while tracks over other segments have been ripped up. The right of way remains in place and suitable for the return of fast passenger trains. During the 1950s, some passenger trains on this line would occasionally reach speeds of 100 mph.

Amtrak took the first step to help get the Chicago-Indianapolis-Cincinnati Big Four route rekindled. This route would use Amtrak’s southern approach to Chicago, presently used by its Illini and City of New Orleans trains. These trains must make a time-consuming back-up move to reach Amtrak's Chicago Union Station, in the heart of downtown. Amtrak will invest $5 million to install a track connection to give these trains direct access to Union Station (see “Amtrak announces Midwest track and service upgrade program”, page four).

The proposed service would not be a “bullet train” — a term which refers to true high speeds and high costs. The MRRI plan envisions restoring the railway in stages, at first to permit 80 mph common between Cincinnati and Chicago. By comparison, Amtrak currently charges as little as $88. Travel on the faster train is expected to cost about 20 percent more, or $106 for the round-trip fare.

In addition to speed, the rail link would offer a quiet, smooth ride, plus comforts and amenities that no mode of transportation could match. Not only would rail passengers have much more room and space at their seats, travelers would also be able to get up from their seats and visit the lounge car, conduct business meetings, socialize, as well as send faxes and place calls from the train.

Such possibilities are not lost on the region’s leaders, who realize these quality-of-life benefits would help cities along the route compete with others areas of the nation and the world for business and tourism dollars.

Cincinnati-area members of the Ohio Association of Railroad Passengers, like Dave Dawson, Mike Weber, and Bob Wickens, have been successful in winning support from local officials for the Chicago-Cincinnati corridor. The Cincinnati Chamber of Commerce is a vocal supporter of the project, as is the Miami Valley Regional Transit Authority. Mr. Bayless arranged the meeting on OARP’s behalf.

“I think it’s very important that we think of this as a quality-of-life issue,” said Mr. Hutchison. “It could mean being able to get somewhere, even though you don’t drive.” Mr. Hutchison went on to say that we are losing farmland at an alarming rate and that once-bustling areas are becoming backwaters as development sprawls ever outward. Mr. Hutchison also made the point that highway congestion is only going to get worse.

“Orangie barrels are popping up everywhere and we are now faced with projects like the reconstruction of I-71 between Cleveland and Columbus, which will take 10 years and cost a half-billion dollars.”

An update on two rail initiatives was given — the 2-C (Cleveland-Columbus) ODoT project, in connection with the I-71 reconstruction; and the possible ORDC-Amtrak joint office project.

OARP prez spurs Dayton business organization

DAYTON — Civic and business leaders were inspired to get involved in pursuing passenger rail service to the Miami Valley region by a Jan. 26 presentation by OARP President Bill Hutchison to the Downtown Dayton Partnership.

The speaking opportunity came at the invitation of George Bayless, a former OARP vice president who is also the chairman of the Board of Trustees of the Miami Valley Regional Transit Authority. Mr. Bayless arranged the meeting on OARP’s behalf.

“I think it’s very important that we think of this as a quality-of-life issue,” said Mr. Hutchison. “It could mean being able to get somewhere, even though you don’t drive.” Mr. Hutchison went on to say that we are losing farmland at an alarming rate and that once-bustling urban areas are becoming backwaters as development sprawls ever outward. Mr. Hutchison also made the point that highway congestion is only going to get worse.

“The General Accounting Office says that road congestion will triple over the next twenty years,” he said. “Orange barrels are popping up everywhere and we are now faced with projects like the reconstruction of I-71 between Cleveland and Columbus, which will take 10 years and cost a half-billion dollars.”

An update on two rail initiatives was given — the 2-C (Cleveland-Columbus) ODoT project, in connection with the I-71 reconstruction; and the possible ORDC-Amtrak joint office project.
The proposed service would not be a “bullet train”—a term which refers to true high speeds and high costs. The MRRI plan envisions restoring the railway in stages, at first to permit 80 mph passenger train operations. Later, top speeds of 110 mph would be introduced to the route in stages, as funding becomes available. Total infrastructure costs for tracks, signals and stations are estimated at $220 million, with another $46 million to acquire the DMU trains. Once the full service is implemented, over 800,000 riders per year are expected to use the trains. To reach true high speeds of 150 mph and higher, like the bullet trains of Europe, Japan, and the northeastern United States (starting late this year), expenditures in the billions of dollars would be needed.

Even with speeds kept to 110 mph, a Cincinnati-to-Chicago train schedule of 4 1/2-hours is possible (Amtrak’s Cardinal takes nearly 9 hours over a different route). When compared to the time it takes an airline traveler to fly, including getting to and through the airports at both ends, fast trains become very competitive with airplanes.

“It probably would end up being faster than driving from the airport and parking,” said Andrea Pressler, a travel planner for Deloitte & Touche Consulting Group, in a Jan. 28 Cincinnati Enquirer article. Her company books 25 to 30 plane trips each week between Chicago and Cincinnati.

Cost-wise, however, there is no comparison. For business travelers, who often must book their flights at the last minute and thus miss out on the discounts of reserving early, pay a premium for their travel. Round-trip air fares approaching $800 are not un-

ness and tourism dollars. Cincinnati-area members of the Ohio Association of Railroad Passengers, like Dave Dawson, Mike Weber, and Bob Wickens, have been successful in winning support from local officials for the Chicago-Cincinnati corridor. The Cincinnati Chamber of Commerce is a vocal supporter of the project, as is Cincinnati Mayor Roxanne Qualls, who is seeking to form an alliance of mayors in Chicago, Indianapolis, and other cities to secure federal and state funding.

“In order to move an economy, you need to move people,” Mayor Qualls said in the Enquirer article. “It’s vital to economic growth.”

OARP gets new computers

In order to handle the growing pains OARP is going through, it has become apparent that we need to acquire some computer equipment. The board approved a measure to buy two computer systems, which were funded in part by a $2,100 grant from Delta Railroad Construction Corp. of Ashtabula. Northeast Ohio Director Dominic Liberatore worked to secure this grant. The computers will remain OARP property and their use will be regulated by the board. Mr. Liberatore is using one computer for seeking additional grants, while newsletter Editor Ken Prendergast is using the other for composing the newsletter.

Additional grants will be sought by a new three-person grant committee.

2-C Report Info

In March, Amtrak delivered to the state the long-awaited cost and revenue projection report for Cleveland-Columbus passenger trains. Amtrak’s report said that train operating costs would be much higher and ticket revenues would be much lower than state officials had expected.

More details about this report will appear in the next issue of the Passenger Rail News.
Since the 1950s, most of America's new light-rail lines and other rail transit services were built in reaction to pressing problems, such as relieving heavy congestion on a particular highway or addressing a region's declining air quality. In those cases, constructing the light-rail line and attracting ridership to it were the intended outcomes of the reaction.

As this nation prepares to enter the 21st century, urban planners and transit system managers have come to realize that those strategies and objectives appear to have many shortcomings. Once a rail line is built, the urban sprawl that contributed to highway congestion and regional air pollution continues, because the policies that fostered urban sprawl in the first place have not been addressed by the mere construction of a rail line. Over time, these factors are putting new rail lines at a disadvantage, as they must cope with a metro area that is pushing outward at a rate that exceeds population growth and creates lighter population densities which make transit services inefficient and less useful.

Changes are coming, however. Rather than build light-rail lines to react to problems and to chase after ridership, an increasing number of light-rail projects are being sought as part of regional, proactive redevelopment initiatives in metropolitan areas. The end result is that economic interchange service zoning, placing minimum limits on the number of parking spaces at businesses, and forcing buildings to be set back from streets.

Instead, Portland took the opposite approach:

- The largest building projects are focused near light-rail stations, putting transit at the center of the action.

In Portland, the largest buildings are placed closest to the light-rail line, even in suburban areas, to ensure that large sources of pedestrian traffic attractive metropolitan area. Downtown employment has risen from 50,000 in 1975 to 105,000 today. More than 40 percent of all downtown work trips are made by transit. If transit service suddenly disappeared, downtown Portland would need six 42-story parking structures and two lanes added to every highway into the central city. No air quality violations have occurred since 1987. Traffic congestion has remain unchanged since the 1970s. More than $1.3 billion worth of new development has occurred along the light-rail system, in both the suburbs and the downtown area.

The city's attractiveness can be demonstrated best by the number of people moving into Greater Portland. If recent trends continue over the next 20 years, another 645,000 people are expected make to Portland their home — a population increase of 150 percent.

Unlike most American cities, Portland is better prepared to handle this growth without suffering declines in quality of life. The metropolitan area's land use and transportation policies guard against urban sprawl by encouraging smart growth. More light-rail service is just a part of the plan, one which city leaders in the Midwest may regard as rare and radical. Even rarer are the visitors to...
has been addressed by the mere construction of a rail line. Over time, these factors are putting new rail lines at a disadvantage, as they must cope with a metro area that is pushing outward at a rate that exceeds population growth and creates lighter population densities which make transit services inefficient and less useful.

Changes are coming, however. Rather than build light-rail lines to react to problems and to chase after ridership, an increasing number of light-rail projects are being sought as part of regional, proactive redevelopment initiatives in metropolitan areas. The end result is that economic development, and thus ridership, is chased to the light-rail line.

The goal today has evolved into creating livable, people-friendly communities that enhance a city's quality of life while deferring massive highway investments and the issuance of ozone alerts. To achieve this, the construction of light-rail lines has become a tool used equally with the application of transit- and pedestrian-oriented land-use policies, such as mixed-use zoning, eliminating surface parking lots, and preserving open spaces outside of already developed neighborhoods.

America's leader in implementing these effective policies is Portland, Oregon, though most major cities in Canada and across Europe learned these lessons long ago. Portland was once a city with a dying urban core, like many others across the U.S. However, Portland's leaders made a conscious decision of what they wanted their city to be. They realized that traffic jams and dirty air aren't the unavoidable results of growth — just the wrong kinds of growth.

Not only did Portland "trade in" highway construction money to build new light-rail lines, but it also focused development near train stations. This is similar to how most U.S. cities promote auto-centric development through highway investments, with a conscious decision of what they wanted their city to be. They realized that traffic jams and dirty air aren't the unavoidable results of growth — just the wrong kinds of growth.

In Portland, the largest buildings are placed closest to the light-rail line, even in suburban areas, to ensure that large sources of pedestrian traffic don't have far to walk to train stations. Better community design like this has put a lid on highway congestion, despite Portland's population increase of 130 percent in the last 20 years.

- Buildings must be next to streets and sidewalks, blank walls are illegal, and 60 percent of ground-floor uses must be retail.
- Commuter parking downtown is restricted, and there are no minimum parking space requirements. The closer a building is to a rail line, the less parking is allowed. New office development next to the downtown transit mall is allowed at 0.8 parking spaces per 1,000 square feet. A typical downtown office building in other cities is 5 spaces per 1,000 square feet.
- No new road capacity has been added downtown for 20 years. In fact, it has actually dropped after a six-lane highway along the riverfront was ripped out in favor of a new public park.
- An urban growth boundary, established in 1979, legally defines what is urban and what will remain rural. The boundary has since shifted outward by only 3 percent while population has risen by 30 percent.
- Investment in transit service has increased by 140 percent since 1971, and combined with the above development strategies, resulted in a 220 percent rise in transit ridership.

The net result is a clean, diverse, dynamic, and walkable community that makes Portland's quality of life the envy of the urban sprawl of the Midwest. Unlike most American cities, Portland is better prepared to handle this growth without suffering declines in quality of life. The metropolitan area's land use and transportation policies guard against urban sprawl by encouraging smart growth. More light-rail service is just a part of the plan, one which city leaders in the Midwest may regard as rare and radical. Even rarer are the visitors to Portland who don't have glowing reports and new ideas to offer upon their return.

Columbus supports transit tax

COLUMBUS — By a wide margin, voters will approve a permanent tax increase to support the expansion of the Central Ohio Transit Authority, including new commuter rail services and a downtown light-rail circulator. That's the message from a poll conducted by the Ohio State University College of Social and Behavioral Sciences' survey research center.

In the November election, Franklin County voters will decide whether to raise the county sales tax by 0.5 percent on a permanent basis to expand bus service and create a rail transit system. The poll showed that voters will support the tax levy by a 16 percent margin. When asked if Franklin County needs a commuter rail system, voter support was even stronger, with the margin of support widening to 26 percent, or 56 percent "yes" to 30 percent "no". Fourteen percent were uncertain. The margin of error was 3.4 percentage points.
with rail transit service!

Cleveland: the good, the bad, and the lessons

By Ken Prendergast
OARP Vice-President

In our three-state region, there is a city which offers textbook examples of how to use rail transit as part of a plan to develop an attractive urban area. That same city also offers an example of how not to build a rail transit line.

years following World War Two, most cities were dismantling their privately run rail systems as governments poured money into new highway projects that pushed new, low-density housing developments away from transit routes.

Cleveland was the first to try bucking the highway spending spree. The city built the first post-war rapid transit line, linking East Cleveland, downtown, and the West Side. It opened in 1955, with extensions added in 1958 and 1968, eventually serving Hopkins International Airport. Unfortunately, the new heavy-rail Metro rail line (called the Red Line) was built along existing freight railroad tracks that cut through old, industrial areas and few high-density residential neighborhoods. There was little pedestrian access to any housing or commercial districts. Nor was any attempt made to redevelop areas surrounding the Red Line's stations.

For many years, the Red Line relied on traffic fed to it by many city buses, which kept the line busy for a while. In 1960, ridership on the Red Line averaged 60,000 trips per day. Post-war urban sprawl and the lack of awareness about its long-term effects

Shaker Heights. Initially, the Waterfront Line was intended to serve special-event traffic to tourist destinations downtown. Now, the Waterfront Line
Cleveland doesn’t simply serve as an example because it is the only metropolitan area with a rail transit system in this newsletter’s coverage area of Indiana, Michigan, and Ohio. Cleveland serves an example because it offers such stark contrasts.

At one extreme is the light-rail Blue and Green lines, which serve Shaker Heights on the East Side, linking this suburb to Cleveland’s city neighborhoods and the business districts downtown. When these two rail lines opened for service in 1920, Shaker Heights didn’t yet exist. In fact, Shaker Heights was this nation’s first planned city, envisioned by the Van Sweringen brothers. Every street and land use was laid out long before any structures were constructed. Many farmhouses that already occupied the rural land were torn down.

Constructed on the mostly wooded landscape were wide boulevards, parks, new lakes, stately homes, and a pedestrian-oriented shopping center at the western fringe of the new suburb. All were built around new rapid transit lines, which operated on their own rights-of-way (rather than as streetcars down congested avenues) into downtown Cleveland’s booming central business district. Soon, Shaker Heights became recognized nationally for its opulence and accessibility, as well as for its strict building and zoning codes. The linchpin to its development was its speedy and comfortable rail transit service.

But Cleveland and the rest of the nation soon forgot what made rail transit successful. In the 60,000 trips per day. Post-war urban sprawl and the lack of awareness about its long-term effects eroded the population of Cleveland’s inner city. The Red Line was left to serve a poorer source of riders and a dwindling population, while inner-city factories closed or moved out of the city. By 1990, the Red Line carried just 20,000 riders per day.

While all cities in Indiana, Michigan, and Ohio are suffering from the effects of urban sprawl and the public policies which perpetuate it, no other cities suffered as much as Cleveland or Detroit.

Just as Cleveland provided good and bad lessons from its past, it is now starting to blaze new trails toward the future of how to combine investments in transportation and urban redevelopment. The Greater Cleveland Regional Transit Authority (GCRTA) in 1997 created new positions responsible for pursuing transit-oriented developments. The Greater Cleveland Growth Association (the region’s chamber of commerce) formed the Transit-Oriented Development (TOD) Committee, comprised of developers, urban planners, transit officials, and others. For its pilot project, the TOD committee is seeking the development of an urban village around the reconstruction of the Red Line’s West 65th Street Station.

While that project moves through the planning stages, new construction has popped up around the new Waterfront Line, which is a downtown extension of the 80-year-old light-rail lines from the eastern suburb of Shaker Heights. Initially, the Waterfront Line was intended to serve special-event traffic to tourist destinations downtown. Now, the Waterfront Line is starting to create its own traffic base, partly through advance planning and the rest by a burgeoning downtown housing market.

Since the line opened in 1996, over $650 million in new development projects have occurred, are underway, or are months away from construction within 500 feet of Waterfront Line stations.

These projects include the 17-story Crittenden Court Apartments, Landry’s Seafood, Dick’s Last Resort restaurant, Bar Cleveland, conversion of the 10-story National Terminals warehouse into apartments, the luxury Kirkham Place townhouses, conversion of two 8-story Otis Terminal warehouses into apartments, construction of the new Cleveland Browns football stadium, new 22-story Federal Courthouse office tower, construction of the World Trade Center, the 25-story Doubletree Hotel, new Crawford Transportation Museum, and other projects.

But, the most difficult endeavors remain. These involve building new neighborhoods and commercial districts along the Red Line. Most stations feature large park-n-ride lots which isolate the Red Line from surrounding neighborhoods. Heralded by the West 65th Street Station experiment, the redevelopment of areas surrounding these stations could feed new sources of ridership to GCRTA’s rail system, and help counter the effects of 50 years of urban sprawl.
Lake Shore to leave Cleveland, Elyria, Sandusky in the dark

By Bill Hutchison
OARP President

OARP Past President Mark Carlson attended a recent meeting concerning marketing strategies for the Pennsylvanian, which marked a new involvement between OARP and Amtrak. While this was good news, another item which came up during the meeting was not: Amtrak’s plan to move up the westbound schedule of the Lake Shore Limited by two hours.

The move, which puts the train passing through Cleveland at the wee hour of 5:00 a.m., is necessary from Amtrak’s point of view for several reasons. First, Amtrak is having trouble turning the westbound train at Chicago in time to meet the eastbound schedule on time. Second, the train sometimes arrives too late to make connections with western trains at Chicago. And, third, Metro-North trackwork north of New York is forcing Amtrak out of its current time slot.

Amtrak has wanted this departure time from New York for some time, but was always thwarted by Metro-North Railroad for fear of interference with rush-hour commuter operations. Amtrak now has its desired 4:35 a.m. departure time at New York.

The timing of this move could not be worse for Cleveland and the rest of Northeast Ohio. For the first time in a generation, we now have a yet another middle-of-the-night “service”. Our view is that Ohio has been a donor or “fly-over” state in Amtrak’s scheme of things for too long and it’s time for that to change. In our view, Amtrak must offer Cleveland something to replace what they will take away.

We also plan to contact elected officials and Cleveland business leaders to press our case. I have been in contact with Senator Mike DeWine’s office and the Ohio Rail Development Commission (ORDC). Other OARP members are contacting members of Congress from the Cleveland area. Right now, it’s unclear what will ultimately happen. NARP, which was initially supportive of our cause to fight for a solution to the rescheduling, seems to have had a change of attitude and has acquiesced to the change, notwithstanding our protests.

What could be done to replace the Lake Shore Limited? We have a couple of options. First, and most often discussed is the long-proposed split of the Lake Shore’s Boston and New York sections, running both to Chicago, with the New York section running overnight and the Boston section operating on the present Lake Shore schedule. The problem here has been the lack of suitable equipment to supplement the low level cars now in use.

April signals start of high speed tests

— “High Speed”, from page one —

A num box attached to the side of trackside signal cabinets. Planning for the project has been aided by a financial commitment from Amtrak, which is committing $6 million in planning money for Midwest high-speed rail projects (see article “Amtrak announces Midwest upgrades” on Page four).

When will trains begin operating at higher speeds? Mr. Hoeffner won’t give a hard and firm date, but said, “We’re going to do this in baby steps. First, we’ll operate it at the current speeds; then we’ll operate it for 90 mph. Then, if there’s still no problem, we’ll start running at 100 mph. The system has operated perfectly with test trains, but when new technologies enter revenue service in any industry, there have often been some surprises that did not show up during testing. We want to make sure there are no surprises.”

Although the PTC can operate with trains operating at virtually any speed, the next barrier will lie at 110 mph. When trains operate at 110 mph or higher, motor vehicles on the roads must be physically prevented from getting into the path of an oncoming train. Traditional crossing gates do not satisfy this requirement, which for practical purposes, requires that high-speed trains and motor vehicles have grade-separated crossings.

“I’d love to go to 150 mph operations, but that’s not going to happen in the near term. I’ll be happy to get the Detroit-Chicago corridor up to 110 mph, and that’s something that we can achieve in the next few years,” said Mr. Hoeffner.

Washington DC, Maryland
North trackwork north of New York is forcing Amtrak out of its current time slot.

Amtrak has wanted this departure time from New York for some time, but was always thwarted by Metro-North Railroad for fear of interference with rush-hour commuter operations. Amtrak now has its desired 4:35 p.m. departure time at New York.

The timing of this move could not be worse for Cleveland and the rest of Northeast Ohio. For the first time in a generation, we now have a semblance of a corridor for the first time in Ohio between Cleveland-Toledo-Chicago with the introduction of the Pennsylvanian last fall. At last, we had something we could point to when talking to officials in Columbus about passenger rail, but such is not to be. Losing the westbound schedule of the Lake Shore will destroy that and make it harder to promote the development of service elsewhere in the state.

Since finding out about this change, we have been in contact with the National Association of Railroad Passengers (NARP) and other ARPs in the region. Most are sympathetic and we have made it clear that we will not be satisfied with

**Quote**

"If Amtrak were trying to discourage people from taking the train, it could not have done a better job....If the new schedule is Amtrak's idea of convenience for its passengers, then Amtrak is sorely out of touch with Ohio's rail passenger market."

**Unquote**

Ohio Rail Development Commission letter to Amtrak President George Warrington
March, 1999

has acquiesced to the change, notwithstanding our protests.

What could be done to replace the Lake Shore Limited? We have a couple of options. First, and most often discussed is the long-proposed split of the Lake Shore's Boston and New York sections, running both to Chicago, with the New York section running overnight and the Boston section operating on the present Lake Shore schedule. The problem here has been the lack of suitable equipment to supplement the low level cars now in use. Some have proposed operating double-decked Superliners to Boston, but overhead clearance problems preclude this for the short term.

The other option is to extend Empire Service trains #281 and #286 to Cleveland from Buffalo and add a Cleveland-Toledo-Chicago round trip. Under this second scenario, the New York-Buffalo-Cleveland train would be serviced at Cleveland overnight, before heading west as next morning's Cleveland-Chicago run. The same would apply eastbound and would require only one new set of equipment and some site preparation to handle the trains at Cleveland.

Very little would have to be done in the way of servicing facilities at Cleveland. Cleveland/Cuyahoga County Port Authority tracks are nearby and trains can be stored and serviced there until a more permanent facility is ready at E. 26th St., where an unused yard exists. Capital costs initially would be quite low and could be shared by Amtrak, the port authority and the ORDC.

Our position is that the Lake Shore split should be done if at all possible. If it cannot, then the second idea might have merit. Regardless, we shall make our thoughts known to Amtrak, our elected officials, and whoever else will listen.

Why should Ohio always be on the losing end of things?

**Washington DC, Maryland connecting bus schedule**

A new Thruway bus service now links central Maryland and Washington DC to Amtrak's Pennsylvanian (trains 43 & 44) at Pittsburgh, PA.

There is no checked baggage.

**NOTE:** Buses #8143 & #8144 are regularly scheduled Greyhound Buses. Through ticketing is available from Amtrak.

* Buses stop at the Greyhound Bus Station.

For tickets, see your travel agent or call Amtrak (800) USA-RAIL.
The Passenger Rail News, March 1999

Toledo station to get express track

TOLEDO — The Ohio Rail Development Commission (ORDC) is putting the final touches on a $110,000 expenditure for a new 630-foot long siding and switch to allow for more mail and express shipments from the Toledo Amtrak station. The expenditure would be the state's largest in memory for an intercity passenger rail project.

Toledo is Amtrak's busiest express facility, but the track layout at the station prevents eastbound trains from picking up mail/express cars. Thus, all eastward express shipments from Toledo must now go to Chicago where they can then be put on eastbound trains. ORDC funding would go to the Toledo-Lucas County Port Authority, which will manage the project and which owns most of the land.

There is a hitch. About 200 feet of the siding would be on Conrail (soon to be Norfolk Southern) property. The port authority must get permission to build on this land. If they do not get permission, construction will proceed with 400 or 500 feet of track. That should be long enough for 7-8 boxcars. The rest of the track will be built once the railroad gives the port authority the green light.

ORDC officials said they believe that developing mail/express business is the best way to build passenger rail systems as it would spare state taxpayers the need to come up with operating subsidies. The port authority is seeking to build a much larger mail/express facility for Amtrak use, immediately east of Central Union Plaza. A larger article will detail the project in the next newsletter.

OARP's new, more professional direction

By Ed D'Amato
OARP Secretary

At its last regular meeting on March 6, the OARP Board of Directors has taken the association in an exciting, more professional direction. With so many rail projects underway, the all-volunteer OARP board can no longer keep up with all the meetings and the number of Amtrak and government officials with whom we have to stay in contact. Therefore, the board authorized the hiring of a professional representative.

Board members voted unanimously to hire Christine J. Vineis, who has represented the Central Ohio Tran-sit Authority, Mid-Ohio Regional Planning Commission, Illinois Central Gulf Railroad Corp. and others. Mrs. Vineis has offered her services to OARP at a discounted rate to help us in fundraising, making legislative and professional contacts, and giving OARP a voice at meetings we can't get to, among other things.

The board created a three-person liaison committee to guide the activities of the OARP professional representative. President Bill Hutchison, Vice President Ken Prendergast, and At-large Director Dan Roberts were named to the committee.

Station Profile: East Lansing, MI

East Lansing is one of the few Amtrak stations in the country which can be easily found by following highway signs. MI-DoT learned that those annoying little highway signs are working. It is within easy access of both Canadian National (CN) and CSX rail lines, which means that this station is a good place for any route going east and west.

Travel Alerts

Chicago-Indianapolis-Louisville train coming

Thanks to additional mail and express business from a United Parcel Express facility in Louisville, KY, Amtrak is expected to begin by summer a daily, overnight service between Chicago, Indianapolis, and Jeffersonville, IN. The latter community is across the Ohio River from downtown Louisville.

The service will operate as a section of Amtrak's Cardinal (trains #50-51) on the three days each week that the Cardinal runs between Chicago and Indianapolis. On the other four days, it will be an extension of the Chicago-Indianapolis Hoosier State (trains #317-318).

The proposed schedule has the daily, southbound train departing Chicago at 8:10 p.m. and arriving Jeffersonville at 8:40 a.m. Northbound, the train is slated to leave Jeffersonville at 10:45 p.m. and arrive Chicago at 9:55 a.m. No station stops are contemplated between Jeffersonville and Indianapolis at this time. Since this is an extension of an existing service, the current stations between Chicago and Indianapolis (Crawfordsville, Lafayette, Rensselaer, and Dyer) will continue to be served.

As of now, the train will use a Superliner coach and sleeping car.
no longer keep up with all the meetings and the number of Amtrak and government officials with whom we have to stay in contact. Therefore, the board authorized the hiring of a professional representative.

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**STATION PROFILE: East Lansing, MI**

East Lansing is one of the few Amtrak stations in the country which can be easily found by following highway signs. MI-DoT learned that those annoying little station logo signs were not to be used for guidance to a station, so they began installing standard, highway-size “Train Station” signs that actually mean something to the average citizen. East Lansing is one of the first cities to benefit from this.

It is recommended that travelers be dropped off or picked up at the station because the tiny parking lot fills up early, particularly on weekends. Although the station is staffed, there are no food vending machines available. Fortunately, there are several restaurants and mini-marts located a short walk from the station.

The station building itself has been converted from a former lumberyard warehouse office, and doesn't offer much space. Too much traffic for too small of a facility is the problem here. The Capital Area Rail Council (CARC), which owns the station, is planning some “enhancements” (see “East Lansing depot upgrade proposed”, page four), which will make the facility more attractive, but which will only modestly help ease the crowding.

Ideally, there should be a good-sized intermodal station at this location. It is within easy access of both Canadian National (CN) and CSX rail lines, just off a major freeway, located next to an attractive area of shops and restaurants, and is right on the edge of the campus of Michigan State University (MSU).

The problem is CARC must satisfy too many masters. CARC has been trying for years to come up with a plan that will satisfy the Capital Area Transportation Authority, MSU, CSX, CN, Amtrak, and three intercity bus companies. Whatever plan works for one, creates a problem for someone else. The result has been a

Three Rivers sleepers!

On April 1, Amtrak expanded sleeping car service between New York City and Chicago. The Three Rivers (trains #40-41)—which operates via Akron, Pittsburgh, and Philadelphia—now has Heritage sleepers and are being billed as “Heritage Bedrooms” (sleeps two passengers) and “Heritage Compartments” (sleeps one).

These are not first-class Viewliner sleeping cars and the fare is lower (about 30%) than comparable first-class service.

Previously, only the Lake Shore Limited, which operates via Cleveland and Buffalo, had sleeping car service between New York City and Chicago.

The Three Rivers stops at Hammond-Whiting and Nappanee in Indiana; and Fostoria, Akron, and Youngstown in Ohio.
Y2K - How bad will it be?

Second of a two part series

By John DeLora
MARP Executive Director

IN PART ONE OF THE Y2K STORY:
Amtrak, freight railroads, and intercity bus lines appear to have updated their computer systems so that they can correctly read all the dates buried in the millions of lines of programming codes. Computers that have not been updated are at risk of shutting down because they will not be able to read those codes. While railroads and bus lines are ready for the new millennium, computers at other businesses and government bodies that can affect rail and bus operations are not.

The Rail Passenger News decided to see how intercity public transportation would be affected by the Year 2000 problem. Individual carriers, such as Amtrak and the airlines, and governmental agencies like the Federal Aviation Administration (FAA), were contacted for information.

Or, a company’s latest filing with the Securities and Exchange Commission (SEC) was checked. The filing (called a 10-K or 10-Q filing) is a good source of information because it is more detailed than an annual report and which, by law, must report all matters that could have an effect on a company’s health.

AVIATION
According to Senator Robert Bennett (R-Utah), who chairs the U.S. Senate’s Technology Committee, aviation will continue to function, but at greatly reduced levels. The FAA’s air traffic control system, whose computers still use the older 2001 programming code, will be affected by the Y2K problem. Computer systems that have not been updated could shut down or become incapable of functioning. Because Amtrak’s Northeast Corridor trains are electrically powered, they will be less affected by the Y2K problem than their gas-powered counterparts. The airline industry is expected to be less affected than railroads because many airlines have not completed their Y2K preparations.

Electric (serving part of the Northeast Corridor) were also checked. All utilities reported that a worst-case scenario was temporary brownouts and service disruptions. From their discussion, the risk is in communications system affecting power transmission...

DETOUR EDISON (DTE Energy) - DTE reported the remediation phase is underway. Year 2000 problems on critical systems should be completed by September 1999.

FIRST ENERGY - “Most of our Year 2000 problems will be resolved through system replacements. The different phases of our Year 2000 project will be completed at various dates, most of which occur in 1999. We plan to complete the entire Year 2000 project by mid-September 1999.”

POTOMAC ELECTRIC - This company provides power to part of Amtrak’s Northeast Corridor trains, which are electrically powered. “The preliminary target date for the completion of the necessary modifications is mid-1999,” said Potomac Electric officials.

AMERITECH - This communications company has been working on the problem since 1994 and should have finished work on all operations systems in January. Since communications was the main caveat for the electric utilities, brief localized brownouts appear to be the worst case facing us. All of the utilities had “hedging language” that there could be no assurance that they would be able to correct all problems before the millennium date change. The recommendation is that you should change your 1999 tax withholding so that you will not be due a refund. Stock up on a week’s worth of water, canned food, bottled water (municipal water utilities may stop functioning), and “don’t make any travel plans over that holiday period,” he said.

Senator Bennett predicted that there would be power brownouts, but that “the national power grid will function. There is a 40 percent chance that there will be a blackout somewhere in the country. Please be careful how you report that 40 percent figure — it does not mean 40 percent of the country will be blacked out. It means that there is a 40 percent blackout somewhere in the country.”

As for other nations, Senator Bennett said that Canada, the United Kingdom, France, and Singapore are prepared about as well as the U.S., but that “Germany, the rest of Europe, Japan and the rest of the world are going to get hit hard... Personal computers and the Internet will be OK, because they are Y2K compliant, except for the oldest of PC’s.”

The recommendation is that you should change your 1999 tax withholding so that you will not be due a refund. Stock up on a week’s worth of water, canned food, bottled water (municipal water utilities may stop functioning), and “don’t make any travel plans over that holiday period,” he said.
This communications committee has been working on the problem since 1994 and should have finished work on all operations systems in January. Since communications was the main caveat for the electric utilities, brief localized brownouts appear to be the worst case facing us. All of the utilities had “hedging language” that there could be no assurance that they would be able to correct all potential problems.

How realistic are these projections? The Special Senate Committee on the Year 2000 Technology Problem recently completed a confidential survey of 10 of the largest oil, gas, and electric utilities in the United States on the condition that the individual utilities would be identified. Some excerpts from the report are reprinted here.

“Based on the survey results, we conclude that, while these utilities are proceeding in the right direction, the pace of the remedial efforts is too slow and the associated milestone dates are so distant that there is significant cause for concern. It is clear (that)...firms are not confident that they have a complete and accurate picture of the present Y2K compliance, making timely Y2K compliance little more than a hope. “Utilities’ ignorance of the Y2K compliance of critical suppliers, vendors, and servicers and their lack of assurances from same create additional uncertainty for utility customers. Since the firms surveyed are among the largest utilities in their fields, with the most available resources, we are pessimistic about the implications for the rest of the utility sector...

“Other studies have concluded that smaller utility companies are not as advanced in their

**AVIATION**

According to Senator Robert Bennett (R-Utah), who chairs the U.S. Senate’s Technology Committee, aviation will continue to function, but at greatly reduced levels. The FAA’s air traffic control system, whose computers still use vacuum tubes, will not be ready, and air traffic will be controlled with much greater spacing than normal (i.e. a greatly reduced number of flights). Service is expected to be maintained only on the most heavily traveled trunk-line routes.

**NORTHWEST AIRLINES** - In its 10-K filing, Northwest report “...the company initiated a Year 2000 project in 1996. The company anticipates completing its Year 2000 project in early 1999.” Northwest also mentioned that it could be materially affected by the failure of third parties “on which the company’s business relies, (including those of the FAA)...”

**SOUTHWEST AIRLINES** - The company’s 10-K filing says “As of Dec. 31, 1997 the company has commenced its Year 2000 remediation program... and expects to substantially complete its internal Year 2000 efforts by March 31, 1999. There is no guarantee that the systems...of other entities, including the Federal Aviation Administration, on which the company relies, will be timely converted and will not have an adverse affect on the company’s systems or operations.”

**UTILITIES**

Since even the Year 2000-compliant computer systems cannot operate without electricity, the 10-K filings of Detroit Edison, FirstEnergy (Toledo and Cleveland areas), CMS Energy (serving central and western Michigan), and Potomac Electric of-
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Directory of the region’s associations of railroad passengers

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<td>614 / 740:</td>
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</tbody>
</table>

| METRO DETROIT CHAIRMAN | John DeLora | 810 / 772-7842 |
| WESTERN CHAIRMAN | David Vanderbee | 616 / 452-9485 |
| EAST CENTRAL CHAIRMAN | Richard Pekarek | 610 / 695-1091 |
| YOOPER CHAIRMAN | Terrance Donnelly | 906 / 249-9920 |

**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 |

**NARP Region 6 Directors**
Paul Arden | 219 / 947-0126 |
1466 Grand Isle Ct | Hobart IN 46342 |

Alan Gebauer | See list above |
Mark Carlson | See list at left |

W. Mike Weber | 513 / 891-9251 |
9800 Misty Morn Lane | Cincinnati OH 45242-5450 |

James Dingus, Jr. | 440 / 561-9200 |
20600 Chagrin Blvd. #701 | Cleveland OH 44122-5996 |

James Stevenson | 440 / 234-5855 |
192 Franklin Drive | Berea OH 44017-1445 |

J. Howard Harding | 330 / 867-5507 |
489 Overwood Rd. | Akron OH 44313-5327 |

Updated: Dec. 1998
The Ohio Association of Railroad Passengers would like to thank its “Corporate” members for their support:

- AAA Miami County
- Alliance Auto Travel Club
- Bischoff Galleries
- Cuyahoga Valley Scenic Railroad
- Delta Railroad Construction
- GMS Capitol Partners
- John L. Young, Inc
- Piqua
- Alliance
- Cleveland
- Laketran (Lake County Transit)
- Lorain County Transit
- Ashtabula
- New York
- Cleveland
- Toledo
- Grand River
- Larchmere Clothiers
- Lorain County Transit
- Paran Management
- Parsons Brinkerhoff Ohio
- Rebecca's Shaker Barbershop
- Toledo-Lucas County Port Authority
- Cleveland
- Cleveland
- Cleveland
- Cleveland
- Cleveland
- Cleveland
- Toledo

Regional Calendar of Events/Meetings

April 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>
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<tbody>
<tr>
<td>10</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>12</td>
<td>Cleveland Rail Working Group</td>
<td>6:00 p.m.</td>
<td>John Harvard’s Brewhouse</td>
<td>1097 Old River Rd (The Flats)</td>
<td>Ken Prendergast 216 / 529-7677</td>
</tr>
<tr>
<td>17</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>22-24</td>
<td>NARP Board Meeting</td>
<td>7:00 p.m.</td>
<td>Holiday Inn “on-the-Hill”</td>
<td>Washington DC</td>
<td>Jane Colgrove 212 / 408-8362</td>
</tr>
<tr>
<td>28</td>
<td>Lorain County Meeting</td>
<td>7:00 p.m.</td>
<td>Elyria Amtrak Station</td>
<td>410 E. River Rd (at Bridge St)</td>
<td>Phil Copeland 440 / 365-7970</td>
</tr>
</tbody>
</table>

May 1999

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<tr>
<th>Date</th>
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<td>13</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center 31st Floor</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td>14</td>
<td>ORDC — Full Commission</td>
<td>10:45 a.m.</td>
<td>Riffe Center 31st Floor</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td>15</td>
<td>Ohio Rail Tourism Assn Mtg.</td>
<td>evening</td>
<td>Buckeye Scenic Railroad</td>
<td>Hebron (Columbus) OH</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td>15</td>
<td>OARP Annual Meeting</td>
<td>10:00 a.m.</td>
<td>Holiday Inn “On the Lane”</td>
<td>328 W Lane Ave., Columbus</td>
<td>Bill Hutchison 614 / 470-0334</td>
</tr>
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June 1999

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<tr>
<th>Date</th>
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### June 1999

**Date**  | **Event** | **Time**  | **Location** | **Address** | **Contact person & telephone number**
--- | --- | --- | --- | --- | ---
11 | Indiana High Speed Rail Assn Mtg. | 11:30 a.m. | Center for Visual & Performing Arts, Munster IN | 219/838-0011 x302 or 219/887-1351 |
12 | Columbus Local Meeting | 9:30 a.m. | Red Door Tavern | 1736 West 5th Avenue | Bob Boyce 614/486-7038
TBA | Cleveland Rail Working Group | 6:00 p.m. | John Harvard’s Brewhouse | 1097 Old River Rd (The Flats) | Ken Prendergast 216/529-7677

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

---

Any person 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: kjprendergast@email.msn.com.

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

---

**OARP Annual Meeting**

**Saturday — May 15, 1999**

**Name ________________________________**

**Address ________________________________**

**City __________________ State ______ ZIP Code ______**

**Phone (___)__________  e-mail __________**

Please register _____ people at $20.00 each. Enclosed is a check or
Money Order for $ payable to:

OARP Annual Meeting
579 West Lincoln Avenue
Columbus OH 43214

The $20.00 registration fee includes a continental breakfast, luncheon, and the OARP meeting with presentations by our featured speakers:

**Tom O’Leary** Executive Director, Ohio Rail Development Commission

**Harriet Parcells** Executive Director, American Passenger Rail Coalition

A high-ranking Central Ohio Transit Authority official (to be announced)

Hope to see you!