By John DeLora
MARP Executive Director

DETROIT — Members of the Michigan Association of Railroad Passengers (MARP) got a treat at MARP's annual meeting in Kalamazoo. They got the first look at the design for the Detroit New Center Station and Intermodal Transportation Complex. Amtrak's Robert Kollmar, director, engineering initiatives, gave a presentation on the new facility, along with the very welcome word that construction is scheduled to start next year in Detroit's New Center area (north of downtown).

The facility will serve Greyhound and Amtrak with provisions for cab, city bus and limousine services. It will also be capable of accommodating future commuter rail with relatively little change. Construction is scheduled to begin in late 2000. The entire facility will not be complete until the fall of 2002, but the new building may be put into service before then. At 40,000+ square feet and a price tag of over $12 million, it is the largest intermodal project ever undertaken in Michigan.

It will be a spectacular sight, with a two-story waiting room, a clock tower, a train shed, docks for 11 intercity buses, a separate lounge for premium-fare Amtrak passengers, retail shops, a restaurant, and state-of-the-art lighting at night.

Mr. Kollmar heads up a design committee which includes representatives from Amtrak Greyhound, Michigan Department of Transportation (MI-DoT), the New Center Council Inc., freight railroads Conrail-Shared Assets and Canadian National, Detroit Department of Transportation, General Motors, MARP's Tim Backhurst and John DeLora, plus many other interested parties.

The basic design is for the new building to be on the south side of the Conrail-Shared Assets and Canadian National tracks, and will stretch — See “Detroit”, page four
Director, engineering initiatives, gave a presentation on the new facility, along with the very welcome word that construction is scheduled to start next year in Detroit's New Center area (north of downtown).

With over 48,000 square feet and a price tag of over $12 million, it is the largest intermodal project ever undertaken in Michigan.

It will be a spectacular sight, with a two-story

— See “Detroit”, page four

Detroit’s proposed new Amtrak/intermodal station, based upon this conceptual design, could see construction as early as autumn of 2000 near the site of the present Amtrak station facility, located several miles north of downtown in the New Center area. The current Amtrak station is a temporary facility, made of modular sections, and falls far short of offering visitors the experience and amenities of a big-city train station. The new station would correct these shortcomings, and further stimulate new development in Detroit’s reemerging central city.

An Apology

We would like to apologize for the delay in the production and mailing of the Passenger Rail News. The last issue was mailed in August, which is far too long for you to be without the news and information you have come to expect.

Solutions are being put in place to assure more timely publication of the Passenger Rail News.
Seasoned rail travelers are usually prepared for the news that their Amtrak train may be late. Many of us will call Amtrak or visit its Web site before we head down to the train station, just in case. In the past, we weren’t surprised to hear our train will be 10 or 20 minutes down, or worse, 30 to 45 minutes off schedule.

But, since the start of summer, even seasoned rail travelers have been shocked by the pathetic on-time performance of Amtrak trains between the East Coast and Chicago. Delays of two to three hours, with some trains delayed by as much as seven hours, have become all-too common.

Former Amtrak Intercity President Mark Cane noted the importance of running trains on time.

“When your train is late, the ride doesn’t seem as smooth, the food in the diner doesn’t taste as good, and the scenery isn’t as pretty,” he said.

That’s why Amtrak customers in our part of the country aren’t very satisfied. Seasoned rail travelers, who are well aware of the awful delays, could be excused if they have second thoughts about making plans to take the train.

Indeed, plans by the Toledo-Lucas County Port Authority to host a group trip last summer from Toledo to Cleveland and back aboard Amtrak were called off because they knew the trains were suffering poor on-time performance.

More troubling is the experience of first-time Amtrak travelers who don’t know what to expect. At Cleveland’s station, when trains were several hours late, I overheard comments from waiting passengers like “next time, I’m flying to Chicago.” Or, “Let’s get our money back and go to the Greyhound station.” For passengers stuck on trains that are getting later and later, the situation is more frustrating.

Understandably, Amtrak station and train employees are getting short tempers. Even though they have no control over the delays, employees are convenient targets for complaining travelers. Employees are also frustrated by the inability to control the situation.

All this has led some well-known rail enthusiasts to contemplate making plans to take airplane travel instead. But for most of us, the train remains the preferred mode of transportation. The essence of rail travel is the journey itself, the leisurely pace, the opportunity to see the country, and to avoid the hustle and bustle of airports.

Amtrak has a viable business if it can have the resources and time to perfect the service. In the meantime, let’s hope that the situation improves before we reach our destination.
Photos and Articles

Clippings from newspapers and magazines must include the publication’s name and date. Your articles and news briefs should be typed and double-spaced, though very short items may be legibly written. Preferably, send hard copy with IBM-compatible text files on 3½" disks. Submissions via e-mail to:
kjprendergast@email.msn.com.

We reserve the right to edit all non-published submissions. Original photos should be sharp, bright prints—avoid slides and negatives. Always include your name and phone number!
The Passenger Rail News
12029 Clifton Boulevard, #505
Lakewood OH 44107-2161

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

YES! I WANT BETTER RAIL PASSENGER SERVICES!

An introductory one-year membership in the Michigan or Ohio Association of Railroad Passengers includes a subscription to The Passenger Rail News, plus action alerts, notice of rail-oriented events, and local meetings. (Contributions to OARP may be tax deductible.) #135

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Understandably, Amtrak station and train employees are getting short tempers. Even though they have no control over the delays, employees are convenient targets for complaining travelers. Employees are also having to work overtime almost daily, which means less time at home with their families.

Amtrak's bottom line and "the cause" of passenger rail advocates also are victimized. Amtrak cannot grow its business and image when its trains are so unreliable. Expenses—employee overtime, plus paying for food, hotels, or alternate transportation for mis-connecting passengers—are also piling up. For advocates, not only do we want to encourage friends and associates to take the train, but we want governments to make investments in new trains and stations. But, when trains run hours late so often, our job is made that much harder.

We know, as does Amtrak, the reasons for the delays. Ultimately, it really doesn't matter. The traveling public doesn't care why the trains are late—only that they are. The only thing that matters is implementing a solution. Unfortunately, that solution is also late in arriving.
Freight railroads’ meltdown hits Amtrak, passengers hard

Rays of hope slowly emerging from June 1 Conrail takeover

By Ken Prendergast
OARP Vice-President

Nancy Snyder of Pittsburgh had a great idea for celebrating her mother Louise’s 94th birthday — ride Amtrak’s westbound Pennsylvania to Cleveland to see actor Richard Chamberlain starring in “The Sound of Music” at the opulent Palace Theater. Then, after enjoying a late-night snack at Ciao Cucina, they would retire for the evening at the grand Wyndham Hotel on Playhouse Square. Following a nice breakfast the next morning in the hotel’s restaurant, they would board the eastbound Pennsylvania back to Pittsburgh.

What seemed a great idea on paper was a disaster in practice. Their train, due to pull into Cleveland at 6:05 p.m. on Nov. 9, didn’t arrive until 11 p.m. Having missed the show, all they could do is head to the hotel to sleep off their frustration. Their ordeal wasn’t over, however. The next morning, they would board the eastbound Pennsylvania and spend most of the next day riding with 157 other passengers in a sleeping car instead of enjoying a leisurely tour of the Cleveland area.

Amtrak and cargo customers have been effectively reduced in the past half-year to single-track railroads through which all other trains must squeeze. At one point last summer, NS nearly ground to a complete halt.

While horror stories like Snyder’s tell the tale on an individual basis, Amtrak on-time performance statistics show the big, bad picture. According to data provided by Amtrak’s Intercity division — which runs everything outside of the Northeast and West Coast — a sharp decline in the punctuality of Eastern Service trains can be clearly seen (see chart).

Because they had worked the federally mandated maximum of 12 hours.

Major freight customers like United Parcel Service began switching from trains to more expensive trucks. Other customers were hurt financially, like the trucking/intermodal firm J.B. Hunt, which reported reduced earnings blamed on the CSX/NS meltdown.

CSX and NS officials acknowledge they were caught with their pants down, despite their assurances before taking over Conrail that there wouldn’t be a repeat of the Union Pacific Corp. (UP) meltdown. Two years ago and west of Chicago, UP took over Southern Pacific Corp., soon resulting in grain rotting in silos and ships clogging harbors because they couldn’t unload their cargoes onto trains that weren’t there. Western passenger trains were seriously delayed in that debacle as well.

“We just did not do as good a (planning) job as we should have, pre-Conrail (acquisition),” said Jim McClellan, vice president of strategic planning for NS, at Traffic World magazine’s Transportation Table luncheon Oct. 22 in Washington D.C.

The frequency of delays to Amtrak trains and their passengers resulting from the CSX/NS meltdown has been just one part of the problem.

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Data appears courtesy of Amtrak Intercity. July and September data was not supplied. Amtrak’s 1999 fiscal year began in Oct. 1998. Intercity division total is for all trains operating outside of the Northeast and West Coast.
Would board the eastbound Pennsylvania back to Pittsburgh.

What seemed a great idea on paper was a disaster in practice. Their train, due to pull into Cleveland at 6:05 p.m. on Nov. 9, didn't arrive until 11 p.m. Having missed the show, all they could do is head to the hotel to sleep off their frustration. Their ordeal wasn't over, however. The train back to Pittsburgh was over two hours late.

"This trip, likely my mother's last because of her advanced age and deteriorating physical condition, was a complete fiasco, causing us both trauma and exhaustion, to say nothing of the embarrassment to me," Mrs. Snyder wrote in a Nov. 17 letter to Amtrak.

The plight of these two Amtrak passengers is indicative of what has been occurring since the June 1 takeover and split-up of freight railroad giant Conrail Corp. by competitors CSX Inc. and Norfolk Southern Corp. (NS). It's an example of how the public can sometimes get lost in the problems of corporate America.

Indeed, lots of Amtrak passengers have likely been lost as returning customers as a result of the meltdown of freight train operations due to the Conrail split. Because Amtrak now uses either CSX or NS tracks for nearly all its passenger train runs in the region between Chicago and the East Coast (formerly Conrail-owned routes), rail travelers have become swept up in an intolerable situation.

Failing or incompatible computer systems, corporate culture conflicts, poor train dispatching, increased freight traffic, and bad planning by CSX and NS have resulted in railways lines becoming clogged with stopped freight trains. Thus, two- and three-track-wide mainlines have division — which runs everything outside of the Northeast and the West Coast — a sharp decline in the punctuality of Eastern Service trains can be clearly seen (see chart).

Eastern Service trains include the Capitol Limited (Chicago - Cleveland - Washington D.C.), Cardinal (Chicago - Cincinnati - Washington D.C.), Indiana Service (ie: the Chicago - Indianapolis Hoosier State), Lake Shore Limited (Chicago - Cleveland - New York City/Boston), Pennsylvania (Chicago - Cleveland - Philadelphia), and Three Rivers (Chicago - Akron - New York City).

Also affected were Amtrak's Chicago Hub trains into Michigan, including the International (Chicago - Port Huron - Toronto), Pere Marquette (Chicago - Grand Rapids), and the Lake Cities, Twilight Limited, and Wolverine (Chicago - Detroit). However, delays to these Michigan trains were not as serious as their Eastern Service counterparts. In recent months, most Chicago-Detroit Amtrak trains have been running on schedule, according to John Delora, executive director of the Michigan Association of Railroad Passengers.

The worst congestion problems have typically been occurring near major freight yards and junctions in Harrisburg, Pittsburgh, Cincinnati, Willard (northwest Ohio), Cleveland, Elkhart (northwest Indiana), and Chicago. However, some rural segments became clogged when rail traffic happened to converge at a location and the crews on a train or two had to park their trains cargo onto trains that weren't there. Western passenger trains were seriously delayed in that debacle as well.

"We just did not do as good a (planning) job as we should have, pre-Conrail (acquisition)," said Jim McClellan, vice president of strategic planning for NS, at Traffic World magazine's Transportation Table luncheon Oct. 22 in Washington D.C.

The frequency of delays to Amtrak trains and their passengers resulting from the CSX/NS meltdown has been just one part of the problem. The extent of the delays has shocked even the most seasoned rail travelers. Like the situation experienced by Mrs. Snyder on her trip to Cleveland, Amtrak trains are frequently running hours late. For example, in the first 15 days of November, the daily eastbound Three Rivers arrived New York City 3 hours and 52 minutes later — on average.

Bill Engel of Clinton (near Akron), and Jack Slanina of Youngstown, both members of the Ohio Association of Railroad Passengers (OARP), provided frequent reports of seeing the Three Rivers coming through their towns in the afternoons, even though the train is scheduled to go through those cities in the pre-dawn hours. Messrs. Engel and Slanina and other frustrated rail advocates have watched Amtrak customers at stations give up waiting after a couple of hours to find other transportation. Some were overheard saying they would never try the train again.

Amazingly, some rail lines that have been owned for years by CSX and NS began clogging after the Conrail acquisition. Stopped freight trains on CSX's two Chicago-Washington D.C. routes (one via Cincinnati and the other via Akron) have caused delays to Amtrak's Cardinal, Three Rivers, and Capitol Limited.

After four months of this morass, Amtrak on — See "Meltdown", page ten
New Detroit Amtrak station underway in 2000

“Detroit,” from page one

from Cass to Woodward avenues. A broad concourse will slope downward from ground level, pass under the two railroads, and come up a ramp to the current, interim station, where passengers can exit to catch taxis or local buses. This will allow a flow-through of traffic which will make retail shops in the concourse more commercially viable. The traffic will be there, too. On Day One, there will be 68 moves per day (counting trains and buses), compared to the 12 moves per day at the current Amtrak facility.

The largest cost item in the project is the building of support structures under the Conrail and Canadian National rights-of-way, but it is necessary to integrate the station into the commercial core of New Center and to make the retail areas viable. Rents from the commercial properties will help cover the operating costs of the station. In order to make it a more attractive facility, a subcommittee has been set up to apply for private sector grants for artwork and other enhancements.

“This was a particularly satisfying experience for me,” said MARP Chairman Tim Backhurst, retired urban planner. “I’ve sat on many committees such as this, and I have to say that Bob Gottleib did an outstanding job meshing together so many diverse needs and coming up with a design that everyone is enthusiastic about.”

Tim Hoefnner, MI-DOT’s manager of rail programs agreed. “We’ve wound up with a truly signature intermodal facility that reflects Detroit’s importance as one of the leading metro areas in North America,” he said. “This facility is being designed not only to accommodate the rail and bus passengers today, but will meet future increases associated with high-speed rail service to the Detroit-Chicago corridor possible inter.
The meeting was held to discuss projects called "New Amsterdam" which will create about 500 new housing units in a four-block area immediately south and west of the new station. This project will be composed of loft housing in former light industrial buildings as well as new-construction townhouses.

Another project, the Woodward Gateway, will remove an unsightly canopy from the shopping district, and create a distinctive gateway to the Government Center in the General Motors Building by introducing a "civic scaled" open space at the corner of Woodward and Grand Boulevard with shopping restaurants and entertainment venues facing onto it. All in all, within three years, the entire area will be one of the city's crown jewels.

**MC trainsheds demolished**

DETROIT — After lengthy negotiations, demolition began this autumn of the trainsheds at the Michigan Central Station. The shed were of a type known as "Bush" sheds, after Lincoln Bush, the designer. They were first used at the Delaware Lackawanna Western station at Hoboken, NJ in 1910. Their ability to vent locomotive smoke while keeping passengers protected from the elements, quickly made them popular with railroad companies.

The sheds at Michigan Central Station were built in 1912 and are still owned by Amtrak. They are being removed to facilitate operations for high-priority Canadian Pacific "Iron Highway" freight. Canadian Pacific has been in negotiations with Amtrak for some time to use the site. As of press time no announcement has been made, but apparently things are pretty well along.

**Lake Shore**

The daily train passes through Ohio and much of Indiana during nighttime hours.

Since the addition of 20-25 trailers would make the trains too long west of Albany, Amtrak was going to split the Lake Shore into separate Chicago-New York and Chicago-Boston trains. Not only was Amtrak going to give the Chicago-Boston a separate schedule that would have given Ohio more daytime service, but it also proposed a new route for this train west of Cleveland.

Amtrak had chosen an all-CSX railroad routing west of Cleveland, using the Cleveland-Columbus route as far south as Greenwich. There, it would join the route of Amtrak's Three Rivers (New York - Pittsburgh - Youngstown - Akron-Chicago) to head west to the Windy City, serving the existing stations of Fostoria, OH, Nappanee, IN, and Hammond/Whiting, IN. Also, the new train was given the numbers #38 (eastbound) and #39 (westbound). No name for the train had been decided.

Train #38 was proposed to depart Chicago at 8:55 a.m., and stop in Hammond/Whiting at 9:24 a.m., Nappanee at 11:48 a.m., Garrett at 12:45 p.m., Fostoria at 2:15 p.m., Cleveland at 4:45 p.m., and continue east on the existing Lake Shore route on CSX tracks to Boston before arriving Beantown at 6:55 a.m.

Westbound, #39 was to depart Boston at 11:55 p.m., stopping in Cleveland at 2:55 p.m., Fostoria at 4:52 p.m., Garrett at 6:37 p.m., Nappanee at 7:24 p.m., Hammond/Whiting at 7:40 p.m. and arriving Chicago at 8:50 p.m. The train was to serve the Lake Shore's stations across northwest Pennsylvania, upper New York state and Massachusetts, including Erie, Buffalo, Syracuse, Albany, and Springfield.

While there are no "official" reasons stated for the demise of this new train, the Ohio Associa-

— See “Split”, page ten
States are stepping up public investments in passenger rail

At last count, 20 of the nation’s states are making important investments in improving, expanding and speeding passenger rail services. This includes ordering new, comfortable trains from manufacturers, upgrading tracks and signals, laying additional tracks, building new stations or rebuilding historic ones, and providing operating subsidies.

In this newsletter’s coverage area, Michigan has had the foresight to invest in passenger rail service, while Ohio and Indiana are noticeably absent from the following list. Hopefully, plans underway will put Ohio and Indiana — which are the nation’s 7th and 14th most populous, respectively — on the right track to fast, congestion-free travel in the 21st century. Until then, their travelers, and economies, will lack the range of travel choices in the following states:

**CALIFORNIA**

Voter-approved bond issue in 1991 provided $2 billion in capital and operating funding for passenger rail services. Led to expansion of existing state-supported passenger-rail services. State support for service led to the following expansions:

- Los Angeles to San Diego (San Pasquale).

**A SPECIAL REPORT**

- Oakland/Sacramento-Stockton-Fresno-Bakersfield (San Joaquins) — increase in service from one to five round trips each day. Upgraded track connections for faster speeds, and made major station improvements. The latest service increase links Stockton to Sacramento for the first time in nearly 30 years.

**CONNECTICUT**

State supports Metro-North regional rail service on several routes from New York City to Connecticut cities. Includes subsidizing train operations, funding of stations used by Metro-North and Amtrak service, and track improvements and maintenance.

**DELAWARE**

Provides funding for station improvements along the short stretch of Amtrak’s high-speed Northeast Corridor which passes through the northern part of the state. Also financially supports recent extension of Philadelphia regional rail service from Marcus Hook to Wilmington.

Florida also is served by three daily round trips from New York City to and Miami.

**ILLINOIS**

State subsidizes trains on routes from Chicago to St. Louis via Springfield, Carbondale via Champaign, and Quincy via Galesburg. Additional trains are funded solely by Amtrak on the first two routes, though the state provides significant capital funding for track and station improvements. Also, the state provides a funding share for six daily trains between Chicago and Milwaukee.

Illinois has enacted a new bond issue — Illinois First — that includes up to $140 million for implementation of high-speed rail upgrades between St. Louis and Chicago (for more detail, please see “Illinois puts rail on fast track”, The Passenger Rail News, August 1999). Over $200 million of the $350 million cost for the program is now in hand. The environmental impact statement for the project also is expected to be completed by the end of 1999, permitting the state to begin work next year. The program will reduce the trip time between St. Louis and Chicago from over five hours to just 3 hours, 30 minutes, and include eight daily round-trip trains. Illinois hopes to proceed with infrastructure improvements next year, with the first trains running in 2000.
CALIFORNIA

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- Los Angeles to San Diego (San Diegans) — increase in service from 3 to 11 daily round trips, added new tracks and increased train speeds to 90 mph, state helped to build major transportation centers at cities along the route;
- San Diego Coaster — established single-route regional rail service Oceanside-San Diego with multiple daily trains on part of LA-SD route;
- Los Angeles to Santa Barbara — increased from 1 to 5 daily round trips, made track improvements and built new or improved station facilities along the route;
- Los Angeles Metrolink — established multi-route regional rail system in 1990s with frequent service on each route to outlying communities (20-50 miles away). Required dozens of new stations, expanded tracks and signal systems;
- San Jose to Oakland to Sacramento (Capitols) — increase in service from two to eight round trips a day, built major transportation centers at Oakland and Emeryville;
- San Jose to San Francisco (CalTrain) — state-funded regional rail route totals about two dozen trains in each direction each weekday. Funding also provided for on-line stations and track improvements;
- San Jose to Stockton (Altamont Express) — new regional rail service;

DELAWARE

Provides funding for station improvements along the short stretch of Amtrak's high-speed Northeast Corridor which passes through the northern part of the state. Also financially supports recent extension of Philadelphia regional rail service from Marcus Hook to Wilmington.

FLORIDA

State matching share to leverage federal funds for Tri-Rail regional rail service linking Miami, Ft. Lauderdale, and West Palm Beach as a temporary congestion relief valve during I-95 reconstruction. Popularity of service has resulted in additional trains throughout the day, even through the highway project is complete. State also funded track and station improvements to enable the extension of long-distance passenger rail service from New Orleans, through Pensacola, Tallahassee, Jacksonville to Orlando.

INDIANA

Although no state money has been spent in years on intercity passenger service Indiana has helped preserve and improve commuter service between Sound Bend and Chicago.

With state help, the Northern Indiana Commuter Transportation District was able to pur-
States stepping up public "Investments", from page five

The Chicago SouthShore and South Bend railroad’s track and right-of-way.

MAINE

State-supported bond issue, totaling more than $50 million, will help fund startup of five daily trains between Portland and Boston. Funding will pay for track and signal work that will allow train speeds of 79 mph and new or rebuilt stations on the part of the route within Maine. The rest of the tracks include a short stretch in New Hampshire and Massachusetts, which is already capable of handling Maine’s passenger trains — it is served by Boston-area regional rail services.

MARYLAND

Maryland Rail Commuter (MARC) regional rail system is financially supported by the state and provides multiple daily trains between Baltimore and Washington D.C. on two routes, plus lines from Baltimore to Aberdeen, and Washington D.C. to Martinsburg W.V. State also provides funding share for station and track improvements utilized by Amtrak trains on the Northeast Corridor and on Maryland’s portion from Washington D.C to Martinsburg.

MASSACHUSETTS

Massachusetts Bay Transportation Authority (MBTA) regional rail system in the Boston area is funded by the commonwealth, including 1970s-era “Turboliner” equipment. Also, the state subsidizes a daily train service between New York City to Montreal. Amtrak Turboliners on this route can operate at speeds up to 125 mph. However, current speeds are limited to 90 mph, with up to 110 mph over a segment of track south of Albany.

In 1998, Amtrak and New York State entered into a $185 million agreement to implement high-speed rail service from New York City to Albany (125 mph, with a two-hour running time) and Albany-Buffalo (90 mph, for a six-hour NYC-Buffalo running time).

Of the $185 million, the state and Amtrak will split the investment evenly. Perhaps more significantly, of the half coming from New York, nearly ¾ of that will also be from federal sources, primarily Congestion Mitigation/Air Quality funds. So, for a state expenditure of about $20 million, the New York gets a $185 million improvement project.

NEVADA

Through the efforts of Governor Kenny Guinn, U.S. Senator Harry Reid and others, Las Vegas-Los Angeles rail passenger service will be restored in September 2000. The service will begin with a single, daily round-trip train, but would expand to two daily round trips if initial ridership meets or exceeds 60,000 per year.

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Growing state rail programs have resulted in additional U.S. Department of Transportation (DOT) funding for passenger rail projects. In Nevada, DOT funds will help pay for the cost of expanding the service, which includes a new station in Las Vegas.

NORTH CAROLINA

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MASSACHUSETTS

Massachusetts Bay Transportation Authority (MBTA) regional rail system in the Boston area is funded by the commonwealth, including major station improvements and trackwork. A major expansion of service to southeast Massachusetts, including Cape Cod, is underway. The state is also served by frequent Amtrak service to Springfield, Providence, and New York City and will soon have 150 mph service on the New York-New Haven-Boston line.

MICHIGAN

State subsidizes the operation of trains from Chicago to Grand Rapids and to Port Huron via Lansing and Flint. State is helping to fund track and signal improvements to permit train speeds in excess of 100 mph in western Michigan on the Detroit-Chicago route. While the state doesn’t subsidize Detroit-Chicago service, the continuance of several daily trains on this route was permitted by the state rebuilding over a dozen Amtrak passenger cars for regular daily use.

In addition, the state has rebuilt or built new stations in several cities, including Jackson, Kalamazoo and other cities, while Detroit is about to receive a new intermodal hub (see “New Detroit Amtrak station underway in 2000”, Page one).

MISSOURI

Two daily round trips between St. Louis and improvements are being financially supported by the state.

NEVADA

Through the efforts of Governor Kenny Guinn, U.S. Senator Harry Reid and others, Las Vegas-Los Angeles rail passenger service will be restored in September 2000. The service will begin with a single, daily round-trip train, but would expand to two daily round trips if initial ridership meets or exceeds 60,000 per year.

Over the next two years, more than $28 million will be invested in track improvements, with Amtrak providing half, and the state and federal governments funding the remainder. This is in addition to $2 million in federal operating subsidies.

With those track improvements, trains will make the 340-mile L.A. to Las Vegas trip in just 5 ½ hours, compared with a 7-hour drive on congested Interstate 15. Officials predict the drive time between the two cities will actually rise due to highway congestion. Custom-built Talgo trains, which tilt through curves to maintain speed and comfort, will carry L.A.-Las Vegas rail travelers.

NEW JERSEY

NJ Transit provides frequent daily regional rail service on multiple routes from New York City, Newark, Trenton, Atlantic City and other routes. Many of these routes also are used by Amtrak trains, which have benefited from state-funded track and station improvements.

NEW YORK

Amtrak currently provides 10 daily round-trip trains between New York City and Albany and four daily round-trip trains to Buffalo, thanks to previous, shared Amtrak-state-federal investments in rail infrastructure and refurbished

NORTH CAROLINA

Growing state rail programs have resulted in two daily round trips between Charlotte and Raleigh, with one round trip continuing north to New York City. Track and station improvements, along with refurbished passenger cars and locomotives were funded by the state. Additional service is being paid for by the state, including a route from Charlotte to Asheville.

In 1998, the FRA designated the railway from Washington, D.C., through Richmond, Raleigh, Charlotte, Atlanta to Macon as the Southeast HSR Corridor. This extends a nearly ten-year planning effort undertaken by North Carolina, Virginia and Amtrak to upgrade the Charlotte-Washington line. Governor Hunt of North Carolina has made two-hour service between Charlotte and Raleigh a major state priority. Upgrade of the Charlotte-Washington line would cost $1.3 billion, and generate a fivefold increase in annual ridership to 1.7 million passengers.

Amtrak and North Carolina have agreed to jointly invest up to $150 million in upgrade of the Charlotte-Raleigh line and acquisition of new high-speed rail equipment. The state recently reached an agreement in principle with the Norfolk Southern freight railroad, which owns the Charlotte-Raleigh tracks, to permit upgrades to tracks and signals. Plans are also are being developed to reduce trip times and build additional tracks between Richmond and Charlotte.

— See “Investments”, page seven
investments in passenger rail

“Investments”, from page six

OHIO

While Ohio has not funded the start up of any new passenger train services, the state has done some things to improve station facilities. A small amount of state money has been invested in improved passenger facilities in cities such as Akron, Fostoria, Hamilton, Sandusky, Toledo, and Youngstown. Also, state funds were spent to help pay for a new track to handle more express shipments at Toledo.

OKLAHOMA

State funded the creation of new (June 1999) Oklahoma City-Ft. Worth service, the first passenger train service in Oklahoma since 1979. Funding includes operating subsidies and the provision of station facilities. Additional expansions are planned by the state to reach Tulsa and Kansas City.

OREGON

In partnership with the state of Washington, Oregon has provided funding for the Cascades corridor, linking Eugene, Portland, Seattle and Vancouver B.C. Train service on this route has increased from two to five daily trains, including the state's acquisition of European “Talgo” trains which maintain high speeds through curves by tilting the train. New station facilities are being built or rebuilt, with track improvements risburg, to just 90 minutes over the next five years. This will increase connectivity to Acela high-speed rail service on the Northeast Corridor main line. The agreement calls for station upgrades, overhaul and redesign of train equipment and upgrades to the electrification system upgrades will be necessary to more and faster service.

WASHINGTON

In partnership with Oregon, the state of Washington has taken the lead in providing funding for
In partnership with the state of Washington, Oregon has provided funding for the Cascades corridor, linking Eugene, Portland, Seattle and Vancouver B.C. Train service on this route has increased from two to five daily trains, including the state’s acquisition of European “Talgo” trains which maintain high speeds through curves by tilting the train. New station facilities are being built or rebuilt, with track improvements permitting train speeds of 79 mph.

Eugene-Portland-Seattle-Vancouver ridership in 1993 was 224,000, increasing to 550,000 in 1998, despite a slow, 3½ hour Portland-Seattle running time. Faster train speeds of 100 mph and higher are planned and projections show ridership of 2.2 million passengers per year when running times decrease to 2½ hours.

**Pennsylvania**

The commonwealth subsidizes several of the 10 round-trip trains between Harrisburg and Philadelphia, and have ordered $18 million worth of new equipment for that service. In addition, Pennsylvania has paid for new or improved major station facilities in Pittsburgh, Altoona and other cities.

Pennsylvania also funded Philadelphia-Pittsburgh service for nearly 15 years, which was eventually extended west to Cleveland and Chicago. The extension was funded wholly by Amtrak.

While intended to improve freight service, the Commonwealth also funded major track improvements across the Allegheny Mountains, resulting in better passenger rail service between Pittsburgh and Harrisburg.

In July 1999, Amtrak and Pennsylvania agreed to a $140 million joint infrastructure and equipment upgrade program that will reduce current 2-hour trip times between Philadelphia and Harrisburg, to just 90 minutes over the next five years. This will increase connectivity to Acela high-speed rail service on the Northeast Corridor main line. The agreement calls for station upgrades, overhaul and redesign of train equipment and upgrades to the electrification system and tracks.

**Vermont**

Tiny Vermont, which ranks 48th in population, is supporting rail passenger service as well. Currently, the state funds two trains: the Ethan Allen Express, operating New York-Albany-Rutland and the Vermonter operating New York-New Haven-Springfield-St. Albans. Plans are to extend the latter to Montreal and to add other services throughout the state.

**Virginia**

On Oct. 28, Governor James S. Gilmore III announced a $2.5 billion transportation spending bill that includes funding to raise Richmond-Washington D.C. passenger train speeds to at least 110 mph by 2006. Train speeds are now restricted to 79 mph. Departures every hour are desired by the state. On most days, there are eight Amtrak trains in each direction on this route, not including Virginia Railway Express (VRE) commuter trains on the northern half of the line.

The state is seeking to reduce Richmond-Washington trip times to just 90 minutes, from the current two hours. The Federal Railroad Administration, Amtrak, the commonwealth of Virginia, CSX and the VRE commuter agency recently completed a study to determine what upgrades will be necessary to more and faster service.

**Washington**

In partnership with Oregon, the state of Washington has taken the lead in providing funding for the Cascades corridor (see Oregon). The state’s leadership in the acquisition of European “Talgo” trains helped the state land the Spanish company’s first U.S. assembly plant and 1,000 jobs.

In 1997, Washington state and Amtrak introduced the new, tilting Talgo equipment, resulting in over 30-minute trip-time reductions and a doubling of ridership.

Washington state has committed to annually invest some $30 million in upgrade work and equipment. The BNSF freight railroad has committed to upgrading its signal system and other improvements. And, Amtrak has funded the acquisition of one Talgo train. The total program cost, in conjunction with Oregon, is projected at $1.8 billion, with completion by 2018. State support also is helping to create a new regional rail service between Tacoma and Seattle to begin next year.

**Wisconsin**

State subsidies permitted Amtrak to increase its existing service between Milwaukee and Chicago from three to seven round trips per day. Funding also was invested in faster tracks and station improvements for Amtrak services across the state. Additional service is forthcoming — from Chicago to Madison, Milwaukee to Green Bay, and an extension of Chicago METRA regional rail service north to Milwaukee.
States are investing in trains

Demand for new passenger rail services on the upswing

By Bill Hutchison
OARP President

This article might be a page out of Ripley’s “Believe It Or Not.” Many of us, accustomed to years of retrenchments and battles to save what little remained of our once-vast rail passenger network are taken aback when we hear about one new rail passenger service after another. Wasn't Amtrak on its death bed not too long ago? The same is true on the freight side, where resurgent railroads are adding capacity and making huge investments unthinkable in the past. Didn’t Ohio lose a third of its rail network?

Add to that a changing attitude on the part of a lot of federal, state and local officials, business people and others, who now feel good train service is a must. Didn’t some of these same people call the passenger train a trip down Memory Lane? What’s going on here?

Well folks, it’s quite simple really. We’ve outgrown the capacity of our highways and air systems to handle the huge growth in traffic over last few years. At the same time, adding new highway and airway capacity would be prohibitively expensive. Consider these statistics:

• Since 1990, highway traffic in the Midwest has increased by 20 percent, but highway-lane miles have increased by only 1 percent.

• Passenger boardings at the Midwest’s 12 busiest airports are up by 37 percent, with no major increases in capacity.

• The U.S. General Accounting Office says road congestion will triple in the next 15 years, even if capacity is increased by a desired 20 percent, a goal unlikely to be achieved.

• New airports or major expansions to existing facilities will cost billions and cause massive disruptions to construct, making rail a cost-effective alternative, since up to half of all flights to cities like Chicago, Cleveland, and Detroit are short-distance, where rail is competitive.

• We are now into an era of huge multi-year highway reconstruction projects, with no end in sight. The Cleveland-Columbus I-71 project will take 10 years to complete at a cost of over $500 million. All the while, trip times will substantially increase, up from the current two-hour, 15-minute drive time.

• Today’s traveler in the Midwest and other areas of the country faces poor travel choices for regional trips of 100 to 400 miles: A long drive through heavy congestion and endless orange barrels, a commercial flight with fares of several hundred dollars, or rail service that is either inconvenient, slow or nonexistent.

It’s this lack of choice that is driving the demand for new rail passenger service, services which will operate frequently at high speeds, offering the amenities present service do not. Officials in other states are coming to realize the benefits of offering this alternative to crowded highways and airports. They realize that, without this choice, our transportation system and, in turn, our economy will grind to a halt.

It’s gotten to the point where the orange barrels have become a rail advocate’s best friend. We have two choices: do something by adding new train service or don’t do anything and watch the road and airport problems become intolerable, followed by public outcries for action.

In Ohio and Indiana, we still have to convince some people, but enough are already on board to make themselves heard, so I’m hopeful the rail revolution once thought impossible will happen here too. Remember, we still have our trump cards — those orange barrels and all the traffic that isn’t going to get any better. Stick compared to other states, we are far behind and face an uphill battle.

We have featured passenger rail developments in other states to show what is going on around the country and, while many of you regular members may be familiar with them, some other people may not. Take a good, long look at what all these other states are doing and see what’s possible. Then ask your state legislator and your governor “Where is Ohio or Indiana on passenger rail?”
Kentucky Cardinal links metro Louisville, Chicago

For the first time in 20 years, regularly scheduled passenger train service returned Dec. 17 to Greater Louisville when Amtrak began direct service between Chicago and Jeffersonville, IN. The new train, called the Kentucky Cardinal, features daily, evening departures from those two cities with arrivals the next morning in the opposing city.

Specifically, the northbound train will depart Jeffersonville at 10:25 p.m., arriving downtown Chicago at 10:05 a.m. Southbound, it will depart Chicago at 8:10 p.m. and arrive Jeffersonville at 8:40 a.m. Passengers of the Kentucky Cardinal will be able to connect at Chicago’s Union Station to Amtrak’s national network of short- and long-distance trains. Also, frequent commuter rail service at Union Station radiates out to numerous Chicago suburbs.

The train will also serve existing Amtrak stations in Indiana at Indianapolis, Crawfordsville, Lafayette, Rensselaer, and Dyer. No station stops currently are planned between Indianapolis and Jeffersonville, which is located across the Ohio River from downtown Louisville. Amtrak cannot go into downtown Louisville because a stretch of track has been ripped out. If that situation can be resolved, Amtrak officials said they would extend the train into downtown Louisville.

Parking is available at the Jeffersonville station, located at 500 Willinger Lane.

Three days per week, the Kentucky Cardinal will operate between Chicago and Indianapolis as a section of Amtrak’s Cardinal, a train that operates thrice-weekly between Chicago and Washington, D.C., via Indianapolis. In Indianapolis, the Kentucky Cardinal will be joined with, and separated from, the Cardinal on the days that train’s operation. On the remaining four days per week, the Kentucky Cardinal will operate as an independent train between Chicago, Indianapolis, and Jeffersonville/Louisville.

Food service will include vending machines on the lower level of the coach car. In addition, passengers will have access to the Cardinal’s dining car on the Chicago-Indianapolis segment on the days the Kentucky Cardinal operates as a section of the Cardinal.

The Kentucky Cardinal will operate with bi-level Superliner equipment and will offer passengers both coach and sleeping car service. The Superliner sleeper contains deluxe and economy sleeping accommodations, a handicapped-accessible bedroom, as well as a family bedroom that sleeps two adults and two children.

Funding for the new train is being provided in part by Amtrak’s growing mail and package express business. Working in partnership with the Louisville & Indiana Railroad, Amtrak is opening a mail and express handling facility in Jeffersonville, IN to provide for the shipment of packages to and from customers in the Louisville area.

Passengers wishing to travel on the Kentucky Cardinal or any other Amtrak train can make reservations and obtain information on fares and schedules by calling Amtrak’s toll-free reservation and information number, 1-800-USA-RAIL. In addition, customers may visit a staffed Amtrak station or see an authorized Amtrak travel agent for details on any Amtrak service. Ticketing, schedules, and service information are also available at www.amtrak.com on the World Wide Web.
COTA's glass is half full

By Ken Prendergast
OARP Vice-President

COLUMBUS — Franklin County voters approved a permanent, 0.25 percent sales tax levy that will support existing public transportation services for the foreseeable future. This is a milestone for the Central Ohio Transit Authority (COTA), which has relied on a series of temporary tax levies throughout its history. Now, COTA can think about its future, rather than plan from one levy to the next. This permanent levy was supported by 58 percent of the voters. A 10-year, 0.25 sales tax for COTA expired Dec. 31, 1999.

Unfortunately, a second levy on the same Nov. 2 ballot — which would have funded an expansion of COTA bus services and the creation a commuter rail system — went down to defeat. This occurred despite the fact that pre-election polls showed support for bus expansion and commuter rail service. Nearly 55 percent of voters turned thumbs down on the expansion levy.

COTA levy campaign consultant Curt Steiner placed much of the blame for the defeat of the second levy (a 10-year, 0.25 percent sales tax hike) on ambiguous ballot language which didn’t explain to voters how the money would be used. He also said COTA didn’t have enough time to mount its educational campaign, even though the two levies were placed on the ballot six months before the election.

However, if voters had to approve just one of the two levies and still hope to have a stable transit system, then they picked the right one — the permanent levy. Thus, the next transit levy that is passed in Franklin County will pay for COTA’s expansion. COTA officials said they want to put another levy on the ballot in the near future to pay for expansion, but they first wanted to learn from voters why the expansion levy was defeated.

The next time the COTA expansion levy comes around, the key will be to convince one of every 10 voters who were anti-expansion to change their minds. COTA’s levy campaign primarily consisted of advertising in the media. They didn’t do any educating on a grassroots level, such as door-to-door campaigning or fully utilizing supportive citizens organizations like the Central Ohio Transit Coalition or the Ohio Association of Railroad Passengers.

By comparison, on the same election day in Denver, a ballot-initiative for expanding light-rail transit in the Mile High City (via a new rail line costing $457 million) won overwhelming support. The reason was due to the Denver Metro Chamber of Commerce taking the lead not only in supporting more light rail, but in raising half of the $1.5 million budget for the election campaign. The chamber also hired a campaign consulting firm and enlisted the support of other business organizations, civic groups and even got the city’s Democratic mayor and Colorado’s Republican governor to work together toward a light rail victory.

Without education, voters are more likely to fund the status quo, rather than dig deeper into their wallets to pay for new services. Also, for many Franklin County voters, they have never ridden a commuter train before, let alone seen one. The commuter rail proposal may have seemed a vague concept to many voters. Some officials proposed that COTA create a demonstration commuter rail service before trying again for a levy to pay for a full-blown rail system.

Even if a second levy to pay for expansion isn’t on the horizon, that doesn’t mean that expansion won’t happen. Since COTA is now being funded by a permanent sales tax, the continued growth of Columbus’ population and business activity will likely mean more sales taxes each year. And, the permanent tax will allow COTA to leverage state and federal transit funds, in addition to selling construction bonds repaid by sales tax revenues.

Such benefits are already occurring. The construction of a transportation center at the corner of High Street and Nationwide Boulevard in downtown Columbus will receive $13.1 million from the Ohio Department of Transportation. The transportation center, which was the key project COTA’s expansion plans, will accommodate 12 buses at a time — double the capacity of an older transit center nearby. Since the site for the new transportation center is also next to the Cleveland-Cincinnati tracks, proposed Amtrak passenger trains will have a station to serve in Columbus.
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OARP Vice-President

By Ken Prendergast

The capital

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COTA didn't have enough time to

voters

two levies were placed on the ballot six months

However, if voters had to approve just one of

the two levies and still hope to have a stable tran-

system, then they picked the right one — the

The steering committee is proposing two daily

round trips between Cleveland and Columbus,

morning, and return trips in each direction in the after-

noon. CSX placed a two-round-trip limit on pas-

tenger trains in the 2-C Corridor, given CSX's heavy freight train limit on pas-

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Despite repeated requests of CSX by the steer-

Committee, the freight railroad company has not yet responded with any capital costs estimates. The cost of the added track would be high — possibly exceeding $20 million — which is why the steering committee needs to know whether this investment is still needed and, if so, what the exact cost would be.

A letter was sent on behalf of the steering com-

mittee to CSX officials requesting a meeting to

learn what the freight railroad needs. The lack of

a response thus far has prompted the steering com-

mittee to cancel two meetings, at which the com-

mittee hoped to make a recommendation to fund

the service.

Understandably, CSX officials do not view the

2-C passenger service as a priority. This is es-

pecially true considering their focus on resolving freight train delays resulting from their mismanage-

ment of the joint acquisition of Conrail Corp.'s

assets. On June 1, CSX and Norfolk Southern

Corp. (NS) jointly acquired freight railroad giant

Conrail and split its assets between them. Since

then, both CSX and NS have been suffering from serious delays to their freight trains.

In early 1999, the start-up date for 2-C pas-

senger trains was pushed back to autumn 2001. How-

ever, if a detailed answer from CSX is not received within the next couple of months by the steering committee, the start-up date for 2-C passenger trains could be further delayed, said ORDC Director Tom O'Leary.

Donations still needed

OARP needs your financial help to con-

tinue to fight for the Cleveland-Columbus

service, and to ensure trains are extended to

Springfield, Dayton, Middletown, and

Cincinnati in the near future. WITH YOUR HELP, IT CAN HAPPEN! Make donations payable to: "OARP-3 Fund" and send to OARP Treasurer Tom Allen, 610 Executive Blvd., Delaware OH 43015-1189.
www.marp.org is online

The Michigan Association of Railroad Passengers (MARP) has gone online with its own Web site! At www.marp.org on the Internet, you will find a Web site geared to making train travel easier for first-time users, complete with maps to stations, useful information on station conditions, including links to local transportation connections, railroad historical sites, Amtrak, Greyhound and Indian Trails Bus lines, NARP, and many others.

“It was quite a chore putting the site together, but I think the end result is worth the effort,” said MARP Executive Director John DeLora, who put the site together. “It seemed like every time I was just about done, someone would come up with an idea to add more. Unfortunately, for my home life, most of the ideas submitted were so good, that it made sense to include them. My only regret is the quality of the maps. Everything that was available online was either unavailable due to copyright restrictions, or invariably had the train station in the wrong location.”

As a solution, Mr. DeLora said that, with the assistance of other MARP members, he created his own maps. He cautioned that the maps are not intended to be complete—many streets are left out for the sake of clarity.

“They’re intended to get a first-time user to the station via main roads with the least confusion,” he said. “If we get negative feedback, we’ll either change or eliminate them.”

Lake Shore split almost happened

— “Split”, from page four

The Michigan Association of Railroad Passengers understands that CSX Chairman John Snow canned the new train, despite that all lower levels of CSX management had approved it. Apparently, Mr. Snow was not aware of the new Amtrak train when a top UPS executive called him and demanded that the train run on time.

In light of the on-time performance problems suffered by CSX freight trains following CSX’s partial acquisition of Conrail Corp., UPS began switching many of its shipments from freight trains to trucks. Allegedly, Mr. Snow didn’t want UPS’s business to go to Amtrak, so he canned the train. His ego may also have been bruised since lower levels of management had approved the new Amtrak train without his knowledge.

Also, some Amtrak officials had concerns about the train bypassing Toledo (including its main express facility and bus connections to Detroit). They predicted that, by missing Toledo, the new train could lose out on $1 million in revenue per year. Given that the Lake Shore Limited is already such a long train between Chicago and Albany, and that passenger, mail, and express traffic continues to grow, it is probably just a matter of time before the train is split into separate trains.

OARP Treasurer being sought

The Ohio Association of Railroad Passengers has a new position to fill. An OARP Treasurer is being sought to manage the Association's finances. Interested parties should contact the OARP Executive Director for more information.
Freight railroads’ meltdown hits Amtrak hard

— “Meltdown”, from page three —

Oct. 8 finally instructed reservation center and station employees to issue advisories to prospective customers seeking to ride trains between Chicago and the East Coast. The advisory’s text was contained in an Amtrak memo:

“If you have a time-sensitive appointment, please be aware that this train has been experiencing delays. We recommend that you check with us close to your departure to obtain current schedule information.”

But not everyone was given the message. Mrs. Snyder said she received no warnings of her train’s on-time performance problems prior to her Nov. 9 trip.

“Although I spoke with several employees in the planning of this trip, no one ever suggested possible delays,” she said.

NS officials announced in October $250 million worth of capital improvements to railway mainlines, signals, and yards to add capacity. However, all but three of the twelve projects which NS announced were proposed before NS acquired Conrail routes June 1.

The three new expansion projects include: adding a second track and a better signal system to NS’s mainline through Harrisburg, PA; adding a second track on portions of the Columbus-Oak Harbor line and improving signals at Bellevue Yard; and creation of a bypass around Atlanta by rebuilding a secondary rail line. These and the other nine projects should be completed by the middle of 2000.

After seven months of suffering from the Conrail acquisition’s effects, rail passengers are seeing indications that the CSX/NS meltdown may be easing somewhat. Many of the Amtrak trains between Chicago and the East Coast have been running closer to schedule, though delays are still frequent. However, it is too soon to tell whether this is the result of the normal, seasonal downturn in freight traffic or if real progress is finally being made.

OARP Treasurer is being sought

The Ohio Association of Railroad Passenger has many good treasurers throughout its 26-year history. But filling the shoes of incumbent Treasurer Tom Allen will be a very tough task. Allen, who is a Certified Public Accountant, has done a very professional job in maintaining the association’s financial records, as well as insuring some much-needed reforms.

But, all good things must come to an end. Mr. Allen is facing term limits as OARP’s treasurer, which means he must leave that post in May 2001.

Finding a good replacement for Mr. Allen is imperative for the association’s continued stability and professionalism. If you are dependable, have a background in financial record-keeping or profit accounting procedures, and have some time to give to OARP, please contact Mr. Allen to learn more about the position. If you are interested in running, you will have to submit your name to the election committee and meet certain requirements to appear on OARP’s mail ballot (see “OARP candidates” on Page 12).
TRavel Agent Members

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

<table>
<thead>
<tr>
<th>City</th>
<th>Agency Name</th>
<th>Phone Numbers</th>
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<tbody>
<tr>
<td>Akron/Stow</td>
<td>Parkside Travel USA</td>
<td>(330) 688-3334 (330) 456-6315</td>
</tr>
<tr>
<td>Alliance</td>
<td>Alliance AAA Travel</td>
<td>(330) 821-2323 (330) 854-6616</td>
</tr>
<tr>
<td>Canal Fulton</td>
<td>Massillon AAA Travel</td>
<td>(513) 777-8221</td>
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<tr>
<td>Cincinnati</td>
<td>Joy Tour &amp; Travel, Inc.</td>
<td>(216) 606-6080</td>
</tr>
<tr>
<td>Cleveland</td>
<td>Ohio Motorist Association/AAA Travel</td>
<td>(440) 475-8747 (800) 999-2434</td>
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<tr>
<td>Columbus</td>
<td>Randall Park Mall Travel Agency</td>
<td>(614) 431-7823</td>
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<tr>
<td>Elyria</td>
<td>Tours &amp; Travel Service, Inc.</td>
<td>(440) 323-5423 (800) 443-7789</td>
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<tr>
<td>Mansfield</td>
<td>Mansfield Travel Center</td>
<td>(419) 756-8747</td>
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<td>Massillon</td>
<td>Massillon AAA Travel</td>
<td>(330) 833-1034</td>
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<td>Piqua</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 773-3753</td>
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<tr>
<td>Sandusky</td>
<td>Sandusky Travel Service, Inc.</td>
<td>(419) 626-4633</td>
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<tr>
<td>Solon</td>
<td>Astro Amtrak Tours</td>
<td>(440) 519-7331 (800) 759-7404</td>
</tr>
<tr>
<td>Troy</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 339-0112</td>
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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: Dec. 1999

Directory of the region’s associations of railroad passengers

Ohio

<table>
<thead>
<tr>
<th>Officer</th>
<th>Name</th>
<th>Phone</th>
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<tbody>
<tr>
<td>President</td>
<td>Bill Hutchison</td>
<td><a href="mailto:whh12@juno.com">whh12@juno.com</a></td>
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<td>Bay Village 44140-3017</td>
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<td>Secretary</td>
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<tr>
<td></td>
<td>Columbus 43235-7526</td>
<td></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></td>
<td>610 Executive Blvd</td>
<td></td>
</tr>
</tbody>
</table>

Michigan

<table>
<thead>
<tr>
<th>Officer</th>
<th>Name</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman</td>
<td>Tim Backhurst</td>
<td>810 / 463-6373</td>
</tr>
<tr>
<td></td>
<td>275 Riverside</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Clinton Twp MI 48036</td>
<td></td>
</tr>
<tr>
<td>Vice-Chairman</td>
<td>Alan Gebauer</td>
<td>248 / 338-8448</td>
</tr>
<tr>
<td></td>
<td>2705 Warwick Dr</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bloomfield Hills MI 48304-1861</td>
<td></td>
</tr>
<tr>
<td>Secretary</td>
<td>John DeLora</td>
<td>810 / 772-7840</td>
</tr>
<tr>
<td></td>
<td>20707 Edgewood</td>
<td></td>
</tr>
<tr>
<td></td>
<td>St. Clair Shores MI 48080-1862</td>
<td></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Terrance Donnelley</td>
<td>906 / 249-9266</td>
</tr>
<tr>
<td></td>
<td>910 Highland Dr</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Marquette MI 49855-9319</td>
<td></td>
</tr>
<tr>
<td>Director</td>
<td>Clark Charnetski</td>
<td>734 / 761-3810</td>
</tr>
<tr>
<td></td>
<td>2646 Traver Blvd</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ann Arbor MI 48105</td>
<td></td>
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</table>
### Co-ordinators – Staff

<table>
<thead>
<tr>
<th>Area</th>
<th>Code</th>
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<tbody>
<tr>
<td>AREA 216</td>
<td>330-440</td>
</tr>
<tr>
<td>AREA 235</td>
<td>440-550</td>
</tr>
<tr>
<td>AREA 244</td>
<td>550-650</td>
</tr>
<tr>
<td>AREA 267</td>
<td>650-750</td>
</tr>
<tr>
<td>AREA 284</td>
<td>750-850</td>
</tr>
<tr>
<td>AREA 307</td>
<td>850-950</td>
</tr>
<tr>
<td>AREA 326</td>
<td>950-000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Delora</td>
<td><a href="mailto:john@narp.org">john@narp.org</a></td>
</tr>
<tr>
<td>Richard Park</td>
<td><a href="mailto:richard@narp.org">richard@narp.org</a></td>
</tr>
<tr>
<td>Marc Carlson</td>
<td><a href="mailto:marc@narp.org">marc@narp.org</a></td>
</tr>
<tr>
<td>Ed Kropf</td>
<td><a href="mailto:ed@narp.org">ed@narp.org</a></td>
</tr>
</tbody>
</table>

### Directors

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Vanderbeek</td>
<td><a href="mailto:david@narp.org">david@narp.org</a></td>
</tr>
<tr>
<td>Richard Park</td>
<td><a href="mailto:richard@narp.org">richard@narp.org</a></td>
</tr>
<tr>
<td>Marc Carlson</td>
<td><a href="mailto:marc@narp.org">marc@narp.org</a></td>
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<tr>
<td>Ed Kropf</td>
<td><a href="mailto:ed@narp.org">ed@narp.org</a></td>
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### Officers

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>John Delora</td>
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</tr>
<tr>
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<td><a href="mailto:richard@narp.org">richard@narp.org</a></td>
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<tr>
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<td><a href="mailto:marc@narp.org">marc@narp.org</a></td>
</tr>
<tr>
<td>Ed Kropf</td>
<td><a href="mailto:ed@narp.org">ed@narp.org</a></td>
</tr>
</tbody>
</table>

### Chapters

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Delora</td>
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<tr>
<td>Marc Carlson</td>
<td><a href="mailto:marc@narp.org">marc@narp.org</a></td>
</tr>
<tr>
<td>Ed Kropf</td>
<td><a href="mailto:ed@narp.org">ed@narp.org</a></td>
</tr>
</tbody>
</table>

### National Association of Railroad Passengers (NARP)

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Delora</td>
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</tr>
<tr>
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<td><a href="mailto:richard@narp.org">richard@narp.org</a></td>
</tr>
<tr>
<td>Marc Carlson</td>
<td><a href="mailto:marc@narp.org">marc@narp.org</a></td>
</tr>
<tr>
<td>Ed Kropf</td>
<td><a href="mailto:ed@narp.org">ed@narp.org</a></td>
</tr>
</tbody>
</table>

### Region 6 Directors

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Delora</td>
<td><a href="mailto:john@narp.org">john@narp.org</a></td>
</tr>
<tr>
<td>Richard Park</td>
<td><a href="mailto:richard@narp.org">richard@narp.org</a></td>
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<td><a href="mailto:marc@narp.org">marc@narp.org</a></td>
</tr>
<tr>
<td>Ed Kropf</td>
<td><a href="mailto:ed@narp.org">ed@narp.org</a></td>
</tr>
</tbody>
</table>

### Executive Director

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ross Capon</td>
<td><a href="mailto:ross@narp.org">ross@narp.org</a></td>
</tr>
<tr>
<td>E-mail: <a href="mailto:narp@narp.org">narp@narp.org</a></td>
<td>Web: <a href="http://www.narp.org">www.narp.org</a></td>
</tr>
</tbody>
</table>

### Updated: December 1999
Calling all OARP candidates!

It's that time of the year again... Time for all interested and qualified members of the Ohio Association of Railroad Passengers to step forward and be a candidate for a seat on the OARP Board of Directors. To be a candidate on the mail ballot, you must submit your name to the Elections Committee.

In 2000, four officer positions and two at-large board seats are up for a vote. All the following positions are two-year terms, with a two-term limit. In the case of Treasurer Tom Allen, he cannot run again because he has already served two terms:

**PRESIDENT** - Bill Hutchison of Columbus can seek re-election.

**VICE PRESIDENT** - Ken Prendergast of Lakewood can seek re-election.

**SECRETARY** - Ed D’Amato of Columbus can seek re-election.

**TREASURER** - Tom Allen of Delaware is facing term limits.

**AT-LARGE DIRECTOR** - Dan Roberts of Columbus is facing term limits.

**AT-LARGE DIRECTOR** - Dave Lebold of Columbus can seek re-election.

**QUALIFICATIONS FOR ALL THE ABOVE POSITIONS**: You must be a resident of Ohio and have been an OARP member in good standing for at least one year prior to the 2000 Annual Meeting to be a candidate for these six positions.

**ADDITIONAL QUALIFICATIONS FOR PRESIDENT AND VICE PRESIDENT**: A member must have served on the board of directors for at least one term prior to the 2000 Annual Meeting to be qualified to be elected to the offices of President and Vice President.

**DUTIES OF THE PRESIDENT**: The President is the association’s principal executive officer who supervises and controls all the business and affairs. The President presides at all regular membership meetings and those of the Board of Directors, as well as signs all contracts or other legal or financial documents with a cosigning by the treasurer or other officer.

**DUTIES OF THE VICE PRESIDENT**: In the absence of the President, the Vice President has the powers, duties, and restrictions of the President; otherwise, the Vice President performs other duties assigned by the Board of Directors or the President.

**DUTIES OF THE SECRETARY**: The Secretary keeps meeting minutes, is custodian of the association’s records, and provides notice of meetings.

**DUTIES OF THE TREASURER**: The Treasurer has custody of the association’s financial books, handle all financial transactions, be responsible for distributing dues renewal notices to all members, prepare regular financial reports for the Board of Directors, and prepare a budget prior to each fiscal year.

To be considered a candidate, you must send 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 Immediate Past President and two other non-elected members, will verify that the candidate meets 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.

Please mail your statement and endorsements to (do not fax or use e-mail):

OARP Election Committee
c/o Past President Mark Carlson
479 Humiston Drive
Bay Village, OH 44140-3017
(440) 331-3161

---

**Regional Calendar of Events/Meetings**

**January 2000**

<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>8</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>
</tbody>
</table>
You must be a resident of Ohio and have been an OARP member in good standing in the association’s records, and provides notice of meetings.

Regional Calendar of Events/Meetings

January 2000

<table>
<thead>
<tr>
<th>Date</th>
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<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>8</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Bill Gill 419 / 472-6357</td>
</tr>
<tr>
<td>15</td>
<td>OARP Board Meeting</td>
<td>10:00 a.m.</td>
<td>Delaware Library</td>
<td>Delaware OH</td>
<td>Bill Hutchison 614 / 470-0334</td>
</tr>
<tr>
<td>22</td>
<td>MARP Statewide Meeting</td>
<td>10:00 a.m.</td>
<td>Lansing City Library</td>
<td>401 S. Capitol Ave., Lansing</td>
<td>John DeLora 810 / 772-7842</td>
</tr>
<tr>
<td>29</td>
<td>Cincinnati Local Meeting</td>
<td>9:00 a.m.</td>
<td>Tower 9, Cincinnati Union Terminal</td>
<td></td>
<td>Mike Weber 513 / 891-9251</td>
</tr>
<tr>
<td>31</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center 19th Floor</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
<tr>
<td></td>
<td>ORDC — Full Commission</td>
<td>* 10:45 a.m.</td>
<td>Riffe Center 19th Floor</td>
<td>77 South High Street</td>
<td>Lynda Nelson 614 / 644-7176</td>
</tr>
</tbody>
</table>

* approximate. Full Commission meeting follow Committee Meetings

February 2000

<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>12</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>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Bill Gill 419 / 472-6357</td>
</tr>
</tbody>
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March 2000

<table>
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<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; telephone number</th>
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</thead>
<tbody>
<tr>
<td>11</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>11</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza</td>
<td>Bill Gill 419 / 472-6357</td>
</tr>
<tr>
<td>25</td>
<td>NARP Region VI Meeting</td>
<td>9:00 a.m.</td>
<td>St. Regis Hotel (W. Grand Blvd &amp; Woodward Ave Detroit)</td>
<td></td>
<td>John DeLora 810 / 772-7842</td>
</tr>
</tbody>
</table>

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

Anyone wishing to have their meeting or event listed in this directory, please send the information to:

Ken Prendergast, Editor
12029 Clifton Boulevard #505
Lakewood OH 44107-2101
216 / 529-7677

e-mail: kjprendergast@email.msn.com.

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