

Ohio Passenger Rail News

Intercity Rail

Public Transit

Commuter Rail

Intermodal

Issue 143

A publication of the Ohio Association of Railroad Passengers

Special Edition

Rail's future following Sept. 11

At 9 a.m. Sept. 11, America changed forever. Chief among these was our transportation system.

The terrorist attacks that turned our passenger aircraft into weapons resulted in an immediate shutdown of U.S. air travel. Three domestic flights were hijacked and aimed into the sides of the World Trade Center and the Pentagon. A fourth plane made an abrupt turn in the skies above Cleveland and turned toward Washington D.C. Only the heroic actions of that plane's passengers kept it from reaching the terrorists' intended target. Instead, it crashed into an unpopulated hillside east of Pittsburgh.

All aircraft above the U.S. were ordered by the Federal Aviation Administration (FAA) to land at the nearest airport. There, the planes stayed for nearly a week. Travelers found whatever means to reach their destinations — rental cars, Greyhound buses and Amtrak trains.

Amtrak reported that ridership doubled on many of its

by adding cars to trains and those quickly filled with passengers. Amtrak added 1,600 daily seats to long-distance trains, 300 daily seats to West Coast trains and 2,000 daily seats to unreserved Northeast Corridor trains. Rail ridership continues much higher than normal.

While Americans are still recovering from the horrors of the cowardly and unprecedented terrorist attacks, the U.S. airline industry may never be the same. Travelers have new fears about flying. Furthermore, the increased security at our airports and the hour or two it will add to each flight have eroded one of the prime benefits of flying — speed.

That represents a structural change to our transportation system unlike anything that's been seen since World War II. Immediately prior to that war, states and the federal government had begun taking baby steps toward developing airports and highways. While war put those projects on hold, it also did four other things that changed the nation



Ken Prendergast photo

OARP's two Discover Rail Day events attracted nearly 400 Toledo area residents to Amtrak's Pennsylvania between Toledo and Cleveland. Arranged by OARP's Toledo members and friends, the trips raised public awareness of Ohio train services (see Page 6 for details). But, given the rise in train travel since the terrorist attacks Sept. 11, every day has become a discover rail day. Here, the eastbound Pennsylvania serves Cleveland Aug. 18.

the war, as all steel, rubber and other materials were redirected to building weaponry. This created a huge demand for new

this by creating low-interest loan programs so soldiers could build new homes on available land at the time.

WWII and troop movements prompted Americans to overuse the rail system. While the nation's railroads gained about

Amtrak reported that ridership doubled on many of its routes. Indeed, on Amtrak routes serving Ohio, most trains were sold-out at a time of the year when travel is much less. The rail carrier responded

put those projects on hold, it also did four other things that changed the nation.

First, the war effort pushed the progress of airplane development from the biplane age to the jet age. Second, no new automobiles were built during

other materials were redirected to building weaponry. This created a huge demand for new cars once the war ended and, in turn, created a car culture.

Third, soldiers returning from the war faced a housing shortage. The government answered

programs so soldiers could build new homes on available land at the urban fringe. Combined with the previous factors, this was the first step to institutionalizing automobile-oriented suburban sprawl. And, fourth, gas rationing during

prompted Americans to overuse the rail system. While the nation's railroads gained short-term profits from this, they also were hurt by it — the heavy use wore out their infrastructure and rolling stock.

— See "Future" page three

New rail bills now before Congress

It used to be that, if one proposal appeared before Congress to boost passenger rail funding, that was a strange and unique event.

Today, there are three such proposals pending, and there may be a fourth soon. Two of these proposals are in bill format and have been introduced into Congressional committees: the \$12 billion High Speed Rail Investment Act (HSRIA) and the \$71 billion Rail Infrastructure Development and Expansion Act for the 21st Century (RIDE 21).

A third proposal has been presented to Congress — Amtrak's emergency relief request for \$3.2 billion to fund new security and capacity expansion following the Sept. 11 attacks. A fourth proposal may be forthcoming as part of an economic stimulus package. Some U.S. Senators are trying to get \$37 billion for high-speed trains (steel rail and maglev technologies).

While it's great to see so many members of Congress putting forth plans for developing passenger rail service, we need to work hard to make sure

one or more of these gets approved.

The HSRIA was introduced earlier this year into both houses of Congress. On the Senate side, S.250 is sponsored by Tom Daschle (D-SD) and Trent Lott (R-MS), and has 55 cosponsors, including Senator Mike DeWine (R-OH).

In the House, HR 2329 is sponsored by Amo Houghton (R-31/NY) and James Oberstar (D-8/MN) and has 182 cosponsors. These include Ohio representatives Sherrod Brown (D-13/Lorain), Stephanie Tubbs Jones (D-11/Cleveland), Marcy Kaptur (D-9/Toledo), Dennis Kucinich (D-10/Lakewood), Steve LaTourette (R-19/Painesville), Deborah Pryce (R-15/Columbus), Thomas Sawyer (D-14/Akron) and James Traficant (D-17/Youngstown).

The House and Senate versions are nearly identical:

- ◆ lets Amtrak sell \$12 billion in bonds, over a 10-year period;
- ◆ bondholders get federal tax credits instead of interest payments;

- ◆ total cost to federal government (in tax credits) is a fraction of program total — \$762 million total for first five years; \$3.3 billion total for all 10 years;
- ◆ states provide 20 percent match (or more), as with other modes;
- ◆ state money put into escrow to pay off bonds later;
- ◆ no single designated corridor may receive more than \$3 billion;
- ◆ investment in items away from designated corridors is possible up to \$1 billion.

Amtrak would be authorized to invest this money to upgrade existing lines to high-speed rail standards or build new rights of way. It would also allow Amtrak to buy high-speed trains and eliminate grade crossings or improve safety at crossings that can't be eliminated.

OARP supports the HSRIA because it would get much-needed federal leadership on high-speed rail development. On the down side, using bonds results in higher costs to the federal government than direct

— See "Congress" page three

Special Edition

The world changed Sept. 11, 2001. This special edition of the *Ohio Passenger Rail News* reflects that change. Before the end of the year we'll provide to you an updated version of the edition we planned prior to the events of Sept. 11.



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OARP's Statement of Purpose

The Ohio Association of Railroad Passengers exists to encourage and coordinate the efforts of Ohio transportation consumers in developing rail passenger service in Ohio.

As a consumer organization, we regard the public rail transportation mode as essential for many reasons. Rail has a superior potential for congestion relief, comfort, resource conservation, and compatibility with the newest technologies.

OARP seeks to preserve, expand, and improve existing Amtrak services as well as urban rail transit by educating the general public, interested groups, plus federal, state, and local officials.

We also support improvements to non-rail forms of transportation. OARP agrees they too should be enhanced to improve their safety and connectivity with a developed rail passenger system.

Train of Thought

from *Ohio Passenger Rail News* Editor
Kenneth Prendergast

Each newsletter, I use this column space to express editorial opinions about current rail passenger issues. I had something totally different to say as we were almost ready to go to print Sept. 10 with the *Ohio Passenger Rail News*.

That newsletter was immediately scrapped when some evil fanatics decided to use America's own airplanes as weapons against this nation and changed our perspectives toward many things. Transportation was one of the bigger things. Our view of the world was another.

The world I knew the evening before comprised of enjoying the simple pleasures of a steak dinner at a Cleveland neighborhood bar while watching the Cleveland Indians battle the Chicago White Sox. The biggest topic of debate in the bar that evening was the wisdom of a hit-and-run play gone awry.

Just 12 hours later, that world seemed a distant memory.

Amidst the chaos of shattered lives, buildings, airplanes and an aviation industry thrown into turmoil, it was becoming clear to many Americans that something was wrong with our transportation system. Those problems existed before Sept. 11. We simply chose to ignore them for the preoccupation of our daily routines. Now, everything was being questioned, examined and scrutinized.

With the trauma of the attacks still fresh, I received calls from members of the media asking if now was the time to invest in high-speed rail. But that "now" wasn't the time to say so. It was too soon to give them the answer they had expected. I didn't want to sound like OARP was trying to capitalize on a tragedy. Instead, I told them that Amtrak should expand their services to handle the ridership increase from former air travelers.

A lot of others, including Amtrak, had the same idea, and more. Not only was a \$3.2 billion emergency relief proposal delivered to Congress by Amtrak, but there was soon a barrage of demands for America to diversify its transportation system by investing in high-speed rail. A small sampling of that barrage is reprinted in the centerspread of this newsletter.

One short sentence in an article, written by *Boston Globe* staff writer Raphael Lewis on Oct. 2, put into perspective how much had changed with the rail passenger industry since Sept. 11. He referred to the coming months and years as "...what could be the most exciting period in rail travel since a golden spike completed the transcontinental railroad in 1869."

On Sept. 27, it was time for OARP to make its feelings known. On that day, I issued the first eEdition version of the *Ohio Passenger Rail News* since the terrorist attacks. For those of you who don't know, the eEdition is an interactive

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We reserve the right to edit all non-published submissions. Original photos should be sharp, bright prints—avoid negatives.

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On Sept. 27, it was time for OARP to make its feelings known on that day, issued the first eEdition version of the *Ohio Passenger Rail News* since the terrorist attacks. For those of you who don't know, the eEdition is an interactive version of the newsletter and is normally distributed by e-mail every two weeks to nearly 600 recipients — local, state and federal elected officials, media, chambers of commerce, transportation planners, labor unions, environmental organizations, rail industry suppliers and railroads.

In that eEdition, I noted the large and growing national cry for developing fast, frequent rail passenger service to diversify our transportation system. The response from Ohio media soon came — the *Columbus Dispatch*, *Toledo Blade* and *Cleveland Plain Dealer* all ran very positive editorials and echoed the national call for more rail investments.

And so it went. Thus, it didn't take much to realize what the revised *Ohio Passenger Rail News* edition should be about. Clearly, the events of Sept. 11 and the days that followed have created a pro-passenger rail climate that we could have only dreamed about just one day earlier. It is one of the few good things to come out of that awful event. The nation's unity and our rediscovered patriotism are the others.

But, all things being equal, if I had my choice of worlds, I would prefer to live in the one that existed prior to Sept. 11, where thousands of lost lives instead were destined to live on as they enjoyed the kinds of simple pleasures I had experienced in that Cleveland neighborhood bar.

Sadly, we cannot take back what was lost, be it the thousands of lives or a single, shared, innocent lifestyle. But we can honor the victims of Sept. 11 by bringing as many terrorists to justice as possible, and by showing the victims that we have learned our lesson.

Part of that lesson is having better intelligence of the terrorists' planned activities and networks, a global partnership that's allied in support of freedom, increased security at airports and aboard airplanes, as well as a diversified transportation system that includes passenger rail service.

So let this newsletter serve as a memorial to the victims of Sept. 11 — that we will never forget them, the lessons we were taught, or the lessons we will soon teach the terrorists about America.

New rail bills now before Congress

— "Congress" from page one —
 grants. Amtrak's leading role in selling bonds gives concern to some legislators, notably Sen. John McCain (R-AZ). Also, while \$12 billion is a good start, the funding will likely be used up quickly.

Those drawbacks have prompted U.S. Rep. Don Young (R-Alaska), chairman of the House Transportation & Infrastructure Committee and Rep. Jack Quinn (R-NY), chairman of the House Subcommittee on Railroads to propose a competing bill. On Sept. 25, they introduced the RIDE 21 legislation. Its bill number is HR 2950. As yet, there is no companion bill in the Senate.

RIDE 21 would provide for funding \$71 billion in high-speed, commuter and freight rail infrastructure projects. Specifically, it would:

- ◆ permit states to issue \$36 billion in federal tax-exempt bonds for high-speed rail projects over 10 years;
- ◆ substantially increase federal funding via Railroad Revitalization and Infrastructure Financing program to \$35 billion in loans and loan guarantees for freight and commuter rail improvements, including \$7 billion for short lines;
- ◆ separately, the bill re-authorizes the Swift Act at \$35 million per year through 2009 for corridor planning and technology development.

Under RIDE 21, the USDOT will grant states or compacts of states authorization to issue high-speed rail bonds. The

Rail's future following Sept. 11

— "Future" from page one —

Thus, the aviation and automobile industries were energized by WWII; the railroad industry was felled by it.

Today, events in the world may push the development of high-speed rail. The public's fears about the security of domestic aviation are rekindled every time we see those awful images of passenger jets colliding into the World Trade Center. Most major airlines acknowledged it will be a long time before travelers feel as secure as they had been before Sept. 11. Anticipating less demand for air travel, airlines cut 20 percent of their flights and reduced their work-forces by more than 100,000.

"Our national transportation system has become a target," said U.S. Transportation Secretary Norman Mineta.

On the other hand, travelers know it is pointless for terrorists to hijack a train — a vehicle that is bound by its rails and can be forced into sidings.

Rail travel is flourishing. Ridership on most Amtrak routes nationwide is up by 17-35 percent. Amtrak travel on

the Northeast Corridor between Washington D.C., New York City and Boston has risen sharply while some competing flights have had more crew members than passengers. Indeed, Reagan National Airport in Washington D.C., like all other U.S. airports, was closed Sept. 11. However, its proximity to many prominent buildings in our nation's capital, this airport requires additional, unprecedented security. Washington's two other major airports are far outside the city center — factors that have put flying to cities along the Northeast Corridor at a serious competitive disadvantage.

In the Midwest, where there is a matrix of mid- to large-sized cities spaced 100-400 miles from each other, rail can be a similar savior. With increased airport security adding an hour or two to each flight, existing train services have become more competitive with flying. But if rail services were improved with multiple daily trains operating at speeds of 110 mph or higher, air travel will no longer be the

fastest way to get around (see chart for comparisons).

America's economy was weakened before the Sept. 11 attacks. Lucrative business travel on the airlines was down and all but two airlines (Southwest and Continental) were having an unprofitable year. The airlines were as much a victim of the terrorism as the people on the ill-fated planes or in the targeted buildings. Congress rightfully voted to give the airlines a multi-billion-dollar bailout.

But propping up financially distressed airlines won't stimulate the economy. Building for the future will. Congress should enact a program to develop modern, fast passenger train services on populous, short- to medium-distance travel corridors of up to 500 miles. These fast tracks should be made available to any qualified transportation carrier — including airlines — to run high-speed trains between city centers and connect to airports along the way.

This will create permanent jobs and provide a multiplier effect to the nation's struggling economy. Increased use of energy-efficient trains also will reduce our dependence on foreign oil, especially from the volatile Middle East.

On Sept. 19, 16 senators wrote to Secretary Mineta indicating that they have asked Amtrak "to provide us with a plan to accelerate investments in safety, security, and capacity throughout its passenger rail system. We plan to work with you, and Congressional leaders, to ensure that these emer-

PLANES VERSUS TRAINS								
a sample comparison								
Before Sept. 11, 2001: center-city to center-city travel								
Cleveland To/from:	Flight time:	Airport time:	Time to/from airport:	Total air travel time:	Train trip time:	Station time:	Time to/from station:	Total rail travel time:
Buffalo (7)	1:00	1:20	1:00	3:20	3:06	0:40	0:40	4:26
Detroit (16)	0:45	1:20	1:00	3:05	n/a	n/a	n/a	n/a
Chicago (39)	1:05	1:20	1:00	3:25	7:00	0:40	0:40	8:20
Cincinnati (16)	1:05	1:20	1:00	3:25	n/a	n/a	n/a	n/a
Pittsburgh (10)	0:45	1:20	1:00	3:05	3:06	0:40	0:40	4:26

(00) - data in parenthesis is number of daily flights in each direction

After Sept. 11, 2001

states or compacts of states authorization to issue high-speed rail bonds. The USDOT will give funding priority to high-speed rail projects that eliminate all at-grade rail crossings, receive more state funding, promote intermodal coordination of transportation facilities and upgrade corridors so minimum train speeds of 125 mph might be possible.

However, because the RIDE 21 bill is so new, OARP hasn't taken a formal stance on it. Clearly, the \$71 billion amount is enough to tempt rail advocates, but more information is needed on how the bonds will be repaid, especially in light of the Ohio state government's \$2 billion shortfall.

Then, in response to the Sept. 11 terrorist attacks, the airline industry's troubles and the sudden boost in rail ridership, Amtrak has asked Congress and the Bush Administration for nearly \$3.2 billion in emergency relief.

- ◆ \$1 billion for safety and security improvements to tunnels beneath Baltimore and under the Hudson and East rivers in New York City;
- ◆ \$949 million to upgrade tracks, bridges and stations to handle more trains and higher speeds as former airline passengers are flocking to Amtrak;
- ◆ \$656 million to repair wreck-damaged equipment and buy new cars and locomotives for overcrowded Midwest and long-distance trains;
- ◆ \$471 million for more police and other security measures;
- ◆ \$77 million in additional operating costs.

Also in response to the Sept. 11 attacks, 16 U.S. Senators are seeking to include high-speed rail development as part of a possible economic stimulus package. Specifically, Senator Harry Reid (D-Nevada) is working on an stimulus proposal that includes \$20 billion for conventional, steel-wheel on steel-rail technologies and \$17 billion for

After Sept. 11, 2001

(with 110 mph passenger rail): center-city to center-city travel

Cleveland To/from:	Flight time:	Airport time:	Time to/from airport:	Total air travel time:	Train trip time:	Station time:	Time to/from station:	Total rail travel time:
Buffalo (5?)	1:00	2:20	1:00	4:20	2:20	0:40	0:40	3:40
Detroit (5?)	0:45	2:20	1:00	4:05	2:10	0:40	0:40	3:30
Chicago (8-10)	1:05	2:20	1:00	4:25	4:00	0:40	0:40	5:20
Cincinnati (8)	1:05	2:20	1:00	4:25	3:30	0:40	0:40	4:50
Pittsburgh (5?)	0:45	2:20	1:00	4:05	1:45	0:40	0:40	3:05

(00) - data in parenthesis is number of proposed daily trains in each direction

Notes:

- ◆ Flight time data is courtesy Cleveland Flight Guide;
- ◆ Airport times assume 1 hour (for pre-9/11/01) or 2 hours (for post-9/11/01) at departure airport and 20 minutes at arrival airport;
- ◆ Time to/from airport assumes an average of 30 minutes at both ends;
- ◆ Train trip time data is courtesy of Amtrak National Timetable (for pre-9/11/01) or from Midwest Regional Rail Initiative Executive Report and calculations based on this report for Detroit, Pittsburgh and Buffalo trips (for post-9/11/01);
- ◆ Station time assumes 30 minutes at departure station and 10 minutes at arrival station;
- ◆ Time to/from station assumes an average of 20 minutes at both ends (also note that multiple suburban rail stations are available now and others planned for future services).

SOURCES: Cleveland Flight Guide,
Amtrak National Timetable

OARP chart by: Ken Prendergast, Mark Carlson

faster but unproven magnetic levitation (maglev) trains.

It is hard to predict how any of the proposals before Congress will shake out, but our window of opportunity is small. Funding decisions may be made quickly, therefore it is important to immediately communicate your general support for new funding for fast, frequent passenger rail services. The U.S. Department of Transportation (USDOT) will be very influential in the outcome. It is very important that they hear from you.

Please write to the USDOT and tell them why modern train service is important to you. A brief, personal letter would be very helpful in describing how you or your corporation might use fast, frequent train services, if available. Keep the letter generic and short. Use these addresses:

Secretary Norman Y. Mineta
U.S. Department of Transportation
400 7th Street, S.W.
Washington, DC 20590

It would also be good to send a similar letter to your Congressperson:

The Honorable _____
U.S. House of Representatives
Washington, DC 20515

The Honorable _____
(Mike DeWine or George Voinovich)
U.S. Senate
Washington, DC 20510

There are many benefits to fast, frequent passenger trains. They increase travel productivity, as business travelers can get work done at their seats. Airport and highway congestion costs America \$100 billion in lost productivity each year.

you, and Congressional leaders, to ensure that these emergency funds are approved and provided as expeditiously as possible." The letter praised the Department of Transportation's "swift and confident response" to the tragedy, and noted: "For the past week, Amtrak has proven what we have long believed: that it is an essential component of our national transportation system."

The reasons for high-speed rail were strong before Sept. 11. Today, they have been multiplied many-fold. Building 21st-Century trains are a part of the solution to stabilizing this nation, which was badly shaken by those airborne acts of deadly terrorism. It is a new world we are now facing. What that world will look like depends on what we make of it.

Trains are less costly and as fast as short-distance flights which typically comprise one-third of all traffic at most airports. Thus, fast trains will reduce the need for new runways that threaten adjacent neighborhoods and the environment.

LATE NEWS: Senators John McCain (R-Ariz.) and Gordon Smith (R-Ore.) have introduced S.1528, a \$1.8 billion safety/security package for Amtrak. Also, S.1530, dubbed "Rail 21," was introduced by Senator Ernest Hollings (D-S.C.). It would end Amtrak's self-sufficiency requirement, provide \$4.4 billion in capital funding and security upgrades for Amtrak, \$25 billion in loans and loan guarantees for railroads, \$300 million for short-line railroads, and \$50 million a year to 2004 for high-speed rail planning and new trains.

What we're saying... and

By Bill Hutchison
OARP President

The terrible events of Sept. 11, 2001 still reverberate in our minds. How could such a thing happen and to so many innocent people and their families? I am sure we all agree that we must close ranks to fight the menace of global terrorism. Terrorism has no value or compassion for human life.

Most of us were glued to the TV that week, staring with disbelieving eyes at one report of destruction after another. Disbelief turned to sadness, which turned to anger and finally to thoughts about what could be done to help prevent future calamities like this. What could we have done? Put federal marshals back on the planes? Tighten boarding procedures? Arm crewmembers? What???

What else? I noticed right away how totally dependent we are on air transportation and that when that mode shut down, so did the country. There simply was no alternative in too many cases. "Whaddya mean there's no train to Columbus from Chicago???" Amtrak was swamped with sudden demands for its services and yet had limited ability to deal with the influx.

On top of that, even when the airlines started running again, new, cumbersome check-in procedures became the norm, requiring at least a two-hour arrival at the airport before the departure of a passenger's flight. Many airlines are cutting back, with Midway Airlines folding, because they believe people will be too frightened to fly.

demand more thought be given to alternatives to the airlines. Fortunately, some are aware of this problem and are calling for action (see "Rail's Future following Sept. 11," on page one).

In the meantime, all stakeholders should rally toward a common objective: the creation of a truly national rail passenger system. By that I mean the development of high-speed corridors, long-distance services, overnight trains, regional rail and intermodal connections. We should demand that Congress and the administration address this issue as a part of a bigger solution for transportation as a whole.

Passage of the High Speed Rail Investment Act and the Republican-sponsored \$71 billion bill for rail infrastructure, or a bill that combines the best features of both are the least we should be doing. I think at a minimum, we need at least \$70 billion for infrastructure and another \$10 billion for equipment, facilities and the like. It makes no sense to pass an infrastructure bill that fixes the tracks while Amtrak continues to starve.

Like everyone else, I have my opinions. I do believe that ALL who share the common goal of modern rail passenger service, be it high-speed, long-distance or any other type, must band together with a common message: develop a truly national rail passenger system NOW, as an alternative to air travel.

Why should we do this?

◆ Alternative to air travel shutdowns or restrictions in times of



THE BLADE

PAGES OF OPINION

Toledo, Ohio

SUNDAY, SEPTEMBER 30, 2001

Section B, Page 4

Look again to high-speed rail

ONE OF the important lessons this nation can take from the Sept. 11 terrorist attacks is not to keep most of our long-distance transportation eggs in one basket, as we have done with airlines. The four suicide hijackings at eastern airports illustrate with clarity why now is the time to beef up other means of travel, especially high-speed railroad trains.

In the days since the attacks, members of Congress have recognized this opportunity, talking new life into high-speed rail legisla-

Restoring and improving national rail service would make a virtual shutdown of long-distance travel less likely

tion moving on parallel tracks in both the House and Senate. They have also suggested repeal of a 1997 law that would cut off Amtrak's federal subsidy as of 2003 if the passenger rail service does not become self-sustaining, an unlikely occurrence.

"The events of Sept. 11 show us that we cannot rely solely upon one mode of transportation," says Paul Dempsey, director of the University of Denver's National Center for Intermodal Transportation.

"I would suggest strongly that investment in Amtrak and high-speed rail makes more sense now than before this horrible tragedy," adds Rep. Peter DeFazio, Democrat of Oregon. Withdrawing Amtrak's subsidy "was never a good idea, and in a time of crisis like this, it's a stupid idea."

Amtrak showed how important rail service can be. From Sept. 12-17, national ridership was up 17 percent; the number of passengers on long-distance trains grew 35 percent, and business was up 9 percent in the Northeast Corridor even though most businesses and schools were shut down at the time.

High-speed trains would not be immune, of course, to terrorist tactics. But a more diversified national transportation system would make us less vulnerable to the virtual shutdown of long-distance travel we just witnessed.

Congressional opponents of Amtrak and other high-speed rail programs often claim that private business, not the government, should risk the capital necessary to build and maintain such systems. But many of those same opponents fell all over themselves, in a matter of just a few days with little debate, to vote the airlines a \$15 billion bailout when it was clear that many of the carriers' financial problems pre-dated the attacks.

If our political leaders want more than just a short-term fix, Congress should give similarly swift approval to the \$12 billion High Speed Rail Reinvestment Act. This legislation already has 57 co-sponsors, including the top Democrat and Republican, in the Senate, and it has 178 co-sponsors in the House, including Rep. Marcy Kaptur, Democrat of Toledo.

The legislation would allow Amtrak to raise \$12 billion for high-speed rail projects around the country, including \$2-3 billion for the Midwest. Its nearest priority route would run from Detroit through Ann Arbor and Jackson and on to Chicago, but a Cleveland-Toledo-Chicago run also is on the map.

These would be modern trains running at 110-125 mph.

lines are cutting back, with Midwest Airlines folding, because they believe people will be too frightened to fly.

All of this demands a careful look at where we are, where we should be and how we should get there. As advocates for better rail passenger service, we have watched in frustration for years as government starved Amtrak, while lavishing huge sums on its competitors. As a result, we now have a transportation system that is not really a system at all, leading to over-dependence on air and highway modes. Thus, when one of these two modes has a problem, there is nothing to fall back on. The rail mode, chronically underfunded and underdeveloped, can not come to the rescue.

Meanwhile, Amtrak continues to labor under the double whammy of an unrealistic goal of profitability by 2003, while little capital is invested. On a per-capita basis, we spend less on passenger rail than Estonia and the results are predictable: Third-World spending levels result in a Third-World rail system. It's that simple.

One unnamed railroad official noted that the new, two-hour check-in procedure will make even conventional trains competitive with air on runs of four to five hours. That's great, but if there is no service, with none to be had anytime soon, the train still won't be a real choice. What to do?

Congress passed a \$15 billion package to help the airlines through this crisis, something that probably has to be done, notwithstanding the opinions many of us may have on this. I think it's important to note, that in one fell swoop, the airlines could get nearly as much as Amtrak has for its entire 30-year existence. Government must look at all options — it's not enough to just do something for the airlines. It's time to

Why are we doing this?

- ◆ Alternative to air travel shut-downs or restrictions in times of emergency. What if the airlines had been shut down or severely restricted for weeks, months or years? What would we have done then? It's a fact that if we had a mobilization such as we had in World War II, we couldn't do it. We just don't have the capacity.
- ◆ Safety. A passenger train by its very nature is largely immune from the sort of terrorist threat we just witnessed. You can't crash a train into the Pentagon! Even if a train were taken over by terrorists, it would simply be switched into a yard or other area where it could not do any damage. Furthermore, the locomotive crew is usually isolated from the rest of the train. Add to that the outstanding safety record of the passenger train in general and we have a good case for more train service.
- ◆ Competitiveness. New two-hour check-in procedures means trains are more competitive on runs up to five hours long. Routes that meet this criteria should be augmented where service now exists and developed where it does not.
- ◆ Smart money. Developing new corridor services also makes a lot of very expensive airport expansions unnecessary, since many short-haul flights would be eliminated.

Transportation is the lifeblood of our country and the events of Sept. 11, 2001 show just how fragile our transportation system really is. This is a big problem that demands a big solution and better rail service must be a part of that solution.

auds rep. Peter Derazio, Democrat of Oregon. Withdrawing Amtrak's subsidy "was never a good idea, and in a time of crisis like this, it's a stupid idea."

Amtrak also has asked Congress for \$3 billion, half of which would go for upgrading tracks and half for anti-terrorism measures, mainly in the eastern U.S., which has the bulk of service and riders. That's far less than Congress has already approved as an ill advised bailout package for the airlines.

After air carriers were grounded the day of the attacks on New York and Washington,

from Detroit through Ann Arbor and Jackson and on to Chicago, but a Cleveland-Toledo-Chicago run also is on the map.

These would be modern trains running at 110-125 mph, not some pie-in-the-sky utopian system. Good, solid, dependable transportation, with revenue from fares supporting operation and maintenance.

With an economy stumbling, and the nation in need of a broader system of moving people from city to city quickly, investment in high-speed rail could be the answer to some of the problems that ail us.

Courtesy of the *Toledo Blade* (above) and *Cleveland Plain Dealer* (below).

THE PLAIN DEALER

Monday, October 1, 2001 | B6

A weakness revealed

The need for an alternative to domestic air travel ought to put high-speed rail on a fast track

America has learned quite a sobering bit about its vulnerabilities in the last 21 days. One of those lessons has been that a nation 3,000 miles across, its economy built on mobility, can no longer depend almost solely on commercial air travel to move the vast numbers of people who must travel each day.

When the terrorist attacks of Sept. 11 forced the grounding of all aircraft, tens of thousands of Americans found themselves stranded hundreds of miles from home. The remnants of what a half-century ago was a vast passenger rail system couldn't begin to carry the people who wanted — needed — public transportation.

Now, as this country redraws its priorities and travelers face the reality of time-consuming airport security procedures, Congress can no longer avoid the need. It must facilitate the creation of an alternative transportation system. It's time for high-speed rail.

For years, planners have shown that high-speed rail corridors stretching 300 to 400 or so miles from major cities would do much to ease the demand for ever more flights from evermore-crowded airports. But the convenience of air travel, the taxpayer investments already poured into airports and the generally dismal

performance of a perpetually underfunded Amtrak have combined to keep a real passenger rail alternative on the national back burner.

Those arguments don't seem so strong now. Air travel, with passengers now required to check in three hours before departure, no longer promises the time advantage it once did. Meanwhile, major airports throughout the country are running out of space for expansion to meet the increasing demand.

And a proposal now in the House would allow states to bypass the Amtrak slow track to build these high-speed systems. The Rail Infrastructure Development and Expansion Act for the 21st Century, introduced by Republican Rep. Don Young of Alaska and co-sponsored by Rep. Steve LaTourette, the Madison Republican, would provide \$71 billion in bonds and loan guarantees over 10 years to state transportation departments to get these systems moving.

That's a large price tag, and there are alternative plans. But as we've seen, the cost of almost total dependence on a single, vulnerable system is no longer affordable.

The country needs more than one way to get around, and there has never been a better time to get it moving.

what they're saying...

The media speaks out!



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The Washington Post

"During the lifetime of Amtrak, the government has put nearly 70 times more money into highways and aviation than into the train system. If Congress is serious about maintaining or increasing railroad travel, lip service about the virtues of riding the rails won't do; more capital must be committed."

—staff editorial, Sept. 24
The Washington Post

MILWAUKEE JOURNAL SENTINEL

"The horrible events of Sept. 11 should make clear to everyone, especially members of

The Columbus Dispatch

An independent newspaper serving Ohio since July 1, 1871

JOHN F. WOLFE, Chairman, Publisher and CEO
MICHAEL F. CURTIN, President and Associate Publisher
BENJAMIN J. MARRISON, Editor

New ways to go

Expanded transportation options needed

Against the backdrop of a tragedy of overwhelming proportions, the problems faced by travelers who found themselves on Sept. 11 in cities they hadn't intended to visit seem insignificant. As disaster-recovery operations continue in New York and Washington, however, some of the less serious wounds the terrorist hijackers inflicted on this great nation remain to be treated.

One of these is to a transportation network that already had come under criticism for its failure to provide adequate alternatives to Americans increasingly frustrated by overcrowded airports and frequent flight cancellations and delays. This wound, in fact, first was opened by national and state government policies that have tended to encourage air and automobile travel while discouraging other modes of transportation.

In the days when airplanes were unavailable to carry people where they needed to go and to rescue those stranded midtrip in Canada and around the United States, a stark difference in how this attack affected

interstates cannot easily absorb steadily increasing numbers of travelers. And Amtrak, the national rail-passenger system, recently has felt the strain of the growing demand for its existing network and a lack of capital to improve and expand service to meet that demand.

Congress should approve a pending bill for \$3 billion in emergency money to help Amtrak tighten security and cope with unanticipated needs for its current system.

Ridership spiked after the assault on the World Trade Center and the Pentagon and has been projected to remain at about 10 percent above usual levels.

In addition, Congress wisely is considering other bills aimed at helping Amtrak build

its network to meet Americans' long-term transportation needs, including two that would provide bonds to spur high-speed rail projects. The proposed 3-C route, linking Columbus, Cleveland and Cincinnati, is among the lines that could benefit from either of the bills. And this legislation could get the Midwest Region-



al Rail Initiative's proposed system connecting cities in nine states, including Ohio, on

30-60 minutes, and it is a short, 20-minute, nonstop trip to the central train station (the Stazione Termini), in the heart of Rome.

Upon arriving at the Termini, I found that, again, I had innumerable choices whether I was traveling locally, to another part of Italy, or to another European country. The Termini is a huge 22-track station with an average of 20 trains departing every single hour, all day and through much of the night. There are commuter trains serving the Rome metropolitan area, regional trains to smaller cities and towns in central Italy, conventional intercity trains to destinations all over the country, and both overnight express trains and high-speed Eurostar trains to Italian and international destinations.

But the Termini is more than just a train station. It's also the main hub for the city subway and most of Rome's local bus routes. Intercity buses to destinations all over Italy are a short four subway stops away from the Termini at Rome's Tiburtina Station, another multi-modal facility.

This efficient inter-connectivity of transportation modes existed in every major Italian city I visited. When I first realized the amount of freedom this level of transportation choice offers, I was shocked, amazed, disappointed, and concerned all at the same time.

I was shocked because I've never had this kind of choice at home. I was amazed at the ease and efficiency the choices offered. I was disappointed, because I knew that when I returned home, I would not have this much transportation freedom. I realized how inefficient America's transportation system is compared to Europe. And, I became concerned about the negative impacts that this inefficiency could have on the long-term health of our economy.

We all know that highway congestion is reaching the breaking point in the U.S., and it is dragging down the efficiency of our economy. In fact, according to the World Resources Institute, highway congestion costs the U.S. \$100 billion annually in lost productivity alone.

We are also suffering from mounting congestion at

At the Stazione Termini, Rome's central train station (on the left side of the photo shown above), a variety of transportation modes all come together. In front of the railway station is the City Bus Terminal, where buses to all parts of the city are available. There also are two subway lines and many taxis at the Stazione Termini. Convenient links (shown below) between city buses and trams (streetcars) are common in Rome's dynamic, pedestrian-oriented, mixed-use city neighborhoods.



Ed D'Amato photos

airlines must either keep them at great cost to both to them and American travelers or eliminate them all together and force even more people on our overtaxed highways.

But congestion isn't the only cost our fly-drive transportation system forces on our economy. Transportation is very energy intensive, and America needs to understand the role a balanced transportation system can play in reducing energy use. As energy prices rise, countries with the most efficient transportation systems will gain a competitive advantage. Every short-haul flight that a European airline can substitute with more efficient high-speed rail saves energy and reduces the dependence of the European economy on the volatile global oil market — another strategic advantage.

If not addressed, the inefficiency of America's transportation system could have negative long-term impacts on our economy, especially if energy prices continue to rise as they have been. But even more basic than that, it is denying Americans the basic freedom of choice.

regarding candidacy for the 2002 OARP Board of Directors election. There are five board positions to be filled next year.

Discover Rail Days a success

When a planned Discover Rail Day attracted nearly four times the hoped-for response of 100 riders, the goal of raising the public's awareness of passenger rail service can clearly be called a success.

Toledo OARP members had planned to hold just one Discover Rail Day on Aug. 18, aboard Amtrak's regular daily *Pennsylvanian* between Toledo, Cleveland and return. But that first event attracted 220 riders. That not only required an additional coach car on the *Pennsylvanian*, which Amtrak gratefully provided, it also prompted a second Discover Rail Day Sept. 15 to handle the overflow. On the second trip between Toledo and Cleveland, 150 riders took part.

OARP Toledo Coordinator **Bill Gill** was the ring-leader of the trips, but got much help from other OARP members in Toledo and elsewhere. But the trips couldn't have succeeded without the generous support of Amtrak, the Toledo-Lucas County Port Authority and the Toledo Metropolitan Area Council of Governments.

Amtrak not only increased the capacity of their trains, but also provided additional staffing and support. The Toledo port authority and the council of governments helped fund the design and printing of promotional materials.

In Cleveland, riders aboard the Aug. 18 and Sept. 15 trips visited that city's tourism destinations, including Tower City Center, Terminal Tower observation deck, the Rock & Roll Hall of Fame and Museum, Great Lakes Science Center, USS Cod submarine, Shaker Square and other sites. Other cities learned of the trips and inquired how they could be included in future Discover Rail Day events. More trips are likely next year.

Why not in the U.S.?

By Ed D'Amato
OARP Secretary

For decades now, countless U.S. citizens have traveled to Europe then returned home and asked themselves: "Why can't we have a high-speed rail system like they do in Europe?"

Well, the answer is actually far more simple than most people realize: Europeans pay for it.

While the US barely spends 1 percent of its federal transportation dollars on intercity rail, most European countries spend more than 20 percent, and they have been doing it for decades.

In addition to spending the money, Europe takes a holistic approach to transportation planning. High-speed rail links at major airports are common, and major rail stations offer easy connections to local transit. In fact, in many cities, the train stations are also hubs for the local subways, commuter trains, as well as both local and intercity busses.

The result of this holistic approach is that Europeans know an aspect of freedom that the majority of Americans can only dream about — the freedom to choose their mode of travel. Whether it's a trip to the local grocery store or a trip across their continent, Europeans always have the freedom to choose how they want to get there, and regardless of the mode they choose, they know they will get to their destinations with relative efficiency.

My personal European experience is with Italy. On my first trip, I flew into Rome's Fiumacino Airport. From the moment I stepped off the plane, a variety of transportation choices were available to me. From the airport, I could take a train, bus, cab, or rent a car to get downtown. I found the train to be the easiest option. They leave the airport every 30-60 minutes, and it is a short, 20-minute, nonstop

our airports. While flight delays are fast becoming the norm in the U.S., and our aviation system's increasing inability to effectively deal with the problem is leading to cries to re-regulate the industry rather than seek a holistic solution, the European story is completely different. Don't misunderstand me, road and airport congestion is common in Europe too, but it is not as much of a concern for them because the multi-modal balance and inter-connectivity of their transportation system allows it to continue to function efficiently.

Increasingly, European airlines are taking advantage of the high-speed rail connections that are provided at many airports. For example, Air France recently announced that it is terminating all of its Paris-Brussels flights. Instead, they are ticketing passengers on the TGV high-speed train which can travel the 185 miles from Charles de Gaulle Airport to downtown Brussels in about 75 minutes. The German airline Lufthansa is conducting a trial program that will put passengers on the high-speed trains between Stuttgart and Frankfurt. So, not only do people have full freedom of transportation choice, so do European airlines.

In the U.S., rail connections at airports are virtually nonexistent, and this doesn't bode well for the global competitiveness of American airline companies. While European airlines have the choice of substituting high-speed rail for unprofitable short-haul routes, American



OARP Board of Directors election results

Thanks to OARP candidates and the large number of voting members, the association has what is undeniably its most professional board of directors in its 28-year history. At the same time, OARP thanks the departing board members, who were facing term limits, for their expertise and activism in helping to advance the cause of developing passenger rail in Ohio.

The only contested race was for at-large director. This seat was vacant. Seeking to fill the vacancy was **Michael L. Bradley**, director of capital projects for the Central Ohio Transit Authority, and longtime OARP member Karl J. Gelfer. Mr. Bradley was voted to this position by a majority of voting members.

Kathy Wigton, a planner for the Richland County Planning Commission, was reelected without opposition as Northwest Ohio director. So was **James Stone**, a labor lawyer and partner at McDonald, Hopkins, Burke & Haber Co. LPA in Cleveland. He was named Northeast Ohio director, replacing Dominic Liberatore, who faced term limits.

Thomas E. Dailey, vice president of Discover Financial Services, was named Central/Southeast director. He took over for John Manning, who also faced term limits. Dailey faced no opposition.

In Southwest Ohio, no candidate stepped forward. That position remains vacant. The OARP Board is seeking to fill this vacancy on an interim basis and will appoint a member who demonstrates their interest and qualifications. Interested candidates should contact President Bill Hutchison.

In the next issue of the *Ohio Passenger Rail News* we will publish information and instructions regarding candidacy for the 2002 OARP Board of Directors election. There are five board positions to

"The horrible events of Sept. 11 should make clear to everyone, especially members of Congress, that the solution to national transportation problems isn't simply safer planes, but better trains."
—staff editorial, Sept. 21
Milwaukee Journal Sentinel

The New York Times

"Congress has acted admirably to help the troubled airlines. But it should also make a commitment to improve passenger rail. ...For three decades it has grudgingly subsidized Amtrak, spending enough money to keep it alive but never enough to build an attractive service. ...The current slowdown should not blind Congress to the need to upgrade the passenger rail system."
—staff editorial, Sept. 25
The New York Times

The Sacramento Bee

"Unfortunately our passenger rail system is not up to the needs of a modern economy. The system is starved for public investment. There are no dedicated trust funds to pay for rail infrastructure as there are for highways and aviation. Rail receives only 1 percent of the federal transportation dollar. If nothing else, the terrorist attacks have shown us that we can no longer afford such neglect."
—staff editorial, Sept. 27,
The Sacramento Bee

The Providence Journal

"Even if a staggering terror attack had not occurred, increasingly crowded highways and airports make an investment in passenger-train service highly desirable. With security checks adding to travel time, the airline industry should recognize rail as a natural partner rather than a rival. Now is an ideal time to re-examine the nation's transportation network, and chart a long-term commitment to rail."
—staff editorial, Sept. 29
The Providence Journal

Los Angeles Times

Amtrak should sink or swim in the marketplace, say detractors like Sen. John McCain (R-Ariz.), who has led the opposition to continued Amtrak funding. This selective free-market economics is preposterous, especially in the wake of terror attacks that showed the value of trains.
—staff editorial, Oct. 1
Los Angeles Times

The Dallas Morning News

"The attacks should stimulate citizens and politicians to consider improving the national passenger rail system so that it becomes a viable complement and, in case of another emergency, alternative to the airlines. ...Any new rail service would have to be subsidized. But it's not as if the people who use airlines and highways receive no subsidy. Governments operate the country's airports and air traffic control systems and build and maintain the country's highways."
—staff editorial, Sept. 25
The Dallas Morning News

and around the United States, a stark difference in how this attack affected America and how similar attacks would have played out in Europe became clear.

In Europe, anywhere air travelers might have been grounded, they could have turned within a matter of hours to trains that would have taken them wherever they were going. Not so in the United States, where some major cities, such as Columbus, don't even have rail-passenger service. And in many other cities that do, the trains come by no more than once or twice a day.

In Cleveland, which has a semblance of rail service, a highly believable story circulated on Sept. 12:

One stranded airline passenger, finding rental-car companies sold out, hired a taxicab driver to take him home — to Denver. His wait for the next westbound train, providing he could have found space on the suddenly overbooked Amtrak lines, could have been half a day or more. Might as well hit the road. After all, you never know when the planes might be able to fly again.

A growing chorus of voices has been crying for government officials to look toward rail as a solution to relieving congestion on the highway and in the air. They recently have been joined by new voices calling for boosting rail so Americans will have more options whenever one form of travel or another is hindered, such as in national emergencies.

As frequent business travelers can attest, these situations already occur regularly when storm systems interfere with flight plans. And many an automobile driver, too, can recall journeys jeopardized or delayed by inclement weather, particularly snowstorms.

Missed meetings and lost business opportunities have exacted an economic cost on this nation that has been difficult to measure. Even simple family vacations canceled or delayed can mean lost income for hotels, restaurants and other members of the tourism industry.

No matter what steps federal officials take now and down the road to protect air travel and passengers from terrorists, the screening process at the airports is going to be more burdensome.

As the costs in dollars and time spent at airports rise, ground travel becomes more attractive, but the nation's already crowded

of the bills. And this legislation could get the Midwest Region-

al Rail Initiative's proposed system connecting cities in nine states, including Ohio, on track.

In Europe, the most frequent choice for traveling between London and Paris and Brussels, Belgium, is Eurostar, a train system through the Channel Tunnel that links these cities in three hours or less. Every major city in France is served by 180-mph trains.

Even such bastions of conservatism as columnist George Will have begun commenting on the benefits of high-speed trains. As Reagan National Airport closed and its fate was uncertain, many Congress members and other Washingtonians recently rediscovered rail's downtown-to-downtown benefits on trips to New York and other cities in the clogged Eastern corridor.

High-speed rail service offers an efficient means of traveling between major U.S. cities that are up to 500 miles apart, and even conventional trains can be better than airlines for shorter hops, particularly when the hassle and time of commuting to suburban airports and long security checks are factored in.

This year's economic downturn already had spurred businesses to find less expensive means to do what used to involve air travel, and the airlines had felt the pinch. The interest in teleconferencing and telecommuting is certain to grow, along with demand for services and products that allow such New Age "travel."

Of course, video and phone links, no matter how sophisticated, can't entirely substitute for the types of meetings and conventions that traditionally bring people face to face.

But Europe and Japan's success with modern, rapid rail connections suggests that the days of commuting by air to close appointments may be numbered.

What the airlines do best is long-distance travel, and as population grows and the global marketplace and Third World development continue to close the gap between the world's peoples, the demand for this transportation will continue to expand.

Let it. And let transportation policy-makers, planners and designers offer as many options as possible for the trips of a shorter nature.

Courtesy of the *Columbus Dispatch*

THE ARIZONA REPUBLIC

"We should restore and enhance basic rail service to the many cities that have lost it, including Phoenix, as Congress has starved Amtrak and fed bon-bons to the big airlines. Check out the crowds on the remaining passenger trains through southern and northern Arizona - there's demand for this service now."

—columnist Jon Talton, Sept. 26

The Arizona Republic

TRavel Agent Members

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

Akron/Stow	Parkside Travel U S A	(330) 688-3334		Joel Brown
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Canal Fulton	Massillon AAA Travel	(330) 854-6616		
Cleveland	Ohio Motorist Association/AAA Travel	(216) 606-6080		
Cleveland	Randall Park Mall Travel Agency	(440) 475-8747	(800) 999-2434	Robert Peck
Columbus	Ohio Automobile Club/AAA Travel	(614) 431-7823		
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Mansfield	Mansfield Travel Center	(419) 756-8747		Jay Gilbert
Massillon	Massillon AAA Travel	(330) 833-1034		Cheryl Anderson
Piqua	Miami County Auto Club/AAA Travel	(937) 773-3753		
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633		Roberta Slyker
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Troy	Miami County Auto Club/AAA Travel	(937) 339-0112		

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in the TRAM DIRECTORY should send a \$50 check, made payable to OARP, to: Dave Shreiner, Treasurer, 9705 Township Road 301; Millersburg OH 44654. 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: Oct. 2000

Directory of the Ohio Association of Railroad Passengers

Toll-free OARP telephone number: **888 / 488-8439**

Visit OARP on the web! www.oarprail.org

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National Association of Railroad Passengers

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Join the 3-C, CTC Corridor Campaigns

Be a part of focused campaigns to bring advanced passenger trains to the Cleveland-Columbus-Dayton-Cincinnati (3-C) Corridor and/or the Cleveland-Toledo-Chicago (CTC) Corridor.

Members of these campaigns will receive the Ohio Passenger Rail News on a quarterly basis, plus a twice-monthly, interactive Ohio Passenger Rail News eEdition sent by e-mail, as well as a bi-monthly campaign newsletter, special concerns for action, use of campaign staff (to begin soon) and other benefits. An exclusive membership dues structure, identical to both campaigns, has been instituted.

CORRIDOR CAMPAIGN MEMBERSHIP FORM (please photocopy and mail)

Name.....
 Title.....
 Organization.....
 Address.....
 City.....State.....ZIP.....
 Telephone (.....).....
 e-mail.....

Circle the campaign or campaigns and check the membership level(s) you are joining:

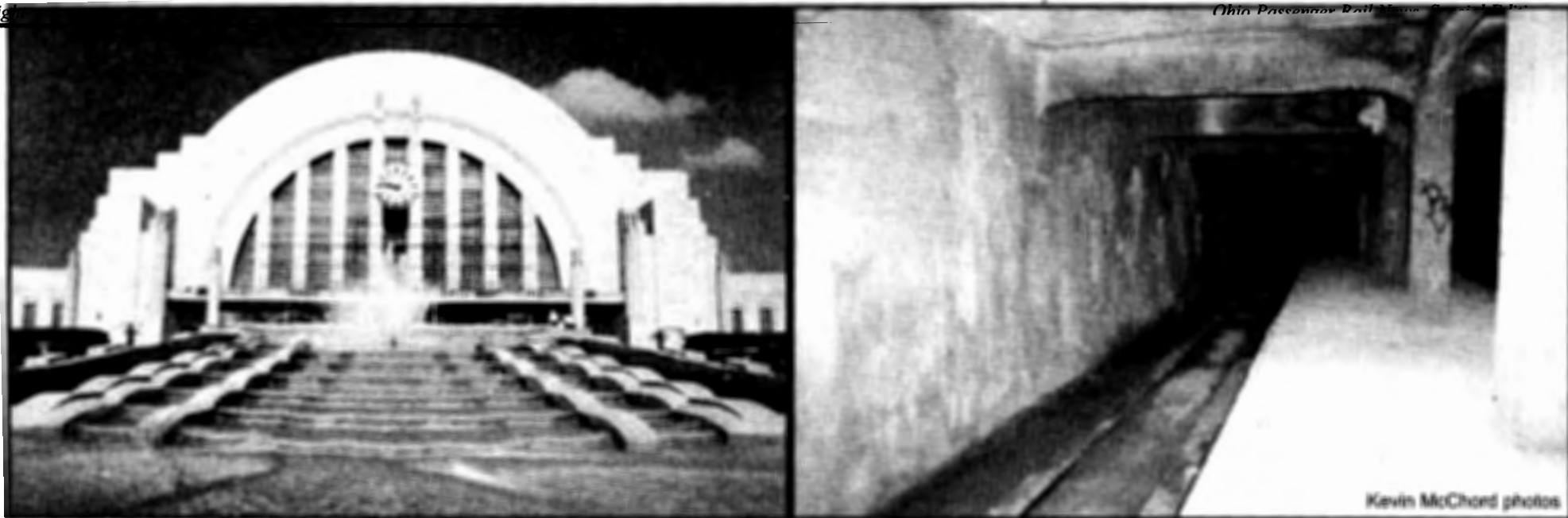
3-C Corridor Campaign

- Associate (\$50-99)
- Benefactor (\$100-249)
- Advocate (\$250-499)
- Patron (\$500-999)
- Leader (\$1,000-4,999)
- Campaign Partner (\$5,000+)

CTC Corridor Campaign

- Associate (\$50-99)
- Benefactor (\$100-249)
- Advocate (\$250-499)
- Patron (\$500-999)
- Leader (\$1,000-4,999)
- Campaign Partner (\$5,000+)

Make checks payable to either the "3-C Corridor Campaign" or the "CTC Corridor Campaign" and mailed with this coupon to:
 David Shreiner, OARP Treasurer
 9705 Township Road 301
 Millersburg, OH 44654



Kevin McChord photos

OARP held its Summer Meeting and Family Outing Aug. 4 in the Queen City. Meetings are held at the Amtrak station in the beautifully restored Cincinnati Union Terminal (photo at left). A tour bus took meeting participants to lunch atop Mount Adams, then to visit one of the stations on Cincinnati's never-finished, two-mile subway beneath the Central Parkway (photo at right). For more information about the subway, including many photos and maps, visit www.cincinnati-transit.net on the Internet.

Calendar of Events/Meetings

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

October 2001

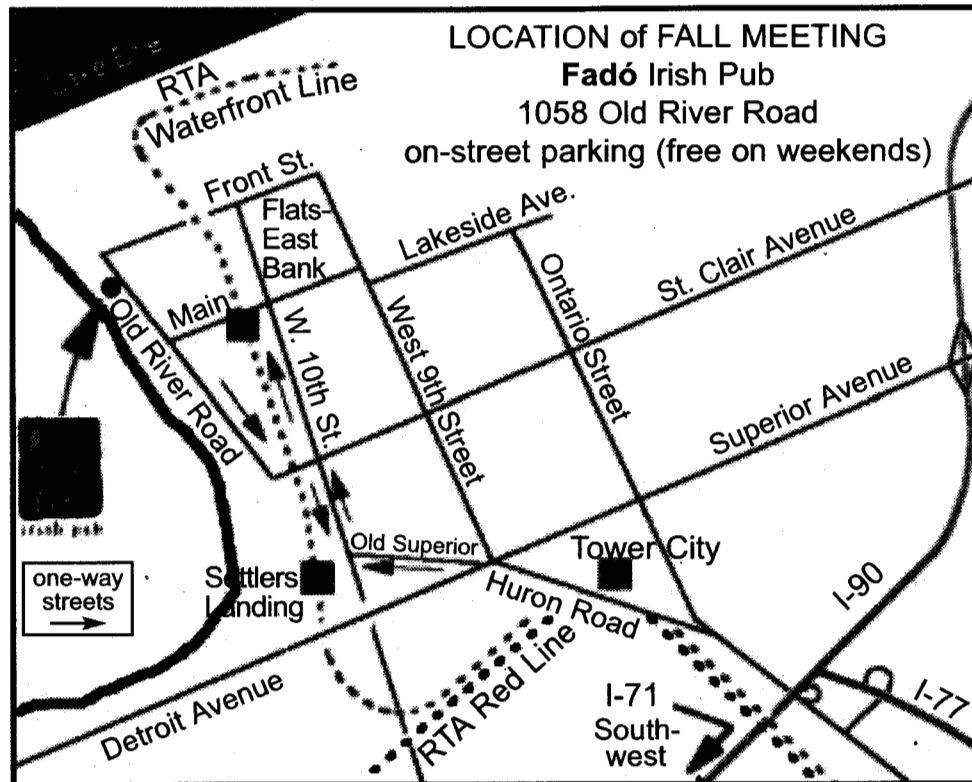
Date	Event	Time	Location	Address	Contact person & phone number
13	OARP Toledo Local Meeting	10:00 a.m.	Toledo Amtrak Station	Central Union Plaza, Toledo	Bill Gill 419 / 536-1924
13	Columbus Local Meeting	9:30 a.m.	Red Door Tavern	1736 West 5th Avenue	Bob Boyce 614 / 486-7038
27	OARP Fall Membership Meeting	9:30 a.m.	Fadó Irish Pub; 1058 Old River Rd (The Flats), Cleveland		Ken Prendergast 216 / 529-7677
27	OARP Board Meeting	3:30 p.m.	Fadó Irish Pub; 1058 Old River Rd (The Flats), Cleveland		Bill Hutchison 614 / 882-1716

November 2001

Date	Event	Time	Location	Address	Contact person & phone number
8	ORDC — Committee Mtg.	9:00 a.m.	Riffe Center; 77 S. High Street, 31st Floor; Columbus		ORDC 614 / 644-0306
	ORDC — Full Commission	* 10:45 a.m.	Riffe Center; 77 S. High Street, 31st Floor; Columbus		ORDC 614 / 644-0306
		* approximate.	Full Commission meeting follow Committee Meetings		
10	Columbus Local Meeting	9:30 a.m.	Red Door Tavern	1736 West 5th Avenue	Bob Boyce 614 / 486-7038
10	OARP Toledo Local Meeting	10:00 a.m.	Toledo Amtrak Station	Central Union Plaza, Toledo	Bill Gill 419 / 536-1924
15	OARP Lorain County Local Mtg.	7:30 p.m.	Elvira Amtrak Station; 410 E. River Rd (at River St), Elvira		

Fall OARP meeting, Saturday, October 27, 2001

in the Cleveland "Flats" entertainment district.



The best way to attend the OARP Fall Meeting is via public transit.

Fadó is within walking distance of the Waterfront Line's "Flats-East Bank" station.
From a Blue or Green Line station, board any "Waterfront" train and get off at the "Flats-East Bank" station (see the green dashed line on the map at left).
From a Red Line station, board a train going towards Downtown, get a free transfer when you pay your fare. Get off at the Tower City station and look for the "Waterfront Line" turnstiles. Board a Waterfront Line (Blue/Green Line) train and get off at the "Flats-East Bank" station (second stop).
 Cross over the tracks and walk west towards the Cuyahoga River. Turn right at Old River Road. Fadó is on your left a few hundred feet north.

If you must drive, there is free, on-street parking on Old River Road

From I-77: Exit East 9th St/Ontario and keep turning right all the way on to Orange Ave. Orange Ave. becomes Ontario St. at Jacobs Field (on your right). Continue north on Ontario St. and turn left at Huron Rd (at Gund Arena). At Superior Ave. make a gradual right onto West 9th St. See note below...
From I-90 (eastbound) & I-71: Exit #171B to Ontario St. and go past Jacobs Field (on your right). Continue north on Ontario and turn left at Huron Road (at Gund Arena). At Superior Ave. make a gradual right onto West 9th St. See note below...
From I-90 (westbound): Exit #173B to Superior Avenue. Turn right on Superior Avenue and drive about 1½ miles through Public Square to West 9th St., turn right.
 Drive north to Front St. and turn left and continue down into The Flats. At Old River Rd. turn left and look for Fadó on your right.

Registration Form — (clip or photocopy and mail)

Name _____
 Address _____
 City _____ ZIP Code _____
 Phone number () _____ No. in party _____

Meeting & lunch - Head of household: \$18.00. _____ times \$18.00 = _____
 Additional family member is only \$14.00 each. _____ times \$14.00 = _____
 total \$ _____

Select lunch items with registration: Corned Beef Sandwich, BBQ Chicken Sandwich, or Battered Cod Sandwich (all served with thick-cut chips).

Please make your selection(s):
 Corned Beef BBQ Chicken Battered Cod

Your \$18 registration fee (\$14 for additional family members) includes morning pastries, fruit, coffee, tea and juice, three choices of lunch, speakers, and presentations on federal passenger rail development legislation, federal Amtrak security legislation, Transpo2001 conference report, 3-C and CTC Corridor Campaign update, report from the NARP Board of Directors Meeting, ORDC passenger rail planning update (Columbus-Detroit/Chicago, Ohio-Toronto), and the latest information on the proposed Amtrak route restructure across Ohio.

Mail your registration and check or money order payable to OARP to:

OARP Fall Meeting
 c/o Ken Prendergast
 12029 Clifton Blvd., # 505
 Lakewood, OH 44107

Don't forget to make your lunch selections for each member of your party!!!