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 routes, 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.

OARP's two Discover Rail Day events attracted nearly 400 Toledo area residents to Amtrak's Pennsylvanian 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 Pennsylvanian serves Cleveland Aug. 18.
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 to these projects on hand, it also did four other things that changed the nation.

First, the war effort pushed the 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 the war faced a housing shortage. The government answered this by 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 this by building weaponry. This created a huge demand for new cars once the war ended and, in turn, created a car culture. Combined with the previous factors, this was the first step to institutionalizing automobile-oriented suburban sprawl. And, fourth, gas rationing during the war faced a housing shortage. The government answered this by building weaponry. This created a huge demand for new cars once the war ended and, in turn, created a car culture.

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 investment in items away from designated corridors is possible up to $1 billion.

Ohio Passenger Rail News
479 Humiston Drive
Bay Village OH 44140-3017

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

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Mail this application with a check or money order to:
Ohio Association of Railroad Passengers
9705 Township Road 301
Millersburg OH 44654
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 killed 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 rightly 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 emerg..."
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(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

After Sept. 11, 2001
(with 110 mph passenger rail): center-to-center travel

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. 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.
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 disbelief 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 crew members? 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, 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 terrorism

THE BLADE
PAGES OF OPINION

SUNDAY, SEPTEMBER 30, 2001
Toledo, Ohio

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 legislation.

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

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 26 percent, and business was up 5 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 37 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, not some pie in the sky ultima...
Why should we do this?
- Alternative to air travel shutdowns 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 mean trains are more competitive on 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.
what they’re saying...

The media speaks out!

**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 America and how similar attacks would have played out in Europe became clear.

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-Rail Initiative's proposed system connecting cities in nine states, including Ohio, off the ground.

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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 Congress, that the transportation system needs improving, and with a little imagination, things could get better."

—staff editorial

Milwaukee Journal Sentinel
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 Pennsylvania, between Toledo, Cleveland and return. But that first event attracted 220 riders. That not only required an additional coach car on the Pennsylvania, 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.

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 trans (streetcars) are common in Rome's dynamic, pedestrian-oriented, mixed-use city neighborhoods.

Ed D'Amato photos
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 which 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 Fiumicino 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 ride to downtown.

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.

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 airlines have not.

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 be filled.
"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

"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

"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

"Even if a staggering terror attack had not occurred, increasingly crowded highways and airports make an investment in passenger-rail 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, Oct. 1 Los Angeles Times

"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

"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:

<table>
<thead>
<tr>
<th>City</th>
<th>Name</th>
<th>Phone Numbers</th>
<th>Contact Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron/Stow</td>
<td>Parkside Travel U S A</td>
<td>(330) 688-3334 (330) 456-6315</td>
<td>Joel Brown</td>
</tr>
<tr>
<td>Alliance</td>
<td>Alliance AAA Travel</td>
<td>(330) 821-2323</td>
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<tr>
<td>Canal Fulton</td>
<td>Massillon AAA Travel</td>
<td>(330) 854-6616</td>
<td></td>
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<tr>
<td>Cleveland</td>
<td>Ohio Motorist Association/AAA Travel</td>
<td>(216) 606-6080</td>
<td></td>
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<tr>
<td>Cleveland</td>
<td>Randall Park Mall Travel Agency</td>
<td>(440) 475-8747</td>
<td></td>
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<tr>
<td>Columbus</td>
<td>Ohio Automobile Club/AAA Travel</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</td>
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<tr>
<td>Mansfield</td>
<td>Mansfield Travel Center</td>
<td>(419) 756-8747</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</td>
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<tr>
<td>Troy</td>
<td>Miami County Auto Club/AAA Travel</td>
<td>(937) 339-0112</td>
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</table>

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

### OARP Regional Co-Ordinators

<table>
<thead>
<tr>
<th>Region</th>
<th>City</th>
<th>Contact Name</th>
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<tr>
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<td>Cleveland</td>
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<td>Mansfield/Galion</td>
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<td>Dayton</td>
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<td>Columbus</td>
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<tr>
<td>Southeast</td>
<td>Delaware</td>
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### National Association of Railroad Passengers

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<thead>
<tr>
<th>Region</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary</th>
<th>Treasurer</th>
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<tr>
<td>Northeast</td>
<td>Bill Hutchison</td>
<td>Ken Prendergast</td>
<td>Ed D'Amato</td>
<td>David Shreiner</td>
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<tr>
<td></td>
<td>474 Delaware Ct.</td>
<td>12029 Clifton Blvd #505</td>
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<td></td>
<td>Westerville 43081</td>
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<td>Stow 4224 32638</td>
<td>Millersburg 44654</td>
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<td></td>
<td><a href="mailto:whh12@juno.com">whh12@juno.com</a></td>
<td><a href="mailto:kjprendergast@core.com">kjprendergast@core.com</a></td>
<td><a href="mailto:edamato@myexcel.com">edamato@myexcel.com</a></td>
<td><a href="mailto:doshreiner@valkyrie.net">doshreiner@valkyrie.net</a></td>
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<tr>
<td>Northwest</td>
<td>Mark Carlson</td>
<td>Steve La Conte</td>
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<td>479 Humiston Drive</td>
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<td><a href="mailto:mdcarlson@core.com">mdcarlson@core.com</a></td>
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<td>SOUTHEAST</td>
<td>David Shreiner</td>
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<td>Jim Stone</td>
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<td>216 / 348-5711</td>
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</tbody>
</table>

## Officers

**President:** Bill Hutchison - whh12@juno.com

**Past-President:** Mark Carlson - mdcarlson@core.com

**Vice-President:** Ken Prendergast - kjprendergast@core.com

**Secretary:** Ed D'Amato - edamato@myexcel.com

**Treasurer:** David Shreiner - doshreiner@valkyrie.net

**Northeast Region:**
- Cleveland - James Stone
- Elyria - Phil Copeland
- Toledo - Bill Gill
- Mansfield - Vacant
- Sandusky - Steve La Conte

**Southwest Region:**
- Cincinnati - W. Mike Weber
- Dayton - Linda Leas
- Clermont - Ronald D. Garner
- Springfield - Vacant

**Central/Southeast Region:**
- Columbus - Robert Boyce
- Delaware - Tom Allen
National Association of Railroad Passengers
NARP National Office
Executive Director  Ross Capon
900 Second Street, NE #308
- Washington DC 20002-3557
fax-202 / 408-8287
e-mail: narp@narprail.org
Web: www.narprail.org

NARP Region 6 Directors
Mark Carlson  440 / 331-3161
479 Humiston Dr
Bay Village OH 44140-3017
mdcarlson@cota.com
James Dingus, Jr. 440 / 561-9200
20600 Chagrin Blvd. #701
Cleveland OH 44122-5996
james@dingus.com
Herman R. Habegger 317 / 846-5371
8785 Rosewood Lane
Indianapolis IN 46240
hermanhabegger@msn.com
J. Howard Harding 330 / 867-5507
489 Overton Rd.
Akron OH 44313-5327
howardharding@msn.com
W. Mike Weber 513 / 891-9251
9800 Misty Morn Lane
Cincinnati OH 45242-5450

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........................................

e-mail........................................ 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

3-C Corridor Campaign

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

CTC Corridor Campaign

- Associate ($50-99)
- Benefit ($100-249)
- Advocate ($250-499)
- Patron ($500-999)
- Leader ($1,000-4,999)
- Campaign Partner ($5,000+)
in the Amtrak station at 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

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
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<tr>
<td>13</td>
<td>OARP Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza, Toledo</td>
</tr>
<tr>
<td>13</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
</tr>
<tr>
<td>27</td>
<td>OARP Fall Membership Meeting</td>
<td>9:30 a.m.</td>
<td>Fado Irish Pub; 1058 Old River Rd (The Flats), Cleveland</td>
<td>1058 Old River Rd (The Flats), Cleveland</td>
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<tr>
<td>27</td>
<td>OARP Board Meeting</td>
<td>3:30 p.m.</td>
<td>Fado Irish Pub; 1058 Old River Rd (The Flats), Cleveland</td>
<td>1058 Old River Rd (The Flats), Cleveland</td>
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</table>

Contact person & phone number:
Bill Gill 419 / 536-1924
Bob Boyce 614 / 486-7038
Ken Prendergast 216 / 529-7677
Bill Hutchison 614 / 882-1716

November 2001

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
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<tr>
<td>8</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor; Columbus</td>
<td>1736 West 5th Avenue</td>
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<td></td>
<td>ORDC — Full Commission</td>
<td>10:45 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor; Columbus</td>
<td>Full Commission meeting follow Committee Meetings</td>
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<td>10</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
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<tr>
<td>10</td>
<td>OARP Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza, Toledo</td>
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<td>15</td>
<td>OARP Lorain County Local Mtg.</td>
<td>7:30 p.m.</td>
<td>Elvira Amtrak Station; 419 E River Rd (at Bridge); Gil</td>
<td>419 E River Rd (at Bridge); Gil</td>
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</tbody>
</table>

Contact person & phone number:
ORDC 614 / 644-0306
Bob Boyce 614 / 486-7038
Bill Gill 419 / 536-1924
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 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 (westbound): Exit #173B to Superior Avenue. Turn right on Superior Avenue and drive about ⅟₃ 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.

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
4028 Clifton Blvd., # 505
Lakewood, OH 44107

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