

Ohio Passenger Rail News

Intercity Rail

Public Transit

Commuter Rail

Intermodal

Issue 146

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Summer 2002

Amtrak is spared again, but how long this time?

While nearly \$2 trillion from U.S. taxpayers has been lavished on highways and aviation since Amtrak was created 31 years ago, the nation's passenger railroad

found itself in a familiar position this summer — fighting for survival.

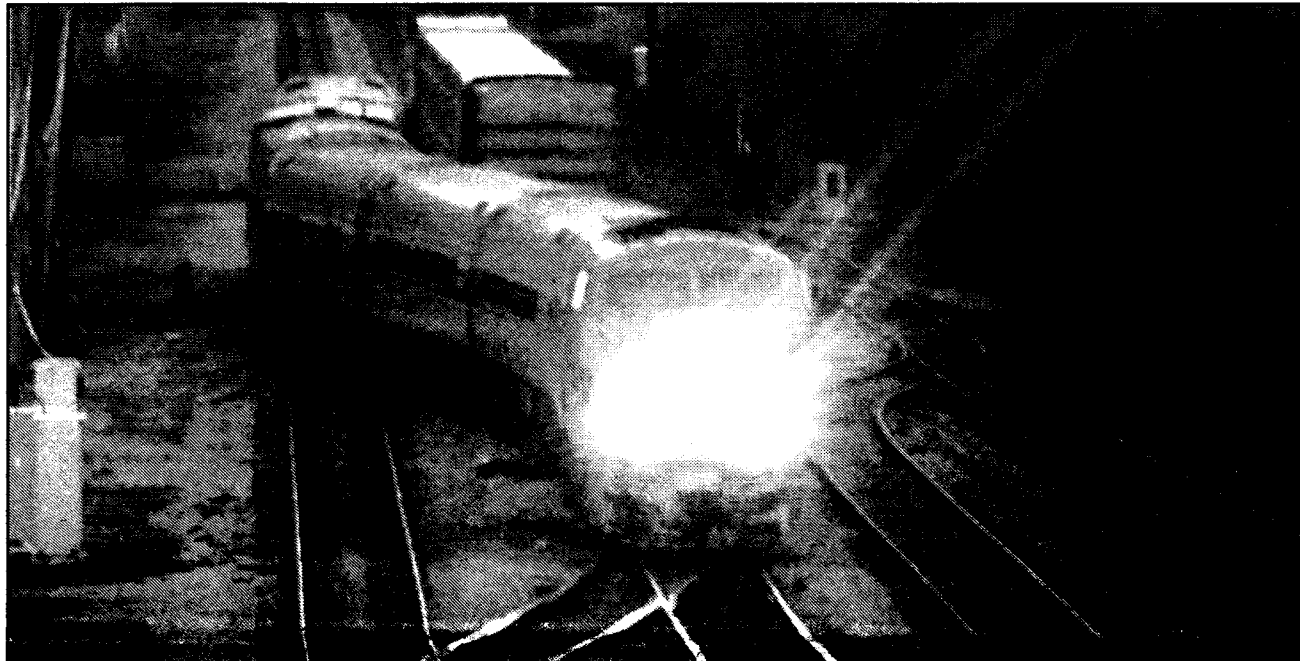
Blessed with little more than a survival-level budget

throughout its history from the U.S. Congress and seven presidential administrations, Amtrak has limped from one crisis to another. But never before had Amtrak come so close to a complete shutdown of its national rail system, as the corporation was starved for cash. About \$200 billion was needed to keep the trains running after July 1.

The difference this time around is that Amtrak has at its controls a chief executive officer who says what he means, and does what he says. President and CEO David Gunn bluntly told Congress and the Bush Administration to give him a budget by Independence Day or he would shut down the Amtrak system. That would have stranded Amtrak's 65,000 daily passengers and the hundreds of thousands of daily commuters who depend on Amtrak-owned stations, tracks and operating agreements. Mr. Gunn was named Amtrak's CEO in April.

It's about time someone at Amtrak laid down the gauntlet.

And it worked. Suddenly, members of Congress and the Bush Administration realized how important Amtrak was and scrambled to come up with a last-minute funding package. But the package remains





Mark Carlson photo

A national rail system is important to America, where long-distance routes link what would otherwise be a bunch of scattered short-distance rail corridors throughout the country. Amtrak's Lake Shore Limited is one of those linkages, connecting the Northeast Corridor, Empire Corridor and Midwest Corridors. Here, the Lake Shore, train #49, arrives Albany from New York City. Mail and package express cars in the background will be added to train #49, as will the Boston section of the Lake Shore, train 449, which is already in the station behind the photographer.

OARP busy in rail fight

OARP volunteers and the association's three part-time paid staffers have been very busy in these recent months, as it became apparent that Ohio's trains and ongoing rail development plans were at risk from Amtrak's worsening fiscal condition.

Based on feedback from Congress, media, businesses, transit agencies and other rail advocacy groups, OARP has proven to be a veritable powerhouse in getting out the rail advocates' message. In fact, we have done more to educate and engage our Congressional leaders than some national rail advocacy groups, according to the staff of Ohio's Congressional Delegation.

But OARP's effective and continuing actions in this historic crisis have eaten away at the association's financial resources. OARP has just enough funding to

issue two more newsletters before the end of the year and that's it.

OARP does not have enough funding to carry out any other activities without additional donations.

Therefore, we are asking our members to please make a generous donation today to OARP so that we can continue our fight for the survival of Ohio's passenger trains and for the continuation of ongoing advocacy efforts for the expansion of rail passenger services in this state.

Your donations (check or money order) should be made payable to the "Ohio Association of Railroad Passengers" and mailed to Treasurer David Shreiner, 9705 Township Road 301, Millersburg, OH 44654. Donations to OARP may be tax-deductible under the IRS code, section 501(c)(3), since OARP is a publicly

supported educational organization. Amtrak was and scrambled to come up with a last-minute funding package. But the package remains incomplete.

Transportation Secretary Norman Mineta, who initially tried to tie an Amtrak rescue package to a de facto elimination of long-distance passenger trains (which constitute all of Amtrak's Ohio services), agreed to give Amtrak a \$100 million federal loan with few strings attached. The only conditions are those which Mr. Gunn has already agreed to implement, including greater scrutiny by federal watchdogs of Amtrak's

— See "Amtrak saved" on page four

supported educational organization.

What has OARP been doing lately to advocate for the survival and expansion of passenger trains in Ohio? A great deal...

During the last few months, OARP's Corridor Campaigns Director Ken Prendergast has written and distributed numerous press releases by fax and e-mail to more than 700 recipients in the media, Congress, Bush Administration, plus numerous business, labor and environmental organizations. Mr. Prendergast, who said he is very grateful to have recent new campaign memberships, has also written to potential grantors for additional funding support of the Corridor Campaigns and for OARP. Even if these small grants are approved, which isn't guaranteed, OARP will need significant additional donations to keep up the fight.

OARP Administrative Director Stu Nicholson has developed a "tool kit" of informational resources for rail advocates in Ohio and across that nation to

— See "OARP" on page six

TIME TO STEP UP!

Our passenger trains are under attack and the fight to save them will be expensive. Phone calls, mailings, printing and other costs are on the rise as the fight moves ahead. Please help our "Crisis Fund" with a donation. Send your check to OARP at:

- OARP Treasurer
9705 Township Road 301
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Ohio Passenger Rail News

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Come visit us on the web!

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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

Prior to his passing in 1998, OARP's Toledo Coordinator Larry George and I used to muse about Amtrak's top brass. We often talked about how nice it would be if then-Amtrak President Tom Downs confronted Congress and the administration about the need for receiving more than just another "survival budget" for the railroad.

"If you don't give me the budget I need to run a decent passenger rail system, then I'll start shutting down the system and run only those trains I can afford to run," Larry said, putting words into Mr. Down's mouth. Of course, Mr. Downs never uttered those words. Nor did Amtrak's next Chief Executive Officer, George Warrington, until he acknowledged the reality earlier this year. He had seemed more interested in placating Congress and two administrations than telling them the sordid truth.

Too bad Larry never got to witness Amtrak's new boss, David Gunn, in action. Larry died one night from a heart attack while collecting petition signatures to be OARP's vice-president.

Mr. Gunn is the top dog Amtrak has needed for a long time. He joined Amtrak with a reputation for turning around railroads and public transportation agencies. His record is stellar. He is perhaps best known for leading the massive but troubled New York City Metro Transit Authority out of the abyss. Its problems could be seen superficially by its graffiti-scarred subway trains or, more deeply, by reviewing its balance sheets, known for their fiscal quagmire.

Or, there was his stint at the Washington Metropolitan Transit Agency in our nation's capital. The Metro soon became known as a highly efficient and attractive service. In Toronto, long a transit haven, there was trouble in paradise. A spate of subway accidents and a lack of attention to detail ended when Mr. Gunn took over, returning the Toronto Transit Commission to respectability. He also managed freight railroads several decades ago.

All of those transportation providers served many more customers and had much larger, more complicated budgets than Amtrak's. Thus, it would seem reasonable that Mr. Gunn would be the man for the job in making Amtrak an effective transportation service. That was the rationale behind the April decision by Amtrak's Board of Directors to pull him out of retirement in Nova Scotia and name him Amtrak's chief.

While that still may prove to be true, I doubt that even Mr. Gunn expected to confront so awful a mess when he arrived to take over Amtrak. Observers got their first refreshing look at Mr. Gunn when he learned his predecessor had the use of two company cars and the protection of an Amtrak Police Department unit. He axed the company cars, reassigned the police unit to more important duties

WANTED

WANTED

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

kjprendergast@core.com

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

Always include your name and phone number!

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confront so awful a mess when he arrived to take over Amtrak. Observers got their first refreshing look at Mr. Gunn when he learned his predecessor had the use of two company cars and the protection of an Amtrak Police Department unit. He axed the company cars, reassigned the police unit to more important duties and bought a Washington Metro transit pass.

Next, he took a look at Amtrak's finances and couldn't see the trees through the fiscal forest. The financial books were an absolute disaster. Staff were directed to get a handle on things. Then, he terminated consultants that were on the payroll but didn't appear to be doing anything.

As the corporation continued to head downward financially, Mr. Gunn took aim at even more pervasive issues. Under Mr. Downs, Amtrak had reorganized under three strategic business units, one each for the northeast, west and intercity. Mr. Gunn found these had created a great deal of duplicative and sometime contradictory decision-making. So, as of next year, the business units will end in favor of a more traditional railroad structure aligned among departments such as operating, mechanical, marketing and others. Mr. Gunn also learned that Amtrak had 74 vice presidents. He proposed slashing that number to about 20.

In less than two months, Mr. Gunn has done more to reform Amtrak than all the Congressmen and their commissions could do to put Amtrak back together again.

But, what has won Mr. Gunn more praise than most, if not all of his predecessors is his frank dialogue. When he told Congress that he would open Amtrak's financial books to public and congressional scrutiny, Senator John McCain (R-Arizona), one of Amtrak's most vocal critics, responded with tentative support for Mr. Gunn and his new Amtrak.

To most of us in the rail advocacy community, those were all winning moves. But many of us responded even more positively when he brazenly took on Congress and the Bush Administration by telling them he needed a sufficient budget to run a quality passenger rail system. Otherwise, he would shut down the trains, return to Nova Scotia and wait there until Amtrak was given a sufficient budget.

God love David Gunn. Yes, it's true that Amtrak now faces its most difficult predicament ever. But, Mr. Gunn is the kind of man that the person who came up with the phrase "better late than never" probably envisioned. I can hear Larry George now. He would have been proud.



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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“Cleveland Hub” study progresses

By J. Howard Harding
OARP Northeast Ohio Director

CLEVELAND — The Ohio Rail Development Commission (ORDC) held the second in an ongoing series of Ohio & Lake Erie Regional Rail (O&LERR) Study Steering Committee meetings. This meeting was held May 30 in Cleveland at the offices of the Northeast Ohio Areawide Coordinating Agency (NOACA), the Greater Cleveland metropolitan planning organization.



Over 30 people representing NOACA, Ohio Rail Development Commission, Ohio Department of Transportation, Toledo Metropolitan Area Council of Governments (Toledo MPO), Eastgate Council of Governments (Youngstown MPO), CSX Corp., Norfolk Southern Corp., TEMS Inc. (primary consultant), HNTB Inc. (subcontractor to TEMS), New York Department of Transportation, Michigan Department of Transportation, City of Cleveland, and the Buffalo-area MPO.

This O&LERR study, also known as the Cleveland Hub Study, is considering expanded rail passenger service on six route options in four corridors radiating from Cleveland:

- ◆ Cincinnati-Dayton-Columbus-Cleveland (3-C) via Galion / Mansfield (NS-CSX)
- ◆ Detroit-Toledo-Cleveland via Detroit Metropolitan Airport (CSX), or via Monroe and Wyandotte (NS / CN)
- ◆ Pittsburgh-Hudson-Cleveland via Youngstown and Warren (NS-P&LE-PRR / LE&P-NS), or via Alliance (NS)
- ◆ Toronto-Buffalo-Cleveland via Erie (CN-CSX)

Three top speeds are being considered: 79 mph, 90 mph and 110 mph. The Youngstown alternative anticipates use of new, 125-mph trackage on abandoned rights of way formerly owned by Pittsburgh & Lake Erie, Lake Erie & Pittsburgh and Pennsylvania Railroad between New Castle and Warren, and use of the former Erie (Conrail Freedom Secondary) between Warren and Ravenna.

All other alignments under consideration use existing, upgraded freight mainlines with added dedicated passenger tracks for 90 and 110 mph speeds.

ORDC Executive Director Jim Seney said that the key issues are frequency and capacity. He added that profit is not an issue because it is not attainable.

“We are building modern passenger rail service, not high-speed rail service,” he said.

Mr. Seney added that elapsed travel time, not maximum speed, is the travelers’ primary concern. Representatives from New York, Michigan, Pennsylvania and Ohio agreed that a series of bi-state agreements or joint powers boards for each corridor is preferable to an Interstate Compact for the entire project. The latter requires all participating states to

approve identical legislative language for each action.

Alex Metcalf of TEMS and his staff presented basic information about potential routes within each corridor:

TEMS’ preliminary time esti-

mates for Cleveland-Pittsburgh via Alliance are 2:32 at 79 mph, 2:25 at 90 mph, and 2:22 at 110 mph. Via Youngstown, comparable times are 2:36, 2:33 and 2:31. Faster travel times are anticipated (but not calculated) if 125 mph track is built between Warren to New Castle. Ravenna-Cleveland top speeds are unlikely to exceed 79 mph, even with dedicated, passenger-only track.

If 3-C, Detroit-Cleveland-Pittsburgh and Cleveland-Toronto services were fully implemented (at eight daily round trips per route), Cleveland would see 58 to 60 trains per day, in addition to existing Amtrak and proposed Chicago-Cleveland Midwest Regional Rail Initiative (MRR) trains, Mr. Metcalf said.

At least 22 trainsets would be required for full service implementation. Unit costs for trainsets could be reduced by as much as 30 percent if all Cleveland Hub and MRR rolling stock is ordered as a package rather than as several small batches. Participating states prefer and are assuming an 80/20 federal/non-federal funding split, but may have to settle for 70/30 or 60/40 for all capital costs.

Minimum startup time for minor infrastructure upgrades for two daily round trips in any one corridor is two years, following completion of this analysis. Federally mandated environmental impact statement will take at least three additional years before any major capital improvements (ie: third tracks, new bridges, reconstruction of vacant right of way, etc.) may be made. A complete build-out of any one corridor may take ten years or more, Mr. Metcalf concluded.

The question of which corridor should come first has yet to be decided, but Mr. Seney reminded that ORDC legislation mandates that 3-C come first. Additional steering committee meetings will be held in the near future.



CAC study a mixed bag

After three years of study, the Canton-Akron-Cleveland Major Investment Study (CAC MIS) is com-

county engineers. When a package of alternatives (like the CAC MIS) is presented, the governing board

Elyria depot

design OK'd

After three years of study, the Canton-Akron-Cleveland Major Investment Study (CAC MIS) is complete. This study looked at the transportation needs over the next 25 years along the Interstate 77, State Route 8 and Interstate 480 corridors between Canton and Cleveland. A technical oversight committee consisting of the metropolitan planning organizations (MPOs) and transit authorities in the three urbanized areas guided the study. The Ohio Department of Transportation (ODOT) Districts 4 and 12, plus ODOT's central office, also participated.

The final package of alternatives was presented to the public at a series of four meetings in January for their comment. The alternatives included highway improvements, express bus service and commuter rail recommendations totaling \$820 million in capital investments. Opposition to widening of I-77 in Cleveland north of I-480 was expressed. Additionally, some residents of Silver Lake (north-side Akron suburb) expressed opposition to commuter rail.

Otherwise, strong support was expressed for commuter rail by the Greater Cleveland Growth Association, Greater Akron Chamber of Commerce, Canton Chamber of Commerce, City of Akron, City of Cuyahoga Falls, City of Hudson, City of Canton and Summit County.

One positive aspect of the commuter rail alternative outlined in the CAC MIS is that it uses the same trackage from Hudson and station facilities in Cleveland, as the proposed high-speed corridors being examined by the Ohio Rail Development Commission (ORDC) in the Cleveland Hub study.

In order for any federal funds to be spent on any project, it must be approved by the region's MPOs. The governing board of each MPO consists of mayors, county commissioners and

county engineers. When a package of alternatives (like the CAC MIS) is presented, the governing board of the MPOs can approve the entire package, select only parts, or reject the entire recommendation.

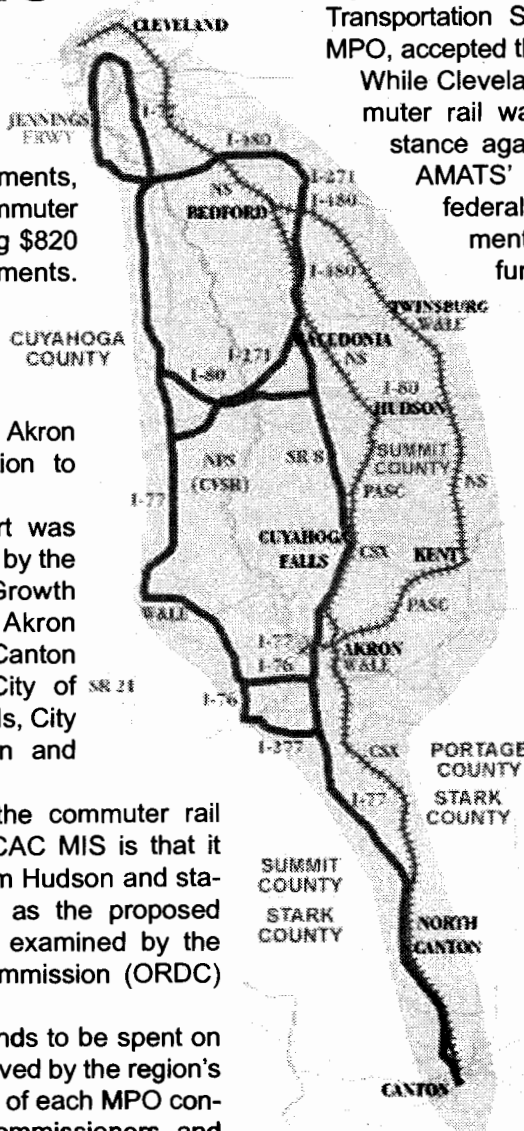
The Northeast Ohio Areawide Coordinating Agency (NOACA), the Cleveland area's MPO, authorized commuter rail to move into the next phase of project development, but rejected any widening of I-77 in Cleveland. The Akron Metropolitan Area Transportation Study (AMATS), the Akron area's MPO, took the opposite stance. AMATS rejected the proposed commuter rail alternative but approved the package of highway alternatives. The Stark County Area Transportation Study (SCATS), the Canton area's MPO, accepted the entire package of alternatives.

While Cleveland's and Canton's support of commuter rail was encouraging, the Akron area's stance against commuter rail is problematic. AMATS' stance causes difficulty in using federal planning funds for project development or the ability to obtain federal funds in the future.

At this point in time, the project sponsors, Akron METRO Regional Transit Authority and the Greater Cleveland Regional Transit Authority are considering what next steps should be taken to move the project forward. Regardless of AMATS stance on commuter rail, Cleveland's opposition to widening I-77 will force the region to develop alternative modes of transportation.

NOACA's, and ultimately ODOT's, rejection of I-77's widening indicates the endless widening of Ohio's interstates is ending. Northeast Ohio will need commuter rail in the future. OARP members and other friends of passenger rail should continue to press their local elected officials on the need for commuter rail and smart growth policies that promote dense, mixed-use developments near rail lines to stem the rising tide of highway congestion and urban sprawl.

CAC routes



Elyria depot design OK'd

ELYRIA — Efforts to redevelop a vacant, 77-year-old New York Central train depot in this city's downtown as a transportation hub took a big step forward in June when the Lorain County Commissioners voted to seek detailed plans for the depot's renovation.

Commissioners hired Second Generation Properties of Cleveland for \$99,000 to develop plans that would make the depot an attractive center, linking users of Amtrak passenger trains, Greyhound intercity buses and Lorain County Transit (LCT) intracity buses. If realized, the plans would make downtown Elyria a more attractive place for people to live, work and visit.

The renovated depot would also include retail shops, a transportation museum and offices for LCT. By hiring Second Generation, the commissioners will learn exactly how much it will cost to redevelop the historic depot, expected to be between \$3.5 million and \$4.5 million. A hard figure is needed before seeking federal funds for the project. Lorain County bought the depot in 2000 to preserve it for a transportation center.

The various transportation providers currently are scattered at multiple, disconnected facilities. Amtrak trains stop at a station on the east side of downtown. Greyhound buses serve a station on the west side of downtown. And, LCT bus routes have no focal point in downtown Elyria.

Second Generation will take about three months to complete detailed plans and cost figures for redeveloping the depot. If federal funding is found in a timely manner, the depot could be renovated and reopened by 2005.



Mark Carlson photo

OARP's efforts to advocate the restoration of Elyria's historic depot as a transportation center are nearing success as Lorain County officials began a financial analysis to identify how much federal funding to seek.

Amtrak bills face yellow signals in U.S. House

By Bill Hutchison
OARP Past President

In a surprising move, the U.S. House of Representatives Committee on Transportation and Infrastructure postponed the markup of both RIDE 21, a bonding bill sponsored by Rep. Don



Rep. Don Young (R-AK)

Young (R-Fort Yukon, Alaska) and the Amtrak Reauthorization Act. The Young bill would provide \$65 billion in tax-free bonding authority to states for high-speed rail services. The Amtrak reauthorization would keep the current system running by providing \$1.2 billion for Amtrak, plus \$775 million in safety upgrades on May 22, but consideration of both items was postponed.

The committee was prepared to approve the \$1.9 billion, one-year Amtrak reauthorization (H.R. 4545). However, Rep. Young, who chairs the House T&I committee, pulled the measure from the agenda when no agreement was reached on its companion, RIDE-21. Union objections that were overlooked on purpose when the measure won subcommittee approval still had not been resolved as of a scheduled, late-May markup date.

Although leaders thought an agree-

ment was reached, the Association of American Railroads (AAR) registered objections. That means there is still no consensus on whether labor provisions that apply to Amtrak should be kept in force for workers on whatever entities become the operators of new high-speed lines. The AAR objected to language that committed not only railroads but future owners and independent contractors to Rail Labor Act and Railroad Retirement Act requirements.

Rep. Young, pronouncing the RIDE-21 "impossible to pass" at present, said that the Amtrak reauthorization would not move until the way has been cleared for the other measure. So it appears that Rep. Young is holding the Amtrak Reauthorization hostage until the labor problems that are holding up his bill are resolved. "A huge problem for any Amtrak reform," in the words of one lobbyist.

The Ohio Association of Railroad Passengers is trying to find out when they might be rescheduled.

The bills currently have 115 cosponsors, including Ohio representatives Sherrod Brown (D-Lorain), Marcy Kaptur (D-Toledo), Steven C. LaTourette (R-Painesville), and



Ken Prendergast photo

Long-distance passenger trains continue to prove popular at all hours of the day or night in Ohio and are the only Amtrak services to the Buckeye State. However, some members of Congress, the media and the Bush Administration falsely contend these are empty trains that exist solely for the political benefit of other Congressional representatives.

better. A bill by Senator Ernest Hollings (D-S.C.), S.1991 now has 33 cosponsors, with Senator Thad Cochran (R-MS) coming on board. Unfortunately, neither one of Ohio's two senators, Mike DeWine and George Voinovich, has signed on, although Sen. DeWine may soon. Also, at Amtrak's request, Sen. Hollings had added an additional \$12 million for security improvements and \$43 million to rehabilitate dozens of wreck-damaged and un-repaired rail cars and locomotives now stored at Amtrak's maintenance facility in Beech Grove, IN.

What is OARP doing about this mess? Well for one thing, we are now

in an effort to get to start making noise on the issue.

However, our U.S. representatives and senators still need to hear from YOU! If you have not written to your representatives or either senator, do it now! Senator DeWine is a concern right now, since he has been a strong supporter in the past. Yet, at this time, he has not signed on to the Hollings bill.

If you are writing letters, please address them to the district offices of your senators and representatives, since the anthrax scare has all but halted mail to the U.S. Capitol mailroom. You should also consider using e-mail or telephone to communicate your message, which

had not been resolved as of a scheduled, late-May markup date.

Although leaders thought an agreement had been worked out between labor and management groups, the

Sherrad Brown (D-Lorain), Marcy Kaptur (D-Toledo), Steven C. LaTourette (R-Painesville), and Stephanie Tubbs Jones (D-Cleveland). On the U.S. Senate side, things are

Rail bill information on the Internet

Here are Internet links to the text of both of these bills, as approved by the U.S. House Railroads Subcommittee on May 8:

<http://www.house.gov/transportation/rail/hr2950.pdf>

<http://www.house.gov/transportation/rail/hr4545.pdf>

You can also read the press releases issued on these two bills by the T&I Committee the day they were approved by the subcommittee:

<http://www.house.gov/transportation/press/press2002/release258.html>

<http://www.house.gov/transportation/press/press2002/release257.html>

Grove, IN.

What is OARP doing about this mess? Well for one thing, we are now leading efforts to organize a Washington, D.C Rail Breakfast, patterned after the highly successful Columbus version. We are inviting members of the Ohio Congressional delegation and their staffers to hear not just from OARP, but from a wide variety of employers, rail manufacturers and others to hammer home the point that the folks back home think rail passenger service is important.

We are also leading outreach efforts to other organizations that may have an interest in better rail passenger service

to the U.S. Capitol main room. You should also consider using e-mail or telephone to communicate your message, which doesn't need to be a polished gem. Call the Capitol switchboard at (202) 224-3121 and ask for your representative's and senators' offices. Or visit www.senate.gov and www.house.gov on the Internet to get your senators' and representative's e-mail addresses.

We can't permit the Amtrak Reauthorization to be stopped. Act NOW!!

Thanks to OARP Government Affairs Director Chris Vineis and Laura Klierer of the Council of State Governments-Midwest for information for this article.

Amtrak is spared again, but how long this time?

— "Amtrak saved" from page one —
finances — something that Mr. Gunn's predecessor George Warrington was unwilling to do.

That still leaves Amtrak \$100 million short of being able to run its trains past mid-August to the close of the federal fiscal year at the end of September. As part of the deal between Amtrak and Secretary Mineta, Congress would have to decide on how best to close the \$100 million gap, being a special appropriation, another loan or a loan guarantee. Initial discussions between Secretary Mineta, Amtrak officials and Congressional leaders (especially those on the House side) suggest this could become mired in politics.

Leaders of the Democrat-controlled Senate support both halves of the Amtrak rescue package, as well as a large federal spending bill. But leaders of the Republican-controlled House of Representatives oppose the large federal spending bill and have suggested that it be pared down or else the House won't approve the Amtrak rescue package. While it's nice to see that Amtrak apparently has become so important to become a political bargaining chip, this is an extremely risky move.

OARP members are strongly encouraged to contact their U.S. representatives and tell them that the \$100 million Amtrak rescue package should be approved

without becoming part of a political power play. Visit www.house.gov on the Internet to find your representative's contact information, or simply call the Capitol switchboard at (202) 224-3121 and ask for the office of your U.S. Congressional representative (NOTE: do not send a letter as time is of the essence).

You don't need to be a polished communicator. Briefly tell them you support the \$100 million rescue package for Amtrak and say a personal reason why (ie: Sept. 11 aftermath shows U.S. needs balanced transportation, you prefer rail travel for a personal

reason, or highways and airports are already too congested, etc.). Congressional staffers simply want to know how you stand on a particular issue and keep a "scorecard" on their constituents' beliefs toward that issue.

If Congressional staff don't hear from the constituents regarding Amtrak, they will assume no one is watching them and that few citizens care if Amtrak dies. Make it an issue. Be blunt. Tell them you won't vote for the Congressman if they don't vote for the Amtrak rescue package.

Are trains political or popular?

A CNN/USA Today/Gallup poll found that 70 percent of Americans believed the federal government should continue to subsidize Amtrak to keep a national passenger train network. Less than 30 percent believed the government should eliminate Amtrak funding.

Some Amtrak critics claim a national rail

system is being kept intact merely to satisfy members of Congress whose districts are served by the trains. Not only are most national system trains filled with passengers and mail/express, but this poll (and others, including one by the Ohio State University) shows Americans want federal support for Amtrak to continue.

Annual Meeting draws notables

Speakers say we're on verge of rail renaissance

COLUMBUS — Amtrak Reform Council member James Coston, the keynote speaker at the Ohio Association of Railroad Passengers' Annual Meeting in Columbus, says the nation is at "end of the beginning" of a renaissance in rail passenger service. By noting such optimism, Mr. Coston, cited factors such as the Sept. 11 attacks, a rising number of states that are building fast rail services and growing dissatisfaction with air and highway travel as reasons for the rail rebirth.

"Americans may not grasp all the economics, but they do seem to understand that privately owned, for-profit passenger railroads are an artifact of a brief 19th-century honeymoon period when railroads had a monopoly on overland transportation and government had not yet decided to build competing transportation systems using low-cost capital raised from taxes," he continued. "And I don't mind saying that much of the credit for this evolution in American thinking goes to the kind of people in this room — to the rail-advocacy community all across this country."

Many of Mr. Coston's proposals for developing first-class rail passenger services for Ohio and the U.S. are similar to those embodied in OARP's plan for the future of passenger rail. OARP's plan is available in several formats on our Web site by visiting the section "The 21st Century Unlimited: Moving A Nation Forward."

Mr. Coston and OARP are recommending public-private partnerships with railroads to upgrade their infrastructure to accommodate fast passenger trains. OARP specifically chose to include one of Mr. Coston's recommendations, that a "kick-start" of federal capital funding be used to develop a network of speedy, comfortable and convenient passenger train services throughout the nation.

That includes serving populous markets in Ohio, a state which has the same population density as France, according to the 2001 World Almanac.

"Rail infrastructure will have to be jump-started with money from the (federal) General Fund before the system is big enough and busy enough to pay its own way out of a user fee. But you know something? In a sense, those user fees already have been collected, and a phantom Passenger Rail Trust Fund already exists," Mr. Coston said.

passengers for 20 years ended up funding the nation's airports and highways. While their competitors enjoyed cheap government infrastructure capital, the nation's railroads financed all of their own infrastructure with private capital while using some of their own earnings to finance their competition.

"It is time to right this historic wrong. In the 20 years during which the ticket tax was in effect, the nation's rail travelers paid \$3.9 billion into the federal treasury, but the nation's rail infrastructure never received any benefits in return. According to the Federal Reserve Bank of Chicago, that \$3.9 billion has a 2001 value of \$30 billion, more than enough to launch a true renaissance in America's railroad infrastructure and in rail travel itself," Mr. Coston concluded.

In the short term, the very existence of passenger trains has been in question. But Mr. Phillips, whose newspaper and magazine coverage of the transportation-political scene in Washington D.C. has made him a Beltway insider, predicts that Congress will fund Amtrak's short-term needs.

"After that, who knows?" Mr. Phillips said. "Don't count on Congress. Get what you can out of your states."

He pointed to California as a model of rail passenger development. The Golden State has consistently invested more money into passenger trains than the federal government. That was due to a "bottom-up" approach, where a groundswell of public support for rail caused state leaders to "lead the parade," Mr. Phillips said.

Mr. Hacker spoke next, adding that the best way to do that in Ohio is to build coalitions. His Hotel & Lodging Association became interested in building an



both photos by Mark Carlson

Amtrak Reform Council Member James Coston addresses OARP's Annual Meeting as its keynote speaker. Facing term limits, outgoing OARP President Bill Hutchison, at left, looks on.

Mr. Coston and two other notable speakers at the May 11 meeting, *Washington Post* and *Trains Magazine* columnist Don Phillips, plus Ohio Hotel & Lodging Association official Bart Hacker, also spelled out how rail passenger development will likely occur in the U.S. and Ohio.

"(The) growing stack of positive passenger-train opinion from the media means the first part of America's long struggle is over. The American people



opinion from the media means the first part of America's long struggle is over. The American people get it now about trains," Mr. Coston said in his speech, titled 'America's New Passenger Rail Program: Some Assembly Required.'

To read the complete text of Mr. Coston's speech, visit OARP's Web site, found at www.oarprail.org on the Internet.

"By 'get it,' I mean that they realize not only that passenger trains must be a major element in solving our nation's growing mobility crisis, but that passenger-train infrastructure must be funded-and funded adequately-by the federal government — as the highways, the civil-aviation infrastructure, and the Inland Waterway were," Mr. Coston added.

sense, those user fees already have been collected, and a phantom Passenger Rail Trust Fund already exists," Mr. Coston said.

"In 1942, during World War II, Congress passed a 15 percent emergency wartime railroad ticket tax. Its purpose was to discourage unnecessary civilian travel. ...The war ended in 1945, but the ticket tax stayed. In 1954 the tax was reduced to 10 percent. It finally was abolished in 1962. Unlike the federal taxes on motor fuel and airline tickets, the proceeds of the railroad ticket tax never were placed in a special trust fund for improving the infrastructure on which they were generated. Instead, they were deposited in the General Fund.

"That means that some of the taxes paid by railroad

Mr. Hacker spoke next, adding that the best way to do that in Ohio is to build coalitions. His Hotel & Lodging Association became interested in rail issues after Sept. 11, when the terrorist attacks forced a shut-down of aviation nationwide. It exposed a serious flaw in the national transportation network.

"Tourism is the third-largest industry Ohio. Sept. 11 hit the industry hard," Mr. Hacker said. "The tourism industry is like triangle, and at the top of that triangle is transportation and the traveler. According to ODOT, they have 75 Interstate repair projects in 2002. I recently drove from Columbus to Dayton and it took 2 1/2 hours. If you don't make it easy for people to travel and get around, they're not going to spend money. We need rail," Mr. Hacker concluded.

Ohio opts to join Midwest passenger rail compact

COLUMBUS — With the stroke of his pen, Gov. Bob Taft took the final action needed for Ohio to join the Midwest Interstate Passenger Rail Compact in planning and pursuing high-speed rail projects. His July 2 signature made Senate Bill 212 law and will take effect 90 days thereafter.

The Ohio House of Representatives voted 85-6 on June 19 in favor of the bill, sponsored by State Sen. Jeffrey Armbruster (R-13, North Ridgeville). Sen. Armbruster succeeded earlier this year in getting the bill passed (33-0) by the Ohio Senate. He joined with Rep. Rex Damschroder (R-89, Fremont) in marshaling the bill through the Ohio House.

This is the first major legislation which the Ohio Association of Railroad Passengers has pushed through the Ohio General Assembly. It required a team effort. The process began last December when Corridor Campaigns Director Ken Prendergast got Sen. Armbruster to sponsor the bill. Mr. Prendergast and OARP's Government Affairs Liaison Chris Vineis rounded up an impressive list of organizational representatives to testify in support of SB 212 before the Ohio Senate's Highways

& Transportation Committee, which Sen. Armbruster chairs.

OARP's Administrative Director Stu Nicholson wrote and delivered the association's testimony before the Senate committee, as well as before the Ohio House Committee on Transportation & Public Safety. All three OARP staffers gathered supporters to testify before the House committee and kept the pressure on the General Assembly with the help of key legislators.

"Senator Armbruster, Representative Damschroder and their staffs worked hard to keep this bill a priority in a very busy legislative session," said Mr. Nicholson. "They deserve our thanks, as does Governor Taft for signing the bill into law."

The Midwest Interstate Passenger Rail Compact will enable its member states to go to the federal government as a powerful group and seek funding for rail improvements. The compact also will be key in the planning process, as most high-speed corridors cross state lines and will require coordination. Ohio has joined five other Midwest states — Indiana, Minnesota, Missouri, South Dakota and Nebraska — in the consor-

tium. Others are considering joining. The Ohio Rail Development Commission (ORDC) will commit just under \$20,000 per year in dues to the compact.

SB 212 was actively supported by diverse interests, including Buckeye Steel Castings Corp., Council of State

Governments-Midwest, Environmental Law & Policy Center, Greater Cleveland Growth Association, Greater Columbus Chamber of Commerce, Midwest High Speed Rail Coalition, ORDC, Ohio Sierra Club, Talgo, Toledo-Lucas County Port Authority and others.

Quote

"The argument against federal financing of rail travel begins with the axiomatic rule: Let the rail passengers pay for their own conveniences. A pretty fair rule, but it's not a violation of it to remark the complexities. The first of these is that the government is heavily involved in subsidizing traffic of every kind... This is a pretty universal experience, there being no railroad service in any industrial country that pays for itself. Do we have here an example of an organic exception to the rule that services should pay their own way? That may be in fact the case, but in any event, conservatives need to climb onto a higher level from which to seek a broader perspective."

Unquote

— William F. Buckley Jr., from his editorial in the June 14, 2002 National Review Online titled "Yes to the Railroads, a national endorsement of the railroads is defensible"

President's Column

OARP's new president sets agenda



By Ed D'Amato
OARP President

We all remember notable moments in our lives. For me, Memorial Day weekend 1995 was a turning point. That was when I became a rail advocate. For just over a year, I had been working for the state of Ohio in Bowling Green. My job at that time required I drive about 3,000 miles per month. In addition, I had been, for several months, driving to Kent State University every other weekend to finish up my master's degree work.

That weekend, I wanted to visit family in Johnstown, Pa., but I was loathing the thought of having to get in my car and drive the 6+ hours it would take. All those months on the road just wore me out. When I had discovered that I could board a train in Fostoria and go directly to Johnstown, I seized the opportunity. I was so burned-out from driving, I didn't even care that I would have to board the train around 3 a.m.

It was a relaxing, comfortable, dignified and sane way to travel. Upon my return, I decided to find out why we don't have more and better train service as it had quickly become a quality of life issue for me. I started reading, joined the Ohio Association of Railroad Passengers (and the National Association of Railroad Passengers), and slowly began getting involved. In 1999, I joined OARP's board of directors as secretary.

OARP has made much progress in recent years. We have carefully cultivated a more professional image, increased our visibility to the media, begun building coalitions with like-minded organizations and hired a consultant to help us educate our elected officials in Columbus and Washington, D.C.

At the same time, public and political opinion has been shifting to a much stronger pro-rail stance. Rising highway and airport congestion has forced many parts of the country to look at passenger rail as an essential third leg to balance our transportation system. The events of Sept. 11, 2001 drove home the point that a rail alternative is necessary for national security.

Much work remains with our greatest challenges facing us now. Amtrak is near bankruptcy, and even

ger rail policy so our rail system can be modernized and expanded. This, in turn, is making advancement of a passenger rail program for Ohio difficult.

As OARP's new president, I want to sustain the many positive efforts that began prior to my tenure, particularly coalition building. There are many voices of support around Ohio, including some local chambers of commerce, metropolitan planning commissions, local governments, the travel and tourism industry, rail suppliers and others. But, their voices are still largely isolated.

OARP needs to bring those voices together and turn them into a choir so our representatives in Columbus and Washington, D.C. can fully understand and appreciate the breadth and depth of support that exists for more and better passenger rail service.

We also face some key internal challenges, one of which is money. As our efforts have expanded, so has the expense of sustaining them and we are outgrowing our essentially all-volunteer structure. To be more effective, OARP needs to be able to hire a staff person who can handle things like mailings, meeting planning, fundraising and work that needs to be done during business hours when most of the board of directors are working at their day jobs.

We have been, and will continue to seek new sources of funding like foundation grants, and through our Corridors Campaigns, but the board of directors may also have to discuss additional options with our membership like a small dues increase.

Another challenge is our image. Though we have made great strides in establishing a professional image for OARP as a serious transportation advocacy organization, we are still perceived in some circles as a bunch of rail buffs who only want to preserve their hobby. As much as we all know that isn't true, it is still a serious challenge that we must overcome.

I am confident that if OARP can sustain and build upon the efforts that are already underway. We will prevail, and we will have that strong third leg needed to balance our transportation system.

OARP busy in rail fight

— "OARP" from page one —

employ when arguing their case for passenger rail. Keep an eye on OARP's website (www.oarprail.org) for this "tool kit," once it is complete. Mr. Nicholson also has been conducting interviews in the media and writing convincing pro-rail commentaries that have been published by local, statewide and national publications. He continues to coordinate the association's activities despite its rapidly dwindling fiscal resources.

Among OARP's most important activities have been conducted by OARP Government Affairs Liaison Chris Vineis. She has been busy in her travels and making personal meetings with Ohio's Congressional Delegation in Washington D.C. Furthermore, she has distributed helpful, rail-supportive information to Ohio's U.S. senators and representatives by phone, fax and e-mail. Other OARP leaders have been equally as active, such as Past President Bill Hutchison's recent interview on the Ohio News Network or Vice President Mark Carlson's interview on Cleveland's news superstation WTAM-AM.

Additionally, Mr. Carlson attended the May 8 Rail Day on Capitol Hill in Washington D.C. and met with congressmen and staff regarding the need for Amtrak funding. Mr. Nicholson participated in a recorded program (The Editors) June 27 in Toledo, sponsored by the *Toledo Blade*/WGTE (PBS Channel 30) which aired three times June 28-30. OARP President Ed D'Amato called into a National Public Radio show June 17 in which his pro-rail comments were broadcast nationwide.

OARP has proven to be one of, if not the nation's most active and effective state associations in pushing our federal elected officials to make the right decisions when it comes to the survival and expansion of Ohio passenger rail services. As noted earlier, OARP has eclipsed the extent and efficacy of many national rail passenger associa-

Much work remains with our greatest challenges facing us now. Amtrak is near bankruptcy, and even though public support for rail is strong, Congress and the Bush Administration are so far unable to reach a consensus about how to reshape America's passen-

ing on the board. However, the at-large positions allow anyone to serve on the board, as long as they become an OARP member within 30 days. Mr. Harding was the candidate for the one available at-large seat in this year's election.

noted earlier, OARP has eclipsed the extent and efficacy of many national rail passenger associations in communicating the need and desire for modern passenger trains. With the financial help of our members and others, we still can.

New OARP Board takes shape

Requires a complicated procedure

OARP has a new board, including a new president and vice president. But some of the changes required a complicated procedure that was approved by the membership at the Annual Meeting in Columbus.

Candidates (all uncontested) in this year's mail ballot were confirmed by the election committee. These included Ed D'Amato of Berea as president, Mark Carlson of Bay Village as vice president, Larry Robertson of Columbus as secretary, David Shreiner of Millersburg as treasurer and J. Howard Harding of Akron as at-large board member.

They replaced former President Bill Hutchison of Westerville, Vice President Ken Prendergast of Lakewood and Secretary D'Amato, all of whom faced term limits. Only Mr. Shreiner was able to seek reelection, according to the bylaws. Mr. Hutchison will remain on the board as past president until someone replaces Mr. D'Amato. Mr. Prendergast continues to serve the association as newsletter editor and as the director of the Corridor Campaigns.

Shortly before the May 11 Annual Meeting, a wrinkle was thrown into the mix. Northeast Ohio board member Jim Stone stated that his workload at his law firm prevented his involvement in the association for the foreseeable future. His term will expire next year. He offered to resign so we could get someone else to take his place. OARP sought an equally professional person to take his place.

An excellent candidate was found — Kirt Conrad, director of planning & development for the Akron Metro Regional Transit Authority. He is an OARP member who does passenger rail advocacy as part of his full-time job. But he has been an OARP member since only December. OARP's bylaws require that regional directors (like the Northeast Ohio director) be an OARP member for at least one year prior to serv-

ing on the board. However, the at-large positions allow anyone to serve on the board, as long as they become an OARP member within 30 days. Mr. Harding was the candidate for the one available at-large seat in this year's election.

Thus, at the Annual Meeting, a previously proposed bylaw amendment, allowing the board to make appointments longer than six months was passed by the membership. This bylaw change was proposed months before Mr. Stone's work situation was known. OARP members authorized the board to take the following actions at a special board meeting immediately after the Annual Meeting:

- ◆ Mr. Stone's letter of resignation was accepted by the board;
- ◆ Mr. Harding's resignation as at-large board member was accepted by the board;

- ◆ The board appointed Mr. Harding to serve the unexpired term as Northeast Ohio Director, giving him no more or no less responsibilities than he would have had as at-large board member;
- ◆ The board appointed Mr. Conrad to the at-large board seat, vacated by Mr. Harding.

The week following the May 11 meeting, Northwest Ohio Director Kathy Wigton resigned, citing personal and work situations, saying she will continue to support OARP's efforts but cannot devote the time necessary to serve on the board. A replacement for her position is being sought, as is a candidate for the long-vacant Southwest Ohio director board seat. Interested candidates for these board seats should contact OARP President Ed D'Amato.

Thanks to all the board members who have served the association.



OARP file photo

Members of the OARP Board of Directors pose after the Annual Meeting in Columbus. From left, Vice-President Mark Carlson, Northeast Ohio Director J. Howard Harding, At-large Director Kirt Conrad, Secretary Larry Robertson, Past-President Bill Hutchison, President Ed D'Amato, and Treasurer Dave Shreiner. Not pictured: At-large Directors Kevin McChord and Michael Bradley, and Central/Southeast Ohio Director Tom Dailey.

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
Alliance	Alliance AAA Travel	(330) 821-2323	(330) 456-6315	
Canal Fulton	Massillon AAA Travel	(330) 854-6616		
Cleveland	Ohio Motorist Association/AAA Travel	(216) 606-6080		
Columbus	Ohio Automobile Club/AAA Travel	(614) 431-7823		
Elyria	Tours & Travel Service, Inc.	(440) 323-5423	(800) 443-7789	Mike McClister
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		
Solon	Astro Amtrak Tours	(440) 519-7331	(800) 759-7404	Roberta Slyker
Troy	Miami County Auto Club/AAA Travel	(937) 339-0112		"Amtrak AI" Mladineo

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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SECRETARY	Larry Robertson 2022 Langham Road Columbus 43221-1914	robertson9@osu.edu 614 / 459-0359
TREASURER	David Shreiner 9705 Township Road 301 Millersburg 44654	doshreiner@valkyrie.net 330 / 276 7201
NORTHEAST REGION	J. Howard Harding 489 Overwood Road	howardharding@msn.com

OARP Regional Co-Ordinators

NORTHEAST REGION	Cleveland Elyria Warren	James Stone Phil Copeland G. Douglas Hudson	216 / 438-5711 440 / 365-7970 330 / 544-3203
NORTHWEST REGION	Toledo Lima Mansfield/Galion Sandusky	Bill Gill Vacant Vacant Steve La Conte	419 / 536-1924 419 / 668-6225
SOUTHWEST REGION	Cincinnati Dayton Clermont Springfield	W. Mike Weber Linda Leas Ronald D. Garner Vacant	513 / 891-9251 937 / 253-9448 513 / 444-3098
CENTRAL/ SOUTHEAST	Columbus Delaware	Robert Boyce Tom Allen	614 / 486-7038 740 / 369-5804

NORTHEAST REGION	J. Howard Harding 489 Overwood Road Akron 44313-5327	howardharding@msn.com 330 / 867-5507
NORTHWEST REGION	vacant	
SOUTHWEST REGION	vacant	
CENTRAL/ SOUTHEAST REGION	Thomas E. Dailey 749 Mohawk Street Columbus 43206	tdailey@mindspring.com 847 / 405-3156
AT-LARGE	Michael L. Bradley 1600 McKinley Avenue Columbus 43222	bradleyml@cota.com 614 / 275-5938
AT-LARGE	Kevin McChord 3050 Magnolia Street Edgewood KY 41017	kmcchord@worldnet.att.net 859 / 525-1213
AT-LARGE	Kirt Conrad 498 South Firestone Blvd Akron 44301-	bus416@yahoo.com 330 / 785-9212
NEWSLETTER EDITOR	Ken Prendergast	See listing above
WEBMASTER	Daniel Roberts 12 Westerville Sq. #275 Westerville OH 43081	Daniel_Roberts@oarprail.org 877 / 889-8544
3-C & CTC CORRIDOR CAMPAIGN DIRECTOR	Ken Prendergast	See listing above Toll Free: 888 / 488 - 8439

National Association of Railroad Passengers

NARP National Office

Executive Director Ross Capon 202 / 408-8362
 Assistant Director Scott Leonard fax-202 / 408-8287
 900 Second Street, NE #308
 Washington DC 20002-3557
 e-mail: narprail.org Web: www.narprail.org

NARP Region 6 Directors

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J. Howard Harding 330 / 867-5507 489 Overwood Rd. Akron OH 44313-5327 howardharding@msn.com	W. Mike Weber 513 / 891-9251 9800 Misty Morn Lane Cincinnati OH 45242-5450
Nick Noe 1195 Priority Place Indianapolis IN 46227 nicknoe@msn.com	

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..... Circle the campaign or campaigns and
 Title..... check the membership level(s) you are
 Organization..... joining:
 Address.....
 City.....State.....ZIP.....
 Telephone (.....).....
 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)
 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+)

Mark your calendar for OARP's Summer Meeting

Saturday, August 17th, in Ohio's vacationland!

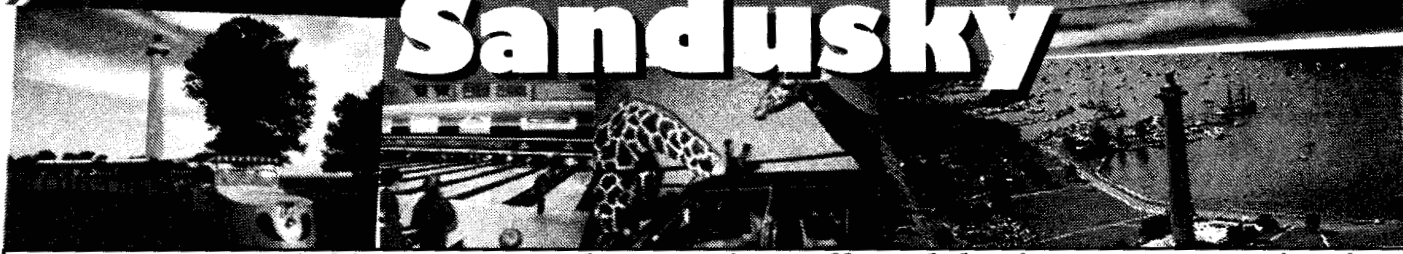


GREENTREE INN
 1935 Cleveland Street
 (U.S. Route 6)
 Sandusky, Ohio

Agenda

- 9:30 Registration—coffee, juice, pastries
- 10:00 Good morning!
President Ed D'Amato
- 10:05 Welcome to Sandusky:
Erie County Visitors Bureau
- 10:25 Ohio and Washington updates
- 11:00 Where do we go from here?:
Congresswoman Marcy Kaptur
- 11:45 Break for lunch
- 12:45 Afternoon speaker:
Sandusky Transit System
- 1:45 Adjourn

Sandusky



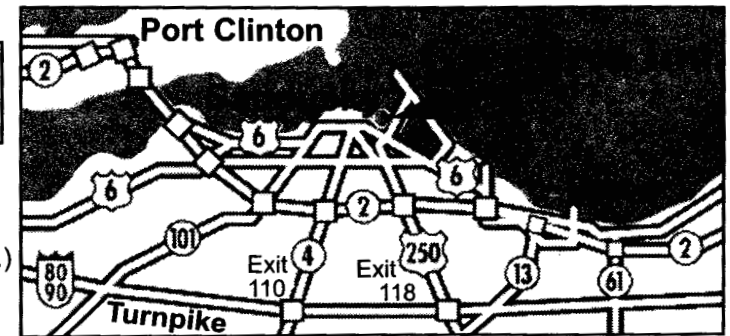
Roller coasters, fishing, water parks, camping, off-track betting, concerts, wineries, museums, shopping, jet skis, safari, boating, history, parasailing, festivals...

No wonder the Sandusky/Lake Erie Islands Region is Ohio's most popular vacation destination! The region has much to offer its visitors. For more information, contact: www.buckeyenorth.com

Why not bring the family and spend the weekend?!?

Directions to the GREENTREE INN:

The Greentree Inn is at the northwest corner of Cleveland Road (US 6) and Cedar Point Causeway. The meeting room is off the rear parking lot.



From the West:
 Toledo; Port Clinton

US 2 East to US 6 East (in downtown Sandusky US 6 becomes Cleveland Rd.) Follow the "Cedar Point" trailblazer signs to the corner of Cleveland Road and Cedar Point Causeway.

From the South:

From the East:

Cleveland, (most suburbs); Lorain; Elvira;

Meeting Registration Form

(Please Print)

Name(s) _____
 Address _____
 City _____ State _____ ZIP _____
 Telephone(_____) _____
 Email _____

Telephone()
 Email _____
 _____ I/we will be arriving by train. Train number _____
 _____ Individuals \$23 _____ Couples \$43
Please pre-register by Aug 12!
 Walk-ins will be charged \$25 at the door
Price includes continental breakfast, meeting & buffet lunch
 \$ _____ Total enclosed — make check or money order
 payable to: **OARP** Summer Meeting
 c/o Mark Carlson
 479 Humiston Drive
 Bay Village OH 44140-3017
 mdcarlson@core.com

.....
For anyone wishing to stay the night, the Greentree Inn has a special \$149.95 "OARP Rate" for Friday and/or Saturday night. Call (800) 654-3364 by July 17th

From the South:
Cincinnati; Dayton; Lima; Findlay
 I-75 North to SR 12, turn right, through Findlay
 SR 12 to US 6 East, near Fremont
 US 6 (East) to Sandusky. US 6 becomes
 Cleveland Road in Sandusky.
 Follow the "Cedar Point" trailblazer signs to the
 corner of Cleveland Rd & Cedar Point Causeway.

From the South:
Columbus; Delaware; Marion
 US 23 North to SR 98 (north) at Waldo, turn right
 SR 98 (North) to SR 4 (north) at Bucyrus.
 Follow the "Cedar Point" trailblazer signs to the
 corner of Cleveland Rd & Cedar Point Causeway.

From the East:
Cleveland, (most suburbs); Lorain; Elyria; Painesville
 I-90 West to SR 2
 SR 2 West to "Rye Beach Rd" Exit, turn right
 Rye Beach Rd ¼ mile to US 6, turn left (west)
 US 6 West to Cedar Point Causeway (@ 5.4 mi)

From the East:
Cleveland (Southern suburbs); Akron, Canton, Youngstown
 Ohio Turnpike West to Exit #118, US 250 (N)
 US 250 North to Sycamore Line St, bear right
 Sycamore Line St to Cleveland Rd (US 6), turn
 right
 Cleveland Rd east to Cedar Point Causeway

The region attracts a great deal of tourists. Be advised the police strictly enforce traffic laws, especially the speed limits. Please drive with caution!

Calendar of Events/Meetings

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

July 2002

Date	Event	Time	Location	Address	Contact person & phone number
13	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
11	ORDC — Committee Mtg.	9:00 a.m.	Riffe Center; 77 S. High Street, 31st Floor; Columbus		ORDC 614 / 644-0308
	ORDC — Full Commission	* 10:45 a.m.	Riffe Center; 77 S. High Street, 31st Floor; Columbus		ORDC 614 / 644-0308
		* approximate.	Full Commission meeting follow Committee Meetings		
20	OARP Board Meeting	9:30 p.m.	Delaware Public Library	84 East Winter St., Delaware	Bill Hutchison 614 / 882-1716

August 2002

Date	Event	Time	Location	Address	Contact person & phone number
10	OARP Toledo Local Meeting	10:00 a.m.	Toledo Amtrak Station	Central Union Plaza, Toledo	Bill Gill 419 / 536-1924
10	Columbus Local Meeting	9:30 a.m.	Red Door Tavern	1736 West 5th Avenue	Bob Boyce 614 / 486-7038
17	OARP Summer Meeting	9:30 a.m.	Greentree Inn	1935 Cleveland Rd., Sandusky	Mark Carlson 440 / 331-3161

September 2002

Date	Event	Time	Location	Address	Contact person & phone number
12	ORDC — Committee Mtg.	9:00 a.m.	Riffe Center; 77 S. High Street, 31st Floor; Columbus		ORDC 614 / 644-0308
	ORDC — Full Commission	* 10:45 a.m.	Riffe Center; 77 S. High Street, 31st Floor; Columbus		ORDC 614 / 644-0308
		* approximate.	Full Commission meeting follow Committee Meetings		
14	Columbus Local Meeting	9:00 a.m.	Red Door Tavern	1736 West 5th Avenue	Bob Boyce 614 / 486-7038
14	Toledo Local Meeting	10:00 a.m.	Toledo Amtrak Station	Central Union Plaza, Toledo	Bill Gill 419 / 536-1924
21	OARP Board Meeting	9:30 p.m.	TBA	TBA	