CINCINNATI — Hamilton County voters will decide on Nov. 5 whether their metro area will have a new light rail system and improved bus services. A proposed half-cent, countywide sales tax levy would provide the local share, or 25 percent, of $2.6 billion to build and operate a light-rail transit system and another $112 million for an expanded bus system. The levy will appear on the ballot as Issue 7.

Those transit improvements are to be guided by a 30-year master plan, called MetroMoves, which would redesign the Southwest Ohio Regional Transit Authority, dubbed Metro, from a city-based bus system to a regional transit system that includes both bus and rail services. Federal and state funding will be sought to pay the majority of the cost to build the expanded system, comprised of five light-rail lines, 30 bus transit hubs, 13 neighborhood shuttles and 11 new cross-town and cross-regional bus routes.

A fascinating element of the MetroMoves plan is that a proposed light-rail line, between Dent on the west side and Eastgate near Batavia on east side, could use the 2.2-mile subway tubes built 80 years ago beneath the Central Parkway downtown. Use of the dual-tube tunnels, which have been maintained in good condition because they support the overhead parkway, would save taxpayers hundreds of millions of dollars. Service on the first rail line could begin in eight years. After all the lines are opened, 40 million rail riders a year are forecast to use the system, in addition to bus riders. Current ridership on Metro, all on bus, is about 24 million a year.

Shortly after Metro board members voted on Aug. 20 to place the sales tax levy on the ballot, an independent campaign, called Let’s Get Moving, was begun to promote the levy. Let’s Get Moving is headquartered at 537 East Pete Rose Way, Cincinnati, 45202. Among the
Thank you, members!

Following an emergency plea this past summer for additional donations, OARP members responded with great generosity. OARP President Ed D'Amato noted at the summer meeting July 27 in Sandusky that the members' unselfish support of this association will keep it at the forefront of the battle to save Ohio passenger rail services.

At last count, about $4,300 in donations were provided to OARP's Crisis Fund. This outpouring of support will ensure that the association can continue to educate Ohio's Congressional Delegation, the media and others of the need for rail passenger services.

"I can't begin to express my thanks to all of you who gave so generously," said Mr. D'Amato. "Without your help, OARP's efforts would have been severely hampered. While the fight is just beginning, OARP wouldn't have been able to stay at the forefront of this fight without you."

OARP will use these funds as seed money to seek additional grants and other partnerships to further expand our efforts. Without the extra help from OARP members, it would have been nearly impossible to leverage such outside support. Grantors typically do not wish to be the sole funders of an association's efforts. Instead, they look for cost-sharing arrangements to maximize the impacts of their grants.

Thanks to you, OARP members, we still can.

As recently as mid-July, OARP's heightened level of activity to save existing Ohio passenger rail services caused the association to exceed its budgeted expenditures. It looked as if OARP wouldn't be able to do anything more than issue two more newsletters by year's end.

Gone would be our ability to continue the activities of OARP Governmental Affairs Director Chris Vineis, who was idled in July. As a result of your contributions, she was given a strict, limited budget to further her activities in establishing a series of Washington Rail Breakfasts in the nation's capital. With this limited funding, she is securing additional fiscal partners to make the informational breakfast gatherings a reality. Other funding partnerships are being sought.

As noted earlier, we're still at the early stage of the battle to save Ohio passenger rail services. Therefore, if you haven't already donated to OARP, now is the time to delay in your support of our important endeavors.

Please consider making a donation (check or money order), made payable to the "Ohio Association of Railroad Passengers — Crisis Fund" 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).
Ohio Passenger Rail News

Train of Thought

from Ohio Passenger Rail News Editor

Kenneth Prendergast

Question: how many attempts does it take before two tourists can make a successful day trip by train from Cleveland to Pittsburgh and back?

Answer: Three.

Why three? Because Amtrak typically depends on track-owning freight railroads to get its trains through. Yet, in the casual eyes of most rail travelers, the don't care where the blame lies. All they know is that their Amtrak trip got screwed up, so they take it out on Amtrak.

As a belated Father's Day gift to my beloved dad, who likes trains at least as much as I do, I decided I would buy for him that day trip to the Steel City. I was excitedly looking forward to taking this trip with my father. Then the phone rang.

Diligently, Amtrak's Cleveland station agent Diane Lehman called me to tell me that Norfolk Southern, which owns the tracks over which our train was to shut for eight hours its mainline east of Cleveland for a bridge repair, meant our train would detour from Chicago to Pittsburgh nonstop through and Youngstown. Service to Cleveland and other bypassed cities would be protected with a connecting bus. I didn't plan this trip to ride in a cramped, dawdling bus, otherwise I would have called Greyhound. "No thanks," I told her.

I also knew this bus would run terribly late as compared to the train, since it would have to travel far from the main highways to reach each train station along the way. Sure enough, the bus didn't arrive Cleveland until 1 p.m. — four hours after train #44 was supposed to leave. Mrs. Lehman was kind enough to re-book our tickets so that my father and I could take our trip the following day.

But, the station agent on duty that morning informed me there was a chemical spill at Norfolk Southern's freight yard on Toledo's west side. The agent feared the train would be about an hour late. When my father and I got to Cleveland station at 9 a.m., we learned train #44 still hadn't arrived in Toledo. Worse, there were 30 freight trains waiting ahead of our Amtrak train.

My father and I retreated for the second time. Train #44 didn't get to Cleveland until after 1 p.m. and wouldn't reach Pittsburgh until after westbound train left the Steel City.

What were the odds of this happening on successive days? Before the week.
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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An introductory one-year membership in the Ohio Association of Railroad Passengers includes a subscription to the Ohio Passenger Rail News, plus action alerts, notice of rail-oriented events, and local meetings. (Contributions to OARP may be tax deductible.)

Mail this application with a check or money order to:
Ohio Association of Railroad Passengers
9705 Township Road 301
Millersburg OH 44654
Rebuilding America's rails
Balancing good intentions with reality and lessons from the past

By Stu Nicholson
OARP Administrative Director, and
Fritz Plous
Director of Communications at
Coston & Lichtman

There's no question that America's railroad infrastructure has lagged far behind its highway and air counterparts in terms of funding, especially when it comes to funding for passenger rail service. One fact recently unearthed by the Los Angeles Times is that, for the first 30 years of Amtrak's existence, the federal government spent about $30 billion on passenger rail. During that same period, an estimated $1.89 trillion federal dollars were spent on highways and air modes alone.

The current debate over the future of Amtrak has certainly brought this funding imbalance to light. But the question now is how to remedy several decades of inadequate funding at the federal level: funding that has left this nation with a transportation system that not only is unbalanced, but vulnerable to everything from disaster to weather. Where will the dollars come from?

One seemingly palatable solution offered up is user fees: the theory being that a fee added to the cost of the rail passenger ticket will generate dollars that can be put back into the tracks, stations and trains. User fees aren't a bad idea, but standing alone they are doomed to fail in reaching their goal. The problem is that user fees don't go far enough to address the necessary modernizing and expanding of America's rail infrastructure.

For instance: Amtrak sells about $1.5 billion worth of tickets a year. Tack on a 10-percent surcharge and, assuming the fare hike doesn't frighten away any business, what have you collected? Just $150 million. State matching funds contributing 20 percent will raise another $30 million. What will $180 million in rail infrastructure funds buy you?

All we would get is upward of 60 new rail-highway grade separations on key main lines around the country. Most rail routes targeted for passenger service improvements have several hundred grade-crossings on each corridor. For example, the 3-C (Cleveland - Columbus - Dayton - Cincinnati) Corridor needs $242,268,000 worth of grade crossing separations and improved crossing safety devices for 110 mph passenger rail service, according to a 2000 report by TEMS Inc. Many freight-only main lines urgently need grade-crossing separations and improvements.

Where's that money going to come from? Annual rail freight revenues are about $40 billion per year. Assuming shippers would accept a 10-percent surcharge, we now have $4 billion. Add proposed passenger receipts of $180 million, for $4.2 billion: enough to separate maybe 2000 grade crossings nationwide. That's progress, but it barely removes the rust from the rails, so to speak.

We still haven't even started talking about the cost of equally necessary upgrades, such as those to mainline tracks, high-speed interlockings and rail "flyovers" at key junctions. Positive Train Separation, a signal system which is somewhat like what is used for air traffic control, is an absolute must if meaningful speed and capacity are to be added to both the freight and passenger systems. Then we would have to look at replacement of moveable bridges by fixed bridges or tunnels.

Now, you can get some sense for how big of a job our nation is facing. But it is a worthwhile and necessary job that needs to be given much the same priority we gave the Interstate Highway System and our nation's airports and air traffic control systems after World War II. We literally have more than a half-century of catching up to do, and simply applying user fees to train travelers doesn't get that job started, much less done.

We must stop thinking small or with limited vision and begin recognizing the economic development potential of modern rail technology. What we are talk-

Amtrak's Cardinal:
Amtrak's *Cardinal*, trains 50 and 51, are in a real mess. The thrice-weekly trains, between Washington, DC and Chicago via West Virginia, Cincinnati and Indianapolis, have always had a hard life.

Since Amtrak's creation on May 1, 1971, the trains have had many different names, schedules, equipment and problems. Finding a fast routing from Cincinnati into Chicago has never been achieved. The train's equipment consist has been repeatedly cut, slashing revenues and artificially lowering ridership. Ridership repeatedly is from hours late in the summer on CSX portions (about 95 percent of the revenue-generating scenarios) and should have increased 50mph less than the top speed for freight trains between 1 p.m. and 9 p.m. on days when the mercury rises above 90. That means the *Cardinal* has often run 5+ hours late.

Some solutions are in order. Some are easier than others:

- First, running the train on-time should be the No. 1 priority. Amtrak should work with CSX and, if necessary, the Federal Railroad Administration to ease the maintenance problems on CSX track before it becomes like the old Penn Central. Sun kinks don't seem to affect other railroads nearly as much as CSX.
- Amtrak should schedule the *Cardinal* so both the eastbound and westbound trains can meet without causing long delays to both trains. The line from Clifton Forge east to Orange, VA, where the two *Cardinals* meet (if on-time) is little-used by CSX and has several sidings. Amtrak should be able to tweak the schedule a bit to allow for better meets.
- Amtrak should be able to service and turn the *Cardinal* in Chicago, and should have rested crews and a staffed extra-board crew ready in case the incoming crew is not rested.
- When the backlog of wreck-damaged equipment is rebuilt at Amtrak's Beech Grove, IN shops, re-equip the train with Superliners. Its onboard space (mostly high-revenue sleepers) has been cut from two Superliner sleepers to one Viewliner sleeper with half its space blanked out for crew use. That's about 75 percent less sleeper space than before! This unfairly makes the *Cardinal* 's economics look worse with fewer paying passengers.
- If the train continues to use the lower-level Amfleet cars, then extend the service back to New York, as was done before it went Superliner in the 1990s.
- Staff the Cincinnati and Indianapolis stations fully and at day hours when people can visit and buy tickets.
- Streamline the split of the *Kentucky Cardinal* from 50/51 in Indianapolis. The ideal situation is to have the *Kentucky Cardinal* on its own time slot north of Indianapolis, though Amtrak is not likely to do it, nor would CSX allow it.

**Chicago-area reroute:** Another big step to get the *Cardinal* running on time and reduce its running time from Chicago to Cincinnati should be to reroute the train away from the current Chicago-Dyer, IN segment. This 29-mile segment is often the biggest source of delays due to the shear logistics of running over six different railroads though

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**By-law change proposed**

At the Nov. 2 OARP Fall Meeting in Dayton, members will be asked to ratify a by-law amendment.

Article XI states our fiscal year "shall be from January first to December thirty-first." We are proposing to change our fiscal year to "December first to November thirtieth."

The purpose of the amendment is to better match our fiscal year to the receipt of dues. Presently, a large percentage of our dues for a year are received in the prior year. Having dues arrive in the year of expenditure will create a more accurate financial picture.

For details on OARP's Fall Meeting, see page eight.
Give me homes where transit roams

Columbus workshop shows there is strong demand for transit-oriented development in Ohio!

By Stu Nicholson
OARP Administrative Director

COLUMBUS — Any doubt there’s a market and demand for new housing that doesn’t require long commutes or a three-car garage is effectively being erased in the neighborhoods immediately north of Columbus’ downtown. People are increasingly making the statement with their dollars that they want to live closer to where they work, in older, more established neighborhoods and where public transit is good and convenient. And, if suitable, existing housing can’t be found, they are turning to developers who will build it.

That was the message of a recent workshop on transit-oriented development hosted by the Mid-Ohio Regional Planning Commission. It served as a reminder that many of our urban neighborhoods were originally shaped and developed around early mass transit such as streetcars or interurban trolleys. Decades of suburban flight have left the housing market hurting in many near-downtown neighborhoods until recent years. Now, where once saw empty lots or decayed old homes, many visionary developers, lenders and home-buyers are seeing opportunities to build so-called “in-fill” housing on both a small and large scale.

What’s driving this effort was reflected in a statement by the workshop’s keynote speaker, Columbus City Councilwoman Mary Ellen O’Shaughnessy. Pointing to increasing traffic congestion and other problems resulting from urban sprawl, she stated, “We are losing the ability to negotiate our communities.”

A longtime transit advocate and downtown Columbus resident, Mrs. O’Shaughnessy noted, “We have (in the past) lost sight of the message that transit has an impact far beyond providing basic transportation to get to and from our jobs.” The good news, she says, is that we are at a “teachable moment” where the public and key leaders are “getting it that we must pattern our development and transit together.”

Evidence that this message is being heard and integrated into the lives of many by developing a strong demand for transit-oriented developments is the well-received keynote address of the workshop’s keynote speaker; Columbus Regional Development Corporation’s director of planning and development, Mr. Recchie.

Homes, loft homes, elderly-oriented housing, family housing for rent or purchase and even what he calls “live-work” units for artists and others who wish to live above their work space. But is this what people want? Mr. Recchie answers with a resounding “Yes,” saying a recent open house not only drew well over a hundred people, but 43 of them put down deposits on new housing units. He says many cited the desire to either be nearer to their downtown jobs, or to commute “against the grain” by being able to drive or take transit in the opposite direction of traditional rush hour commuting patterns. Mr. Recchie says choosing where to live is no longer just a real estate decision, but one driven by a desired lifestyle.

With many people commuting up to a total of one hour or more per day”, he says, “that amounts to six weeks of your life every year. It is otherwise productive time we are forced to waste on our hands on a steering wheel.”

Being able to live where you can have access to good transit, he says, is becoming more desirable. Integrating mass transit and planning for future transit improvements has an impact on development patterns by reducing the dependence on providing parking space. Mr. Sullivan says, in the case of the Victorian Gate development in the Short North, less need for parking allowed more space for pedestrian activity and interaction with the surrounding neighborhood.

He pointed out that the high-density nature of in-fill housing has another side benefit. For example, reduced parking space means more money to spend on better-quality materials, such as paving stones for the remaining parking area instead of less durable and less-attractive asphalt.

He acknowledged that transit-oriented development is often more difficult to achieve because of building codes, or reluctance from lenders. It is not the “cookie-cutter approach” that is so easy to use in suburban development. “It is an economic challenge ... it takes patience and perseverance”, says Mr. Sullivan, but “the returns are greater” for both the developer and the neighborhoods.

“You have to show the return to the media, the developers and the local chapters of commerce and others...”

New developments near existing and proposed transit services are rising in popularity nationwide, including in Ohio. In Dallas (left), hundreds of millions of dollars in private investments were made next to its new light-transit lines. Such developments are designed to be more transit accessible, thereby giving residents more travel choices.
Cincy-area light-rail vote arrives Nov. 5

— "Cincy LRT" from page one —

about the MetroMoves plan itself, visit www.metromoves.com on the Web.

Metro and its employees are prohibited by law from campaigning for any tax issue that would benefit the transit agency. While Metro has run TV and radio ads about the MetroMoves plan, the ads were part of a public awareness campaign. Those ads were run before Metro opted to seek the levy and therefore were not connected with a tax levy campaign.

Other local leaders have endorsed the transit improvements embodied in MetroMoves. They include: Blue Chip Enterprises Chief Executive Officer Ross Love who also serves as co-chairman of the Cincinnati CAN commission on race relations; Cincinnati State Technical and Community College President Ron Wright; and Jim Anderson, president and chief executive officer for Cincinnati Children's Hospital Medical Center.

"My hope is that enough people understand the dynamics and the impact of this system that they stand up to the obvious criticism from the old guard in Cincinnati and say that that we need this or we will die as viable city," Dr. Wright said, as quoted in the Cincinnati Enquirer.

There is also an anti-light-rail campaign underway. Stephan Louis, a medical supplies salesman from Pleasant Ridge, chairs the Alternative to Light Rail Transit opposition group.

"This is an issue that goes beyond just light rail," Mr. Louis said to the Cincinnati Enquirer. "This is a non-elected governmental agency trying to tell us how to behave and live and where to live."

However, it should be noted that 95 percent of transportation funding in Ohio, and a like amount in Greater Cincinnati, is spent on highways. Much of that funding is distributed by the Ohio Department of Transportation and its Transportation Review Advisory Committee — a non-elected board.

Given the lack of transportation alternatives in Greater Cincinnati, residents are forced to drive for most of their trips. Thus, each time they fill up their cars' gas tanks, they unwittingly vote for more roads and highway lanes, since a portion of their fuel costs is comprised of state and federal road taxes. Those taxes go to pay for more roads and lanes, regardless of whether residents want them or not. Furthermore, most of those new roads are in outlying areas where there is open land, making it more difficult for older, existing, fully developed neighborhoods to compete for new businesses and residential development.

Construction of the light-rail lines and improved bus services would provide a substantial and affordable alternative to ever-expanding congested highways. Light-rail can instead pump new economic life into older, existing neighborhoods and improve the region's air quality.

Those benefits were not lost on representatives of the Planning Partnership, a committee of the Hamilton County Regional Planning Commission that has helped shape broad goals to guide the county's future growth and strategies to achieve them.

Among the top strategies identified by the committee are a countywide growth plan to curb suburban sprawl, new funding sources for schools and a regional light-rail system.
The “Land Cruise” myth

By Ed D’Amato
OARP President

In arguing against adequate funding for Amtrak, many opponents have been perpetuating a myth about long-distance trains. They like to say these trains are nothing but land cruises for people who want to relive a bygone era, and they think the operation of these trains should be turned over to land-cruise rail companies like American Orient Express and Rocky Mountaineer rail tours.

After traveling from Chicago to Seattle on Amtrak’s Empire Builder with my wife this past June, I have to wonder if any of these people have ever ridden one of Amtrak’s long-distance trains.

Take my wife and I, for example. We utilized the Empire Builder to get us to our planned destination in British Columbia. It was too far to drive from Cleveland. That left the plane or the train as our options. The furthest thing from our mind was a land cruise. We considered flying, but neither one of us enjoy flying much, so we fly only when we have to.

We don’t like cramped airplane cabins, the lousy snack food, having to breathe stale, re-circulated air and dealing with companies who seem to have long forgotten what customer service really is. We especially don’t like the fact that airports are located far away from the cities they serve and (at least in the US) often lack cities, their flights are extremely expensive.

The National Association of Railroad Passengers, the Midwest High Speed Rail Coalition (MHSRC) and others have been able to show, with Amtrak’s own ridership data, that a clear majority of travelers on Amtrak’s long-distance trains are not using the trains for land cruises. In fact, the average trip length on Amtrak’s long-distance trains is 719 miles, according to the MHSRC, which is shorter than the full lengths of all but a very few of Amtrak’s long-distance routes.

It’s transportation, stupid! Opponents of long-distance trains somehow believe these services are just “land cruises.” If those critics actually rode these trains, maybe they would realize that the trains aren’t the passengers’ final destination. In reality, rail passengers are trying to reach a very important place: Point B.

The Empire Builder departs Chicago at 12:47 a.m., passes through Elyria, Sandusky and Bryan, and arrives in Sandusky at 4:35 a.m., with a 1-hour rest period in Toledo. It departs Sandusky at 5:45 a.m. and arrives at Erie, PA, at 9:50 a.m., with another 40 minutes of rest in Erie. It departs Erie at 10:30 a.m., and arrives in Buffalo at 12:20 p.m., with another 30 minutes of rest in Buffalo. It departs Buffalo at 12:50 p.m., and arrives in New York City at 4:35 p.m.

Amtrak’s Westbound Lake Shore Limited (train #49) leaves New York City at 4:35 p.m., and its Boston section (train #449) at 1:45 p.m. With the release of Amtrak’s fall timetable in October, train #49 now leaves New York City at 12:15 p.m., with #449 departing Boston at 9:50 a.m. The two trains combine at Albany, NY at about 3 p.m. for the trek west to Ohio cities and Chicago.

The Lake Shore is scheduled to arrive Cleveland at 12:47 a.m., Toledo at 2:49 a.m. and Chicago around 7 a.m. The Lake Shore also serves the Ohio cities of Elyria, Sandusky and Bryan daily.

OARP understands that this new schedule was implemented to ensure that there is enough time at Chicago to turn the train and ensure a federally mandatory 8-hour rest period for train crews for the eastbound departure of the Lake Shore from Chicago, later that same evening. Frequently delayed Chicago arrivals of the westbound train #49/449 often resulted in late departures from Chicago of the eastbound train #48/448 to New York City and Boston. In other words, poor performance by Amtrak and its host railroads CSX Corp. and Norfolk Southern Inc., not market conditions, forced more Ohio rail travelers into the dark.

Some minor changes were made to the schedule of train #48/448, which already serves its Ohio cities in darkness. Most prominent was the 30 minutes that were removed from the station stop at Albany, NY, and another 15 minutes in schedule reductions for train #448. That means train #448 now arrives Boston at 6:30 a.m. instead of 7 a.m., improving service for passengers who wish to catch a inbound flight from Boston.

Darker times for Ohio Amtrak train schedules
Amtrak's new baggage rules

For safety reasons, Amtrak has established a limit of two pieces of carry-on baggage per passenger. Also, as a security precaution, baggage identification tags will be required on most carry-on items. The new baggage and ID tag requirements do not apply to purses, laptop carriers, briefcases or infant accessories. There are no changes to the checked baggage policy, which requires passenger identification.

The new policy limiting carry-on baggage ensures luggage does not pose a safety hazard on board trains by blocking aisles and vestibules, Amtrak officials say. In addition, the required baggage tags will help in associating bags with their owners.

Amtrak ticket agents and onboard train crews will supply passengers with preprinted ID tags, but passengers' own tags, including a name and address, are acceptable under the new guidelines. Amtrak may not be able to accommodate passengers who don't observe these procedures.

Amtrak reservations agents will inform passengers of the new baggage policy upon booking trips at 1-800-USA-RAIL so that travelers are aware of the procedures, prior to arriving at a train station. In addition, Amtrak is communicating the new policy to passengers via its web site (www.amtrak.com) and through travel agents.
President’s Column
Great passenger rail debate underway

By Ed D’Amato
OARP President

These are both the best of times and worst of times for OARP’s cause. There have been many positive developments in public opinion, at Amtrak and even in the halls of Congress. Yet, at the same time, there are serious challenges.

National editorial opinion in America’s newspapers is strongly in favor of building a modern passenger rail system, and several state and national polls (including one by Ohio State University commissioned by OARP) have shown that a clear supermajority of Americans (70 to 80 percent) want a modern passenger rail system.

Amtrak has hired a strong president in David Gunn. He has begun implementing many positive changes at Amtrak; his open-book policy and his clear goals are changing the perception of Amtrak.

However, there is still a vocal minority in Congress who are not only anti-Amtrak but anti-passenger rail. Hammering out a reasonable compromise for Amtrak reforms is difficult. These groups are not willing to accept passenger rail services as a viable option. Even if positive legislation were to come out of Congress, the Bush Administration remains a potential roadblock.

The Bush Administration has shown it doesn’t understand the taxpayers’ resounding desire for modern passenger trains; it lacks a clear understanding of the nation’s huge need to support passenger rail services.

Amtrak’s Cardinal problems & solutions

"Cardinal" from page three —

very congested junctions. One of those railroad tracks is Union Pacific (UP), which has made known its dislike of the train by hammering its on-time performance on the 12 miles of UP track.

Amtrak should work with Canadian National (CN) to reroute the Cardinal via the former Illinois Central from Chicago to Harvey, IL, using the same route as Amtrak’s City of New Orleans and the Illini. This route is now owned by CN, and is high speed, standard, fast and crosses no railroads at grade.

At Harvey, the train would switch to the ex-Grand Trunk Western line, now also CN, using it eastward to the CSX Monon line near Dyer.

This route, even with a backup move near the Chicago Union Station, would cut running time by about 50 minutes Chicago to Dyer. Better yet, it would improve reliability by cutting the railroad traversed from six to two — CN and CSX. The route also crosses only one other railroad at grade — the Union Pacific at Thornton, IL, versus a half-dozen on the current route.

Run daily, add a daily: While equipment and money issues are very real, the Cardinal should be daily. The costs of equipment, stations and other fixed costs are similar for a daily train as for a thrice-weekly train. The Cardinal should also have a daily partner between Cincinnati, Indianapolis and Chicago. A morning departure from Cincinnati to Chicago and an afternoon Chicago to Cincinnati departure could be done with one set of equipment. The old Hoosier State, a daily Indianapolis-Chicago train, often departed Indianapolis with only 200-300 passengers. How many more might have ridden it if Cincinnati was added?

Since it would be a short, corridor-type train, it could run a 7½-hour schedule (still a far cry from New York Central’s five hours and 15 minutes in the 1940s) and build a ridership base for future corridor building. The current Cincinnati
OARP loses two special members

In just over a month, the Ohio Association of Railroad Passengers lost two key members who helped make OARP what it is today.

On July 28, former Congressman and Amtrak board member Donald Pease, 70, died of a heart attack at his house in Oberlin. Then, a little more than a month later, on Sept. 6, OARP's longtime Lima Coordinator John Keller Sr., 93, died from a fall in his home. Both were remembered as selfless family men who also were committed to improving their communities. Such improvements included the betterment of intercity passenger rail services.

Mr. Pease served as a member of the Amtrak Board of Directors from May 1993 until June 1998. During his term on the board he served as vice chairman and also acting chairman.

A former U.S. Congressman, Mr. Pease was a member of the House Ways and Means Committee and the House Budget Committee. His knowledge of the state and national legislative environment and his extensive transportation experience and interest were tremendous assets to Amtrak and to OARP.

After his retirement from Congress he became a Visiting Distinguished Professor of Politics at Oberlin College, located in his hometown. Mr. Pease was a strong advocate for Amtrak, and he and his wife of 48 years, Jeanne, traveled extensively around the country on Amtrak, making many Amtrak friends throughout the nation. He is survived by his wife and daughter, Jennifer.

"He was an OARP member and a leader in promoting rail passenger service not only locally, but nationally," said OARP Elyria Coordinator Phil Copeland. "I think he was the real force behind getting a stop for the Capitol Limited in Elyria."

"He was a wonderfully kind person, a wonderfully kind human being," said U.S. Rep. Sherrod Brown (D-13), a former OARP member. "His public persona and the private human being of Don Pease were the same. He was generous and decent to everyone."

Mr. Keller was equally as generous and decent. He joined OARP in 1975, and served as the association's Lima coordinator for 20 years. His commitment to better passenger rail service was visible to anyone who used Amtrak's station in Lima, until Amtrak rerouted its trains out of that city in 1990.

"He and John Jr., for a good number of years, mowed the grass and did light maintenance work around Lima's Amtrak station, picking up trash daily and always helped keep the station area looking nice for both passengers and passersby," said Tom Pulsifer, OARP's president from 1974 to 1989. "I know he hurt deep inside when Amtrak pulled out of Lima and off the Ft. Wayne route for the last time."

In addition to his son, Mr. Keller is survived by his sister Doris, who maintains her membership in OARP. Mr. Keller was a former Nickel Plate Road conductor, historian and labor activist who helped preserve Lima Locomotive Works artifacts. For many years Keller served as curator of railroad exhibits at the Allen County Museum. One of his greatest achievements was his role in preserving Nickel Plate Berkshire locomotive No. 779 - the last steam locomotive built at the Lima works.

"He (Mr. Keller) was always a true gentleman, quiet in manner, methodical and a fantastic storehouse of knowledge about railroading in general and railroads of western Ohio in particular," Pulsifer added. "He was faithful and always followed through on promises to others."

With the passing of these two great men, so many of us — be it the two men's families, residents of their communities and OARP members — have suffered a loss that is beyond measure.

"I can only hope that I and other OARP members may live up to the high standards they set for all of us," said OARP President Ed D'Amato. "On behalf of OARP, I offer our deepest condolences to the families of these exceptional men."
PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS:

Akron/Stow  Parkside Travel USA  (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  Roberta Slyker
Sandusky  Sandusky Travel Service, Inc.  (419) 626-4633
Solon  Astro Amtrak Tours  (440) 519-7331  (800) 759-7404  "Amtrak Al" Mladineo
Troy  Miami County Auto Club/AAA Travel  (937) 339-0112

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in the TRAM DIRECTORY should send a $50 check, made payable to OARP, to: Dave Shreiner, Treasurer; 9705 Township Road 301; Millersburg OH 44654. The TRAM annual listing fee entitles you to list your CITY, the NAME OF YOUR AGENCY, one LOCAL PHONE NUMBER, one LONG DISTANCE PHONE NUMBER, and the name of one CONTACT at the agency. Renewals will be billed by the Treasurer.

Updated: Oct. 2000
Join the 3-C, CTC Corridor Campaigns

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

Members of these campaigns will receive 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 campaign staff (to begin soon) and other benefits. An exclusive membership dues structure, identical to both campaigns, has been instituted.

CORRIDOR CAMPAIGN MEMBERSHIP FORM (please photocopy and mail)

Name: ...................................................
Title: ................................................................
Organization: ...........................................
Address: ....................................................
City............................State......ZIP...............
Telephone (..............)

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+)

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

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

Updated: Oct. 2000
BREAKING NEWS

Amtrak to end hauling freight, makes other cuts

Amtrak President and Chairman David Gunn announced that the passenger railroad will no longer carry express freight shipments, citing their negative impacts on the performance of passenger trains. This was one of several cutbacks proposed by Mr. Gunn for 2003.

Two Ohio passenger rail services will be most directly affected by Amtrak’s decision to end express freight shipments. The Pennsylvania (Chicago - Cleveland - Pittsburgh - Philadelphia) and Three Rivers (Chicago - Akron - Pittsburgh - Philadelphia - New York City) typically operate with 20 or more freight cars attached to each train.

The long trains not only affected their on-time performance from having to switch freight cars in/out at several enroute points, they also made for a rough ride, with the added weight tugging passengers back and forth. Another impact on Ohio could be the viability of the Toledo station, where a large Amtrak freight facility exists.

Other proposed cutbacks will have a less direct impact on Ohio rail travelers:
- Amtrak will delay future expansion projects until more federal funding is forthcoming. While Ohio will likely continue its passenger rail expansion studies, those are not likely to present expansion initiatives for a couple of years;
- State-supported trains will now have to be fully supported financially by their sponsoring states. Again, since Ohio doesn’t have any active plans for such services, the impact to Ohio is, thus far, minimal;
- Deeper cuts in Amtrak management staffing will be made. The effect of this cutback on Ohio may not be known for some time.

OARP will continue to watch this situation, and will report on it in greater detail in the near future, once the impacts of these cutbacks can be determined more clearly.

Calendar of Events/Meetings

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

October 2002

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; phone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue Central Union Plaza, Toledo</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>12</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td></td>
<td>Bill Gill 419 / 536-1924</td>
</tr>
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</table>

November 2002

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
<th>Contact person &amp; phone number</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>OARP Fall Meeting</td>
<td>8:30 a.m.</td>
<td>Crown Plaza Hotel</td>
<td>22 East 5th St, Dayton</td>
<td>Al Wolf 937 / 264-7114</td>
</tr>
</tbody>
</table>
December 2002

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Time</th>
<th>Location</th>
<th>Address</th>
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<td>Columbus Local Meeting</td>
<td>9:30 a.m.</td>
<td>Red Door Tavern</td>
<td>1736 West 5th Avenue</td>
<td>Bill Gill 614 / 644-0306</td>
</tr>
<tr>
<td>9</td>
<td>Toledo Local Meeting</td>
<td>10:00 a.m.</td>
<td>Toledo Amtrak Station</td>
<td>Central Union Plaza, Toledo</td>
<td>Bob Boyce 614 / 486-7038</td>
</tr>
<tr>
<td>14</td>
<td>ORDC — Committee Mtg.</td>
<td>9:00 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor</td>
<td>Columbus</td>
<td>ORDC 614 / 644-0306</td>
</tr>
<tr>
<td>14</td>
<td>ORDC — Full Commission</td>
<td>10:45 a.m.</td>
<td>Riffe Center; 77 S. High Street, 31st Floor</td>
<td>Columbus</td>
<td>ORDC 614 / 644-0306</td>
</tr>
</tbody>
</table>

From Northeast Ohio
- I-71 (south) to I-270 (west) to I-70 (west), then follow "From Columbus"

From Columbus/NE Ohio
- I-70 (west) to I-675 (south) to US 35 (west), Main/Jefferson exit (north).

From Cincinnati
- I-75 (north) to Third St exit (#53A) (east) to St. Clair (south) to E. 5th St.

From Toledo
- I-75 South to SR 48 exit (#54B) (south), N. Main St

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Meeting Registration Form

(Please Print)

Name(s) _____________________________
Address _____________________________
City __________________ State ______ ZIP ______
Telephone (________) ____________
Email _____________________________

Please pre-register by Oct 30!
- Individuals $26
- Couples $50
- Walk-ins will be charged $30 at the door

Price includes continental breakfast, meeting, and gourmet sandwich luncheon with dessert.

Deli sandwich [ ]
Veggie sandwich [ ]

Total enclosed $ [ ]

Make check or money order payable to:
OARP Fall Meeting

C/O Al Wolf
1497 Melrose Avenue
Dayton, OH 45409-1627

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OARP Fall Meeting • Dayton
Saturday, November 2, 2002

From Northeast Ohio
- I-71 (south) to I-270 (west) to I-70 (west), then follow "From Columbus"

From Columbus/NE Ohio
- I-70 (west) to I-675 (south) to US 35 (west), Main/Jefferson exit (north).

From Cincinnati
- I-75 (north) to Third St exit (#53A) (east) to St. Clair (south) to E. 5th St.

From Toledo
- I-75 South to SR 48 exit (#54B) (south), N. Main St

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CROWNE PLAZA HOTEL
33 East Fifth Street * Dayton, Ohio

9:30 Registration, Continental Breakfast
10:00 Welcome to Dayton, Ed D'Amato OARP President and the Dayton Convention & Visitors Bureau
10:20 Honorable Mayor Rhine McLin, Mayor of Dayton
11:00 Ms. Nora Lake, Executive Director, Miami Valley Regional Planning Commission
11:45 Break for Lunch
12:00 Luncheon
12:30 ORDC Staff (tentative)
1:15 Ohio & Washington news, 3-C & CTC Corridor Campaigns, Crisis Fund update, Association business, vote on proposed By-Laws amendment.
2:00 pm Adjourn