

# The OARP Members Journal

December 1994

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue #2

## Equipment Tours Help Ohio Rail Activists Push Their Cause

By Ken Wilt, OARP Newsletter Editor

The Talgo & Superliner visits in late October turned out to be very good occasions for OARP. The events were well attended, and received fairly good media coverage. The city of Galion deserves praise for the most enthusiasm, with nearly the whole town turning out to see the Talgo - even the high school marching band was there!

The crowds may not have been as large at the other Talgo stops, but there were plenty of folks who had a chance to tour the sleek trainset. Things went very well in Columbus, which was also the site of a noon-time press conference. In contrast to the X2000 visit to Columbus, where some people left angrily after not being able to go through the train, this time there was plenty of time for everyone to take a leisurely tour, and pick up the special edition of OARP's newsletter (#113).

Special thanks to Jim Betts and Don Damron of the recently disbanded Ohio High Speed Rail Authority. If it wasn't for Jim and Don, the Talgo would not have toured Ohio. And without Don's many hours of hard work, the tour would not have been the success it was. Thanks also to Stu Nicholson and Tom Zizka of WSYX-TV 6 in Columbus for their excellent coverage of the Talgo event and the Columbus Multimodal Station situation, and Steve Simon of WCMH -TV 4 for his report on commuting by rail. OARPers Bill Hutchison, Sue Gordon, and Ken Wilt all appeared on the nightly news in Columbus, as did Bill Habig of the Mid-Ohio Regional Planning Commission, Cleve Ricksecker of the Capital City Transit Coalition and Jim Betts. Finally, a big thank you to all the active OARP members who appeared at the Talgo station stops and/or rode the train...

The Superliner equipment tour went equally as well. The new Superliner II cars, which are now in service on Amtrak's Chicago to Washington DC CAPITOL LIMITED, were on display in both Toledo and Cleveland. Several members of OARP's leadership team were onboard the inaugural run of the Superliner equipment, including OARP President Mark Carlson, OARP Past President J.Howard Harding, and OARP Government Affairs Director Bill Hutchison.

*Media Coverage Was Good... on the Talgo's Tour of Ohio. WBNS 10-TV did a live shot on the noon news in Columbus.*

*(photos by Ken Wilt)*



## Trains On Parade

By Ken Prendergast,  
OARP Special Projects Director

OARP was directly involved in planning for the Talgo and Superliner demonstration trains that visited Ohio in October. OARP members also staffed displays at stations and answered questions on board the trains. In reviewing the trains, the media's coverage was up-beat, and included some good words by former OHSRA Chairman Jim Betts (interviewed in GCRTA's Tower City Station) on WJW-TV 8 and by OARP President Mark Carlson, quoted in the *Cleveland Plain Dealer*. OARP should be proud of its work, as should Amtrak.

Amtrak's display at Cleveland was a first class affair. Amtrak's advance PR was extensive in the Cleveland area. It showed in the number of people who came to see the Superliner compared to those who toured the Talgo, which had little advance notice. Amtrak employees were helpful, smiling, and seemed to make an extra effort to make everyone happy. I remember an older man in a wheelchair who wanted to get aboard. It was raining and cold. The grass was muddy. So an Amtrak employee ran and got an umbrella, held it over the man, and radioed to a train crew member to set up a ramp so the man could see the new Superliner Sleeper. They pushed the guy's chair across the mud to get him on that train. He was happy, indeed.

Cleveland ticket agent Steve Lehman worked back-to-back overtime shifts to ensure the station was open, that the reservations computers were up, and, in his spare time (!), shuttled display items from train to station during both the Talgo and Superliner displays.

And thanks most of all to OARP President Mark Carlson and to Amtrak Board member Dan Collins for pushing the right buttons to turn a rusting, cramped, soiled, and dim Cleveland Station into a spacious, bright, and remodeled facility. I was duly impressed. It would have been tough to sell the new trains if the station looked like it did before the remodeling work. The thing looks and smells brand-new. Nice job!



*Nearly everyone in Galion turned out to see the Talgo pass through... even the high school marching band was there!*



## Transit Tour Opens Eyes of Hosts, Too

By Kenneth Prendergast

Riding transit lines through the metropolitan area, Ken Wilt noticed it first. Mark Carlson and I, both Cleveland natives, noticed sometime thereafter. It was a terrible thing for Mark and I to be so nonchalant. We were taking for granted what our newsletter editor from Columbus was appreciating: an Ohio city served by trains. We toured on light-rail trains, heavy-rail trains, transferred to city bus lines, and visited the Amtrak station--soon to gain light-rail access courtesy of the Greater Cleveland Regional Transit Authority (GCRTA).

Mark and I asked Ken to come to Cleveland so we could show off our city. We are proud of the remarkable changes from its darkest days in the 1960's and 70's. After \$5 billion worth of downtown construction in the last 15 years, who wouldn't be proud? But Ken came to see rail transit, ride the lines, and learn their current and proposed routings.

Ken seemed to enjoy it when our Green Line train scooted down a boulevard of grand residences in Shaker Heights. Or when we sat down at a sidewalk cafe at Shaker Square, watching light-rail trains accelerate past as we enjoyed a snack. Or when our Red Line train from downtown delivered us into the refurbished Hopkins International Airport rapid station, an escalator's ride away from the air terminal's ticket counters and baggage carousels.

"No postcards showing these things?" Ken asked me while visiting a gift shop a short walk from a light rail station. He caught me off guard. Trains in Cleveland are just...there, and they've been there for a long time, I said. The segment of the Red Line built most recently was in 1968 -- that was the extension into the airport. Much of the balance of this line was built before I was born. Mark and I presumed it to be an ordinary, familiar thing. And then there are the Green and Blue Lines, both of which were laid out nearly 80 years ago, before most Americans were born. But that doesn't mean that Cleveland is finished building its rail system...

Groundbreaking for the new \$47.5 million light-rail Waterfront Line--linking Tower City with the Flats District and North Coast Harbor--will have occurred by the time you read this (see article on page 4). Also, preliminary engineering beginning this fall on the Dual Hub Corridor could lead to construction of the long-sought relocation of GCRTA's Red, Blue, and Green Lines via Euclid Avenue between University Circle and Tower City. Their present, combined routing between these two transit hubs takes them through ghettos and bombed-out factories. Out along Euclid Avenue, there are new shopping plazas, new employment centers coming in, the sprawling Cleveland Clinic complex, two large universities, Playhouse Square, and over 2,000 weekday bus trips carrying more than 100,000 riders.

The Dual Hub rapid transit line, which GCRTA wants to have by 1999, would operate in a subway through downtown, thence on an elevated or reserved at-grade alignment to University Circle. High train speeds and enclosed walkways linking stations to adjacent buildings should attract greater ridership, and with careful urban planning, attract more development to the central city.

Most Ohio cities have no trains nor many places from which they can "easily" get them. They must start from scratch. But when Clevelanders complain about Amtrak service by moonlight, that is better than the train times at Columbus, Dayton, Lima, Canton, etc. When Clevelanders groan about rail transit lines routed to serve the Cleveland of 1960, not 1994, they are routes no other Ohio city has. I never really appreciated what we do have, or how much easier it is to fix it when it's foundations are already there.

Thanks, Ken Wilt, for showing me my city, and our state.

## Post Election Thoughts...

By Kenneth Prendergast

Republicans obtained an overwhelming victory in the November elections. Not only did they take both houses of Congress, but they also took control of Ohio's House of Representatives. The elections put long-time OARP friends U.S. Rep. Sherrod Brown, Ohio Rep. Pat Sweeney, and Ohio Rep. Bob Hagan in the minority party and left U.S. Rep. Eric Fingerhut without a job.

Republicans also continue their control of the Ohio Senate and the Governorship. OARP has observed them embrace our goals for improving rail passenger transportation in Ohio and adopt important funding and structural initiatives to attain them. We are appreciative of that, but if there is an air of doubt in OARP's voice following the November elections, we have reason.

While party politics play softly at the local and state levels, they tend to overwhelm the federal government. All but one serious threat to Amtrak's existence has come at the hands of a Republican action. The exception was Jimmy Carter's slashing of Amtrak which resulted in the death of the NATIONAL LIMITED, ending passenger rail service to Columbus and Dayton.

There is a message in that lesson--a policymaker's view of Amtrak should not be gauged by whether a political voice is preceded by an R or a D. And while Newt Gingrich's or Bob Dole's past comments and voting records on Amtrak does not portend positives, it remains to be seen how their leadership will draw its consensus. Will it be top-down, or grassroots-up?

If it is the latter, Ohio will have a strong voice in Congress in John Kasich (R-12) who represents the north and east sides of Columbus. Kasich is destined to become chair of the House's Budget Committee. He is an agreeable politician, as are his counterparts Rep. Bud Schuster (R-PA), who will likely take over the Public Works /Transportation Committee, and Senator Alfonse D'Amato (R-NY) who is expected to assume chairmanship of Transportation Appropriations.

Schuster and D'Amato have had favorable voting records on rail passenger issues. But they, along with Kasich and our legislator, must hear from those of us who support balanced transportation as often as they hear opposing thoughts from Dole and Gingrich. Whoever speaks the loudest may determine whether Ohio and the nation will see intercity passenger trains modernize and proliferate, or decay and recede. It is a critical time for OARP members and for OARP's friends to speak out.

Write your congressional representatives pronto. If federal cuts to Amtrak take hold and if Ohio is forced to pick up the tab for interstate trains such as the BROADWAY LIMITED or CARDINAL, that could make state funds less available for intrastate trains like those that would serve the 3-C Corridor and other Ohio routes. Don't delay. Write right now to:

**The Honorable -----, U.S. House of Representatives,  
Washington DC 20515; or**

**The Honorable John Glenn and/or Michael DeWine, U.S.  
Senate, Washington DC 20510.**

**PLEASE NOTE: This opinions expressed on this page reflect the views of individual authors only. The organization as a whole does not necessarily endorse or agree with any of the positions taken.**

# OARP Fall Meeting Was Fun and Informative

by Ken Wilt, OARP Newsletter Editor

OARP's Fall Meeting was held on Saturday, October 22nd at the Grange Hall in New London, Ohio. More than 50 people attended, including the Mayor of New London. The morning session started off with OARP President Mark Carlson thanking OARP Regional Coordinator Steve LaConte for his excellent work in setting up the day's events. The business portion of the meeting then began, with talk on a variety of subjects, including: the US Postal Service's slow handling of our bulk mail newsletters; the merging of the Ohio High Speed Rail Authority (OHSRA) and the Ohio Department of Transportation's Rail Division into the newly formed Ohio Rail Development Commission (ORDC); Rails-to-Trails and the situation along the Panhandle Line; Amtrak's financial problems and fears of route closures; the Talgo visit; and OARP's relationship with All Aboard Ohio.

After the business meeting the group heard from two keynote speakers: Bill Fuehring, President and Owner of the Golden Age Rail Equipment Company, and Robert Evans, President of Lake Erie Rail Car. These two gentlemen, whose companies are based in New London, have joined forces with a third company, Trans Dynamic Inc., to form a coalition that seeks to build and run passenger trains in Ohio. The coalition/movement is called, "Rails-for-Ohio", and is designed to be a lower cost alternative than the State's estimated \$12 million to provide equipment for the Cleveland, Columbus, Cincinnati, or "3-C" Line.

After the speeches and a question and answer period, meeting attendees enjoyed a delicious buffet lunch. Then the group was divided into two sections, and half of the people went on a tour of the Lake Erie Rail Car facility while the other half watched a variety of passenger rail videos. The groups then switched places.

## Norfolk Southern Ends Steam Excursions

On October 28th, 1994, Norfolk Southern announced that it was ending its steam locomotive excursion trips after December of this year. No longer will we see or ride behind the likes of the N&W 611 that has so often crossed Ohio, leaving smoke, soot, and a good deal of cheer in its wake.... A sleek, black, bullet-nosed locomotive that once roared across the state at speeds of almost 100mph, the 611 has more recently been used to haul passenger cars for much slower day trips, set up by organizations such as the Ohio Railway Museum.

Excursion and other special trains (such as the high-speed rail equipment visits) are the only passenger trains that some Ohio cities see these days! If you want to write Norfolk Southern and protest the end of the steam locomotive excursion program, the person to write to is:

**Mr. David R. Goode, Chairman, President & Chief Executive Officer, Norfolk Southern Corporation, 3 Commercial Place, Norfolk, VA 23510-2191.**



**Rails-for-Ohio is ready to roll out refurbished locomotives and bi-level cars within 3 months of signing a lease contract with the state (or whoever), at one-fifth the cost of new equipment. Here some of the newly restored and freshly painted equipment is inspected by OARP members at the Fall Meeting in New London. Photo by Ken Wilt.**

The tour of the Lake Erie Rail Car facility (owned by OARP member Bruce Hoffman) was fascinating. The shop is an accredited Amtrak repair facility, and also repairs and restores rail cars for other entities - a recent example is the Ringling Brothers Circus rail cars that were damaged in an accident last year. As an extra special bonus, the group was able to tour one of the newly restored bi-level cars that Rails-for-Ohio hopes to lease to the State of Ohio. Both the bi-level and a working locomotive were freshly painted in an impressive scarlet and gray Rails-for-Ohio color scheme (see photo this page).

After the Lake Erie Rail Car tours, the group gathered back at Grange Hall to hear from the third of the keynote speakers, Mr. Jim Betts, former head of OHSRA, and a potential player in the new Ohio Rail Development Commission (ORDC). Mr. Betts gave an inspiring speech, in which he spoke of "building up a rail passenger culture" and "diversity and creativity in the use of rail service", among other things. He was very well received. Betts also told us to remember that "there has to be a consistent vision" and that it's up to us to remind the politicians and bureaucrats that, "this is where we're going, and this is what we have to do."

On the subject of the new Ohio Rail Development Commission, Betts commented that he felt that the ORDC would need the ability to float bonds, a dedicated source of funding, and more money. He also said that the ORDC should aggressively pursue the passenger rail portion of Access Ohio, and that the ORDC would be "the structure for allowing the vision we have to be implemented." Mr. Betts urges us to push them (the politicians and bureaucrats) to fulfill the commitment to passenger rail service outlined in Access Ohio.

# Groundbreaking Revisited

by Ken Prendergast, OARP Special Projects Director

Following the September groundbreaking ceremony for the Greater Cleveland Regional Transit Authority's (GCRTA) new light rail Waterfront Line, an analysis of it is in order.

First off, it wouldn't make much sense to attend a transit groundbreaking if I didn't use transit to get to it. After a 25-minute ride downtown on a GCRTA Red Line train and a 10-minute bus transfer to the Muny Parking Lot, I reached the site where the ceremonies were to be held. GCRTA offered OARP a display table at the ceremony. Our thanks to GCRTA!

OARP member Mark Schwinn came to help. He took the 6:20am bus from Kent to Shaker Square's light rail station, rode a Green/Blue Line train to Tower City, and made the same bus transfer I had to reach the Muny Lot. There, we set up OARP's display table in a big tent erected to house other displays and all the attendees.

The hour-and-a-half ceremony began at 10:30am, bringing with it an array of dignitaries: Governor George Voinovich, Mayor Mike White, GCRTA Manager Ron Tober, ODOT Modes Director John Platt, NOACA Executive Director Howard Maier, and others. In total, some 300 people crowded the large tent equipped with spotlights, stages, ramps, attractive displays, route diagrams, a staging area for the throng of media, and a 10-foot section of rail mounted on foot-wide ties and golden spikes waiting to be driven in. It was a very impressive ceremony with the usual glowing speeches.

Dignitaries used gold hammers, driving in the spikes to conclude that half of the ceremony. Then came the second half...the tour of the line's routing. People filed into GCRTA's new Park-n-Ride buses. Michael York, director of service planning for GCRTA, was our tour host. The bus stopped at each of the five proposed station locations where York gave detailed descriptions of how things will soon look...

Some highlights:

- > Muny Parking Lot station will be a single-level facility, marking the terminus of the Waterfront Line, which is to be an extension of the Blue/Green light rail lines from Shaker Heights.
- > East 9th Street station will have escalators, elevators, and a stairwell from the street's sidewalks to the station below. This station will have a pedestrian walkway to the Amtrak station and platform. It will be the main stop for the business district and for North Coast Harbor, anchored by the Rock & Roll Hall of Fame and the Great Lakes Science Museum, both of which are under construction.
- > West 3rd Street station also will have escalators, elevators, and a stairwell from the overhead street's sidewalks. A park-like plaza is to be built between the station and Cleveland Stadium which is less than 500 feet to the north.
- > A future station site is reserved for a new aquarium and other proposed developments near the mouth of the Cuyahoga River. Here, the line will begin rising and turning south to cross the Conrail mainline and Front Street on a 300-foot long elevated structure. Construction on this bridge is well underway.
- > Main Avenue station will be at-grade, covered by a three-tiered transparent roof. This station will serve the Flats and the historic Warehouse District of shops, cafes, and studio housing.
- > Settlers Landing station also will be at-grade and will likely be the primary station serving the Flats which suffers horrible traffic jams lasting well after midnight. This station will require the removal and relocation of several streets, including one that will give way to an urban plaza located between the station and a river walk. Several parking areas are to be removed and replaced with pedestrian facilities, kiosks, and other amenities that favor people, not automobiles.

Based on detailed schematics drawn for the project, it appears this new light rail line will fit nicely into its densely-developed surroundings and will help expand a growing cosmopolitan environment. It also seems natural that this line will improve ridership on GCRTA's rail division--an increase of 1.5 million is projected--due mainly by correcting a major flaw in the rail system. Cleveland is the nation's only rail transit system having just one downtown station: Tower City Center. In 1996, downtown Cleveland will gain five more stations and a stronger local image of rail transit's ability to foster more pedestrian-friendly urban development.

The Waterfront Line should prove to be a winner!

## European High-Speed Sampler Set For Spring

Phil Copeland is organizing an OARP members' trip to ride some of the fastest, most luxurious trains in the world! Trains to be included in this European sampler include the French TGV, the German ICE, the Swedish X2000, and possibly the Spanish Talgo. The trip is scheduled for sometime in late April or May - the dates are flexible until some folks come forward with what's best for them. The approximate costs for a 10 to 12 day trip would be \$1500, not including airfare. Things that are included in that price are a rail pass, motorcoach tickets, hotel rooms, and some meals. This could be your chance to see some of the high-speed trainsets which have visited Ohio recently in action in their native environs... Don't miss out! Call Phil at 216/365-7970 to make your reservations!

## Help Wanted

We're looking for someone to help organize the news clipping effort and summarize the clippings for use in the Media Watch segment. The preferred volunteer would have access to Email and/or live in the Columbus area. If you're interested in more information about this, please call Ken Wilt at 614/451-5764, or Email him at CompuServe 71773,2544.

## More Help Wanted

If you have knowledge of graphic arts, your help is needed in designing informative pamphlets promoting the cause of rail passenger service in Ohio. Please contact OARP Board Member Ron Bergen: 120 Luther Ave, Kent OH 44240 or call him at 216/673-9263.

# Amtrak News Briefs

Compiled by Ken Prendergast

## AMTRAK RESTRUCTURING TO IMPROVE SERVICE & AVOID DEFICIT

President Thomas Downs recently announced a corporate reorganization and cutbacks intended to make Amtrak a leaner, more customer-driven organization. In combination with the formation of three Strategic Business Units (Northeast Corridor, Western/Pacific Coast, Intercity), Amtrak will place decision-making "at the platforms" of stations by eliminating some layers of management. A total of 600 manager positions will be cut by year's end. Amtrak currently has 2,100 managers and 25,000 employees in total.

Facing a projected \$193 million deficit in FY 1995, Amtrak's Board of Directors directed management to prepare a range of cutbacks to be presented to the board in December. Cuts may include retirement of older equipment, discontinuance of weaker trains, and streamlining operations at maintenance bases systemwide.

## "LAKE SHORE" NOT "LATE SHORE" ANYMORE

After threatening legal action against freight railroads that consistently fail to deliver Amtrak's trains on time, two of the worst performers --the LAKE SHORE LIMITED and the EMPIRE BUILDER--have become more reliable. During the Summer, just 40 percent of Amtrak's LAKE SHORE trips arrived on time. During October, after the legal threat was posed, the LAKE SHORE's on-time performance improved to 80 percent, as did the EMPIRE BUILDER's. Thus, Amtrak withdrew in November its threat. The lawsuits would have been carried out under Section 402(e) of the Rail Passenger Service Act, which requires that freight railroads give operating preferences to passenger trains using their tracks.

## NEW CASTLE CONNECTION OPENS

Amtrak's BROADWAY LIMITED is running 20 minutes faster between Youngstown and Pittsburgh due to the October 2nd opening of Amtrak's New Castle Connection, located 15 miles east of the Ohio state line. The new, \$2.6 million track connection, linking CSXT tracks to the west and Conrail lines to the east, moves the BROADWAY off a little-used, serpentine CSX secondary line to a more direct Conrail route. The connection also eliminates the need for backing the BROADWAY in and out of the Pittsburgh station. New departure times will be reflected at stations west of Pittsburgh only. OARP informed Amtrak in 1989--one year before the BROADWAY reroute--that they should seek a track connection at New Castle. By the time Amtrak began recognizing the merits of the New Castle Connection, it was too late for it to be included in Conrail-sponsored trackwork as part of a Conrail-Amtrak reroute agreement.

## CLEVELAND STATION GETS OVERHAUL

In late October, a \$60,000 overhaul of the Cleveland Lakefront Amtrak Station was completed, giving the 16-year old station a like-new appearance. New paint, carpeting, landscaping, lighting, and removal of the abandoned Trailways ticket counter has given passengers and station crews more attractive surroundings. A letter outlining the station's deficiencies, written by OARP President Mark Carlson to Amtrak Board member Dan Collins (who lives in Cleveland) prompted Amtrak to overhaul the Lakefront Station. Great work Mark and Dan!!

## OARP News Briefs

### HISTORIC OHIO STATIONS GAIN ATTENTION

While Sandusky's station and Toledo's Central Union Terminal are undergoing major facelifts as office/transportation centers, other Ohio cities have been learning how to access funds for restoring their historic depots. The OARP-ODOT Festival of Stations, held in Columbus on September 29th and October 2nd, brought city officials from around the state together to learn how federal funds can be used to revive old depots. Since then, OARP and ODOT have been communicating and meeting with officials in Galion, Elyria, Newark, Marion, Hamilton, and Lima in order to assist their efforts.

### ACCESS OHIO CONSULTANTS SEEK OARP ASSISTANCE

During November and into December, OARP's leadership has been busy working with ODOT-hired consultants who are gathering data on tracks, signals, station sites, and routes for passenger trains under Access Ohio--the state's long-range transportation plan. OARP leaders have been involved in several meetings and teleconferences, as well as escorting consultants on their inspection trips. ODOT required that consultants should seek input from OARP during the course of their work. OARP welcomes the opportunity to give input -- Ohio's rail passengers will continue to have a voice in the planning of improved transportation services.



# A Failure To Communicate

by Bill Hutchison, OARP Government Affairs Director

While driving to Ashtabula to see my children, I took I-271 around the east end of Cleveland and noted the construction for the new center lanes there, a project which has been underway for some time. A few minutes later, I crossed the bridge over Shaker Boulevard and stared in wide-eyed disbelief at construction crews who were busily filling in its median, leaving two short bridges for the road only! For those of you not in the know, Shaker Boulevard was built with a broad median to accommodate the often discussed extension of light rail transit east to Gates Mills, originally as part of the Van Sweringen plans for Shaker Heights and other nearby areas. Later it was also proposed to extend the line east to connect with I-271 at a new intermodal hub, and is part of current plans.

By filling in the median of the boulevard, what was a low cost extension of the light rail line will now be much more costly, since a new bridge will have to be built to

allow transit access. This is so short sighted and indefensible that one has to wonder what goes on the minds of those who do the planning. Where was the outreach to take into account the needs of ALL modes of transportation, as well as roads? The highway people could be excused if the light rail line was a new idea, but it's not, being on the drawing board in some form since the 1920's, most recently as part of the Cleveland RTA's Transit 2010 plan.

It's plain to see there is no coordination, which will result in the needless waste of millions of taxpayer dollars to correct this shortsighted action. In the meantime we will be left with a transportation system that does not serve the needs of the traveling public and is yet another example of government waste that transcends the standard conservative vs. liberal arguments. As the Warden in "Cool Hand Luke" would say, "What we have here is a failure to communicate". And how.

## CAPITOL LIMITED Schedule Change Bad News For Ohio

by Ron Bergen, OARP At-Large Board Member

- 1) In 1991 the eastbound CAPITOL LIMITED (#30) arrived in Cleveland at 11:55pm.
- 2) In 1993 & 1994 the eastbound CAPITOL LIMITED (#30) arrived in Cleveland at 12:24am.
- 3) Effective October 30th, 1994 the eastbound CAPITOL LIMITED (#30) is now scheduled to arrive in Cleveland at 1:39am, just 1 hour and 12 minutes before the scheduled arrival of the Lakeshore Limited (at 2:51 am).
- 4) The schedule change to a 1:39am arrival/departure in Cleveland for #30 is unacceptable to Ohio rail passengers. It is an unreasonable departure time for those departing for Washington.
- 5) Even more unacceptable is the 1:39am arrival for a passenger coming in from Chicago.
- 6) Under the old 1991 schedule one could travel from Cleveland to Chicago with a westbound departure from Cleveland on the LAKESHORE LIMITED (#49) at 7:00am, with an arrival in Chicago at 1:03pm. One could also return from Chicago with a 4:30pm departure on the eastbound CAPITOL LIMITED (#30) and an arrival in Cleveland at 11:55pm.
- 7) This new schedule change of the eastbound CAPITOL LIMITED is unacceptable, because we no longer have any eastbound train which arrives in Cleveland, Ohio at a reasonable hour (CAPITOL LIMITED arrives at 1:39am and LAKESHORE LIMITED arrives in at 2:51am.) (BROADWAY LIMITED arrives in Akron at 3:45am and the fourth train, the eastbound CARDINAL, arrives in Cincinnati at 4:45am.) This change is totally unacceptable! It is inconvenient, and will cause passengers to seek out alternative methods of travel, such as airplanes.
- 8) Just in case you want to let the President of Amtrak know how you feel about this situation, here is his address info.: Mr. Thomas Downs, President, AMTRAK, National Rail Passenger Corp, Washington Union Station, 60 Massachusetts Avenue NE, Washington DC 20002.

**Editor's Note: At the October 15th Board Meeting in Delaware, the OARP Board voted to formally protest this change.**

**Amtrak says Train 29 will operate 35" earlier (4:05pm) from WAS to avoid MARC conflicts (train 82 will arrive 4 hours earlier, allowing reliable connection). Train 30 will depart CHI 6:25pm, 1'15" later to protect connection from train 8. The new schedule also establishes a connection from trains 6/26/36.**

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

<b>Akron</b>	Parkside Travel U S A	(216) 724-1800	Joel Brown
<b>Alliance</b>	Alliance AAA Travel	(216) 821-2323	(216) 456-6315
<b>Canal Fulton</b>	Massillon AAA Travel	(216) 854-6616	
<b>Cleveland</b>	Ohio Motorists Assoc/AAA Travel	(216) 361-6080	
<b>Cleveland</b>	Randall Park Mall Travel Agency	(800) 999-2434	(216) 475-8747 Robert Beck
<b>Columbus</b>	Accessible Travel Agency	(800) 837-2822	(614) 792-3555 Jude Cuddy
<b>Columbus</b>	Ohio Automobile Club/AAA Travel	(614) 431-7823	
<b>Elyria</b>	Tours & Travel Service, Inc.	(800) 443-7789	(216) 323-5423 Mike McClister
<b>Mansfield</b>	Mansfield Travel Center	(419) 756-8747	Jay Gilbert
<b>Massillon</b>	Massillon AAA Travel	(216) 833-1034	Cheryl Anderson
<b>Perrysburg</b>	Hayes Travel Agency	(800) 234-8877	(419) 874-2271
<b>Piqua</b>	Miami County Auto Club/AAA Travel	(513) 773-3753	
<b>Sandusky</b>	Sandusky Travel Service, Inc.	(419) 626-4633	Roberta Slyker
<b>Solon</b>	Astro Travel Service	(800) 759-7404	(216) 248-7740 Al Mladineo
<b>Troy</b>	Miami County Auto Club/AAA Travel	(513) 339-0112	

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in this DIRECTORY, should send a \$50 check, made payable to OARP, to Stephen Klipfel, Treasurer, 825 S. Tecumseh Rd, Springfield, OH 45506. The TRAM annual listing fee of \$40 entitles you to list your CITY, the NAME OF YOUR AGENCY, one LONG DISTANCE PHONE NUMBER, one LOCAL PHONE NUMBER, and the name of one salesperson at the agency. RENEWALS will be billed by the Treasurer.

Updated: June 1994

## An OARP Membership Makes a Great Gift!

An Introductory year long membership in OARP costs only \$15, and includes subscriptions to OARP's 2 newsletters.

Mail you order to OARP's Treasurer: Steve Klipfel, 825 S. Tecumseh Road, Springfield, Ohio 45506.

Name \_\_\_\_\_

Address \_\_\_\_\_

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Contributions to OARP are tax-deductible.

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 NARP OFFICE PHONE (regular hours) ..... 202/408-8362  
 900 Second Street, NE, Suite # 308, Washington DC 20002 Ross Capon, Executive Director  
 OHIO NARP Region 6 Directors: J. Howard Harding, James Stevenson, and Mark Carlson (addresses above)  
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 OARP'S OFFICIAL BUSINESS PHONE - (equipped with answering machine)..... 614/898-9774

Updated: November 1994

**Please clip out this updated directory!**



**Where's The Station?** Cleve Ricksecker of the Capital City Transit Coalition addresses the crowd at a noon-time news conference during the Talgo's visit in Columbus. The train had to stop right on the mainline, and events were held in Arch Park, near the tracks. If cities like Columbus expect trains like the Talgo to stop on a regular basis, they will need to construct appropriate facilities.

*Photo by Ken Wilt.*

### Welcome New OARP Members!

The following good people have joined our group in the past few months:

- Ed Blake of Fairborn, Ohio
- R.W. Dipert of Findlay, Ohio
- Edward Dunn of Marion, Ohio
- Roger Johnson of New Vienna, Ohio
- Ruth Kelley of Marion, Ohio
- Randy Ketcham of Columbus, Ohio
- Mike Koontz of Perrysburg, Ohio
- Marjorie Legters of Claremont, California
- Wayne Malz of Mason, Ohio
- Randall Over of Middleburg Heights, Ohio
- Daniel Roberts of Columbus, Ohio
- Mike Rose of Toledo, Ohio
- Andrew Szucs of Fairborn, Ohio
- Robert Williams of Cincinnati, Ohio
- Bayard Wright of Louisville, Kentucky
- Albert Yorichin of Canal Fulton, Ohio

**Welcome Aboard, and thank you all for your support of passenger rail!**

### OHIO ASSOCIATION OF RAILROAD PASSENGERS

5315 STONEMEADOW AVE #E  
COLUMBUS, OH 43220-6209  
RAIL TRANSPORTATION ADVOCATES

ADDRESS CORRECTION REQUESTED

William H. Hutchison Jr.  
OARP GOVT AFFAIRS DIR  
5600 Princess Place #D  
Columbus OH 43231

Greetings

