

The OARP Members Journal

March 1995

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue #3

Ohio Rail Development Commission Off To A Slow Start

The creation of the Ohio Rail Development Commission (ORDC) late last year was a promising event which gave hope to many of us in OARP that the State of Ohio was committed to making rail a prominent part of a balanced transportation plan. However, the ORDC has not come together as quickly as some of us had expected, and the Governor's lack of leadership in this area, as well as his proposed budget, have left us wondering if the state is serious. The Governor's budget would eliminate \$1.2 million in General Fund support for the ORDC's administration. The assumption is that 1/5 of the \$6 million Railroad Development Fund will now bear administrative costs rather than be spent on upgrading rail service.

8 of 14 ORDC Appointments have been made so far:

James Betts, Chairman
Jerry Wray, Department of Transportation
Donald Jakeway, Department of Development
Roger W. Ach, general public representative
Monsignor Kenneth Grimes, general public representative
Ohio Senator H. Cooper Snyder (R)
Ohio Senator Robert Boggs (D)
Ohio Representative Sally Perz (R)

George V. Voinovich - Governor, State of Ohio
77 South High Street, Columbus, OH 43215
Hotline 614/644-4357 Fax 614/466-9354

New Rail Commission Created

(Notice received from the ORDC on March 2nd, 1995)

October 19, 1994 ushered in a new era of railroad development for the State of Ohio. On that date Substitute House Bill 250, passed by the General Assembly in June and signed by the Governor in August, took effect. The new law merges the Division of Rail of the Ohio Department of Transportation (ODOT-Rail) and the Ohio High Speed Rail Authority (OHSRA) into the Ohio Rail Development Commission (ORDC).

The Commission is an innovative approach to government. It will have an independent board of 14 members - 10 voting members and 4 non-voting members - who will decide its mission and establish the direction the State will take in supporting the economic development of Ohio's freight system and in developing new intercity passenger and commuter rail services. The Commission staff, made up of the current ODOT-Rail and OHSRA staffs, will function as an integrated part of ODOT to ensure the coordination of rail investment with other modes of transportation. The Commission's responsibilities include:

- * Preserving Ohio's rail infrastructure through rehabilitation, acquisition, and construction;
- * Promoting Ohio's rail freight and intermodal freight system;
- * Developing Ohio's intercity rail passenger system;
- * Assisting in the development of Ohio's commuter rail corridors;
- * Providing grants, making loans, and issuing bonds for various projects;
- * Granting franchises for passenger rail and station operations; and,
- * Initiating freight and passenger rail projects which contribute to the establishment of a balanced transportation system and the economic development of Ohio.

The 10 voting members on the Commission will be non-paid officials with varied backgrounds. Of these, the Governor will appoint 6 board members; one shall represent the interests of freight rail companies; one shall represent the interests of passenger rail; one shall have expertise in infrastructure finance; one shall represent the interests of organized labor; one shall represent the general public; and one shall serve as Chairman. The President of the Senate and the Speaker of the House shall also each appoint one voting member to represent the general public. In addition, the Director of the Ohio Department of Transportation and the Director of the Ohio Department of Development shall serve as ex officio voting members.

In addition to the 10 voting members, the Commission will include 4 members of the General Assembly who will serve as non-voting members. The majority and minority leaders of each house will be responsible for these appointments. All Commission appointments are expected to be made soon, with a full Commission meeting to be held in the next few months.

If you wish to be on the Commission mailing list, please contact the ORDC office (formerly the ODOT-Rail Division); this will ensure you are notified of upcoming Commission activities. For further information call 614/644-0306 or write to us here at the: **Ohio Rail Development Commission, 15th Floor LeVeque Tower, Columbus, Ohio 43215.** We look forward to working with you on the exciting challenges ahead.



COTA Board on Verge of Crucial Decision

Opinion By Ken Wilt

The Central Ohio Transit Authority (COTA) Board of Trustees is on the verge of choosing one of three alternatives that will determine how COTA addresses Columbus' current and future transit needs. COTA Board President Philip Whitaker has appointed a Directions Committee which is made up of five COTA Board Members. The Directions Committee is to identify the preferred alternative and justify the selection to the entire Board, after which a vote will occur and the near term future of COTA will be determined.

The three alternatives being considered are:

- 1) Maintaining the current bus system or "No Build".
- 2) Expanding bus service within neighborhoods as well as between the central city and outlying parts of Franklin County; and
- 3) Expansion of current bus service combined with the construction of a light rail system. The first line of the light rail system would be an 11.2 mile line from downtown Columbus to Crosswoods (US 23 & I-270).

The Mid-Ohio Regional Planning Commission (MORPC) consulting team has recommended that COTA take a conservative approach to the expanded bus/light rail option. This would involve expanding the bus service in increments, but pushing off action on the light rail system until later. Instead the focus would be on "building local support for public transit", protecting the right-of-way along proposed light rail lines, and establishing a light rail transit system reserve fund. COTA would still go to the voters with the sales tax levy this November.

If you feel that there is already adequate "local support for public transit" and that the light rail system is needed sooner, rather than ????????, the time to let the COTA Board know your feelings is NOW. The COTA Board is split on this issue, and one member (Susan Lhota) has recently gone public with her opposition to the light-rail plan. As a result, the decision of the Directions Committee has been pushed back a month. Letters to COTA Board members could have a big impact at this point in the process. A sample letter appears to the right.

The members of the Directions Committee are: Hugh R. Higgins (Committee Chair), John E. Grossman (also the Vice-President of COTA), Earlene M. Jeffries, Peggy Mativi, and Curt Wellington. They can all be written to in care of COTA, 1600 McKinley Avenue, Columbus, OH 43222-1093.

You also may wish to write the other members of the COTA Board in care of COTA (same address as above): Philip W. Whitaker (President of the Board of Trustees), Jerry H. Geroux, Charles F. Glander, G. Chester Heffner, Susan B. Lhota, William R. Rittenhouse, Susan Scherer, and Charles H. Walker.

City of Columbus Mayor Greg Lashutka also needs to be brought on board. His address is 90 W Broad St #23, Columbus, OH 43215.

Sample letter to COTA Board Members:

Dear COTA Board Member,

I am writing to urge that COTA move forward with an aggressive plan to expand bus service *and build a light rail system*. In addition, I hope that COTA will seek a *permanent* 0.5 % sales tax levy in November and that the wording "light rail" will be restored as the description of the rail component of the transit system. Finally, I ask that you begin emphasizing the light rail *system* - addressing the issue in a way so that people understand that it is not just one line, but rather the first step in process that will bring light rail to many parts of the city. Establishing this vision in the minds of Franklin County voters is vital to the success of any ballot initiative.

I am dismayed by the lack of leadership being shown by the COTA Board lately. Word has it that the Board is fearful of the Columbus Dispatch editorial staff and certain members of the business community, and is therefore backing away from plans which our community needs to meet the transportation challenges of our growing economy. The COTA Board should be more concerned about losing the support which it has in the community - after all, it is individual voters who will decide COTA's future. The public has shown more support for aggressive plans, and less support for watered down plans.

The time is now for the COTA Board to lead us into the 21st Century. There is a small army of transit activists out here willing to help you get aggressive measures passed. However, we are tired of playing the waiting game. We understand that if you were to say "GO" to the light rail line right now, that it would still be 8 to 10 years before we could ride. We think that's too long. But if you end up saying that we need a tax levy now, and then another in 1999 before we even know that light rail is definitely in Columbus' future, we are going to have a very hard time supporting the tax levy this November.

I can assure you that we will do everything in our power to help pass an initiative which commits to light rail without having to come back to the voters again (either a permanent or 15 year 0.5% levy). Please give us a chance to make Columbus the type of city we want to live in, so that we don't have to vote with our feet to obtain a higher quality-of-life.

Thank you for taking the time to consider my views.

Sincerely,

Please note that all articles with By-lines appearing in OARP newsletters reflect the opinion of their authors, and do not necessarily represent the views and positions of OARP and its officers.

"Getting There" Irritates And Motivates.

Book review By Kenneth Prendergast

If you're a member of OARP, it's a pretty safe bet that you believe improved passenger rail service is a logical, valuable thing for Ohio and the nation to have. But as a member, you probably share the frustration and confusion felt by many when governments don't approve legislation for something we all agree is so logical, or that private enterprise today can't step in to run passenger trains. Why does this happen?

Former journalist and congressional aide Stephen B. Goddard gives us the answers in "Getting There - The Epic Struggle Between Road And Rail In The American Century." Undeniably involved and paved along a 100-year timeline, the answers require 282 pages of text and 52 pages of notes to fully detail them. But before you get the impression that this book makes for dry reading, let me tell you that "Getting There" is a high-octane tale of greed, corruption, conspiracy, waste, and optimism. More importantly, it's non-fiction. If reading it doesn't light an angry fire in you, better check your pulse.

Whenever the lazy bug bites, keeping me from writing letters or making phone calls to public officials about passenger trains, I read a few pages from Mr. Goddard's book to spur me into action. What could possibly be so upsetting?

In "Getting There", you will follow the schemings of General Motors, Mack Truck, Standard Oil, Phillips Petroleum, Firestone Tire, and others which set up holding companies to buy city electric trolley systems during the 1930's and 40's. The electric trains were then scrapped and replaced by buses built by Mack and GM, burning Phillips' or Standard Oil's gasoline, and running on Firestone's tires. A condition of the purchase was that cities would never revive the electric trains.

All of the companies involved were found guilty in 1951 of criminal conspiracy by a federal court in

Chicago. Despite profits of up to \$50 million by 1951 and despite promoting development patterns in US cities which ultimately favored automobiles and precluded trains, the conspirator companies each were fined \$5,000.

There are quotes that enrage, like this one from Paul Hoffman, president of the Studebaker Corporation and spoken in 1939: "If we are to have the full use of automobiles, cities must be remade." GM President Alfred P. Sloan, Jr. in the 1930's agreed, saying "one way to do that 'was by getting intercity rail passengers out of trains and into cars.'"

Goddard also shows the dynamics, in anecdotal form, of various backroom deals offered by highway lobbyists to government officials, and how these pulled the rug out from under the railroads and urban rail transit companies. Further, the book illustrates the manner in which the federal road construction agenda was perverted into the largest public works program in world history. "Getting There" is fair, however, in that it demonstrates how incompetent and complacent railroads and transit companies were in addressing these challenges.

Goddard's chronicle is a very effective call to action to correct the mistakes of the past. But if you still doubt that his book can enrage, try this from 'Prayer for America's Road Builders,' written in 1965 for the American Road Builders Association:

"O Almighty God, who has given us this earth and has appointed men to have domination over it; who has commanded us to make straight the highways, to lift up the valleys and to make the mountains low, we ask thy blessing upon these men who do just that."

I recommend OARP members read "Getting There". I hope it will start a little internal combustion burning in your engine, too.

Dual Hub Rail Line Recommended

By Kenneth Prendergast

As the Greater Cleveland Regional Transit Authority (GCRTA) rebuilds its rail transit stations and builds the light rail Waterfront Line, its staff has now recommended construction of the \$728 million Dual Hub Red Line relocation between downtown and University Circle via Euclid Avenue.

While costing almost as much per-mile as the recently completed I-480, and while GCRTA Board approval appears likely, similar action by the Northeast Ohio Areawide Coordination Agency (NOACA) this April is in doubt.

Please contact NOACA Board President Timothy Hagan if you feel that central city developments are just as important as those in the suburbs. Tell him if you feel that Dual Hub will spark development and help stop the outmigration of businesses and residents from the inner city.

Timothy Hagan
President, NOACA Governing Board
668 Euclid Avenue
Cleveland, OH 44114

-BAD NEWS-

Bye, Bye LAKE CITIES...

Barring any unforeseen miracles, the days of Amtrak's LAKE CITIES serving Toledo and providing connections to the LAKE SHORE LIMITED are over. It appears that, at this writing, the state of Michigan has put together a funding package which will prevent the Amtrak-sponsored elimination of Detroit-Pontiac service. As part of this funding package, all Detroit-Chicago trains, including the LAKE CITIES, will operate Chicago-Detroit-Pontiac. In other words, the rail link between Michigan and Ohio which has lasted for 15 years, appears to be history.

On December 14th, 1994 Amtrak announced its intention to eliminate the Detroit-Toledo leg of the LAKE CITIES as of April 1, 1995. The states involved were encouraged by Amtrak to step forward to prevent service cuts it announced.

Some conversations took place between the Ohio Rail Development Commission (ORDC) and the Michigan Department of Transportation (MDOT), but all train operation funding decisions in Ohio must be made by the Ohio General Assembly, not the ORDC. So nothing was done.

MDOT, which is beginning a program of developing the Detroit-Chicago Corridor, wants to run the LAKE CITIES to Pontiac instead of Toledo for several reasons. First, it will allow greater service frequency for Michigan travelers. Second, without a long-distance train connection, the on-time performance of the LAKE CITIES should become more reliable. And third, the eastbound LAKE CITIES will be rescheduled to run about two hours earlier, allowing eastbound train frequencies to be spread out and better equipment utilization.

Without successful protests from Toledo interests, OARP, and others, the last run of the LAKE CITIES into Toledo will be April 1st. We wish this was an April Fools joke. Unfortunately, it's not. Amtrak has already put the changes into its reservation system. Toledo-area OARP members should write their state legislators and Governor George Voinovich and ask that they locate state funds to retain rail passenger service between Ohio and Michigan.

Amtrak Reducing Beech Grove Work Force

As part of its plan to eliminate a \$200 million shortfall in FY 1995, Amtrak has reduced its Beech Grove, Indiana. labor force by approximately 212 positions. Beech Grove is one of Amtrak's three major locomotive and car heavy overhaul facilities. Before the February cuts, the plant employed 974 union and 55 non-union workers. The furloughs represent 22% of the union work force at Beech Grove. Some non-union jobs will also be eliminated.

Last December Amtrak's directors approved a plan intended to restore short-term stability and create a leaner, more competitive system. Some components of the plan include increased revenues, improved productivity, elimination of overhead, adjustments of routes and train frequencies, and increased focus on customer service.

-GOOD NEWS-

Cleveland-Akron-Canton Commuter Rail

On February 21st, 1995 PRNewswire carried a release from the Greater Cleveland Regional Transit Authority (RTA) board, which had just voted to take part with Metro RTA of Akron to develop a five-year commuter rail demonstration project between Cleveland, Akron and Canton. Three peak-hour trains would begin operating in mid to late 1996, and would run weekdays from Akron to Cleveland in the morning, returning in the evening, and one train would operate from Cleveland to Akron morning and evening. Estimated travel time between Cleveland and Akron is 86 minutes; between Cleveland and Hudson, 53 minutes. Phase II service between Akron and Canton could begin in 1997-1998. (thanks to Ken Prendergast)

Indiana & Ohio Adds Mileage

I&O expanded by about 10 miles in early February when I&O Central RR (IOCR) took over operation of Conrail's Maitland Secondary line near Springfield. The line stretches from Glen Echo, just north of the Springfield junction with the present I&O 'Urbana Line', to Cold Springs. The Maitland Secondary was used by CR as a bypass of Springfield for thru traffic heading up the Bellefontaine line to reach the CLE-IND main. Glen Echo to Cold Springs was a segment of the Erie Marion-Dayton branch. It was upgraded by CR and is signalled. The Erie main paralleled the 3C from Cold Springs to Dayton and was used as a second main by CR between these points until about 2 years ago, when it was removed.

The Maitland Secondary is a strategic acquisition for I&O and WESTCO (West Central Ohio Port Authority). The route presently has no on-line customers, however it runs along bypass 68 through flat farm land on the west side of Springfield -- prime industrial development property.

The line is used by 5-6 GTW trains daily between "Maitland" and Cold Springs. GTW uses this as a shortcut for it's Cincinnati-bound trackage rights trains. Currently Maitland - Glen Echo is out-of-service. Eventually I&O's present route from Glen Echo to downtown Springfield (and connections to the I&O South Charleston line) will likely be abandoned in favor of a Glen Echo-Maitland-Springfield routing which would use the present GTW (DT&I) line from Maitland to the GTW Yards and connections with IOCR. The present route has numerous grade crossing, several bridges, a steep grade and runs through land not suitable for development.

The Maitland line will continue to be dispatched by CR for six months. The I&O Rail Corp. now operates about 225 route miles. (thanks to Dave Dawson).

Correction: In the last 6:53 (Jan 95 #114), on the front page under Amtrak's Frequency Reductions/Phase I, the information about the SILVER STAR and the SILVER METEOR was reversed. The SILVER STAR will lose its sleeping car and full dining service, while the SILVER METEOR will have no onboard service losses.

Columbus Area Update

By Robert Boyce, OARP Columbus Area Regional Coordinator

January Red Door Summary

At the January 14th meeting, some 22 Red Door members (including first time attendee Dan Roberts) discussed the Columbus public hearing of US Rep. John Kasich's House Budget Committee. They agreed to rendezvous two hours before the January 24th hearing at the nearby Fifth Avenue/Nelson Road Wendy's. (Details of the hearing appear below)

Members discussed the Amtrak dilemma, and several members reported writing letters to legislators. The Channel 10-TV program *Together in 2000* was announced, and members were urged to attend forthcoming programs at local sites. Dave Lebold was heard on one broadcast.

Lou Jannazo, Chief Planner for the ODOT Rail Division (now part of the ORDC), discussed prospects for branch line funding in Ohio. He expressed doubts about the success of the Ampenny proposal for Amtrak funding. A big thank-you to Lou for passing out new Ohio Rail Maps!

John Murley pointed out an article in *The Other Paper*, which reported a recent public survey where Columbus residents favored the building of a light rail line over the construction of a downtown sports arena by a two-to-one margin. Ken Wilt proposed combining the arena, light-rail, and multi-modal station facility ideas. Ken feels that all three of these projects would be beneficial to the economic development of Columbus, as well as meeting transportation and recreation needs. Ken says that support for a combined project would likely be higher than any of the single projects alone, and that a good transit system combined with a multimodal facility and centered on a sports arena would greatly benefit all parties involved.

House Budget Committee Hearing

A dozen or more OARP members attended the US House Budget Committee hearing at Ohio Dominican College on January 24th. This was the first budget hearing to be held outside of Washington DC, and the first in a series of budget hearings to be held across the country. OARP attendees included President Mark Carlson, Secretary Ken Wilt, Board Member Bill O'Brien, Government Affairs Director Bill Hutchison, Columbus Coordinator Bob Boyce, and Members Jeff Darbee, Karl Gelfer, Meg & Larry Grey, Dave Lebold, Patricia Patterson, and Harold & Violet Zweifel.

The hearing was held to give the public a chance to suggest cuts in federal funding. Fortunately, nobody suggested Amtrak as a program that should be cut. Although several OARPers had prepared testimony, only one OARP member was given the chance to speak by the organizers of the hearing. Jeff Darbee presented an effective plea for passenger rail and a more balanced transportation system. Some who attended the hearing criticized the session, because public testimony was cut short due to the long winded presentations by Governor George Voinovich and Columbus Mayor Greg Lashutka.

February Red Door Summary

The February 11th Red Door meeting was attended by approximately 20 people, including a new OARP member, Robert Gardier. The group heard an excellent presentation by Michael Wilkos, Director of the Capital City Transit Coalition. Michael filled us in on all the hard work the Coalition has been doing to educate the public, the press, and the business community in the Columbus area. Michael explained that by meeting with the editorial staffs of several papers, the Coalition has been able to leverage some positive articles about the light-rail proposal.

One of the projects that the Coalition is working on now is a Clean Commute Day to be held on Wednesday, May 17th during Try Transit Week, which runs May 15th - 19th. The Clean Commute Day event seeks to encourage a single-day commitment to commute to work by mass transit, bicycle and foot. The Coalition plans to work with local TV and radio stations to promote the event, which may also include a competition among employers for the highest percentage of bus riders, live remote radio interviews aboard COTA buses, giveaways for bus riders, and prominent use of community leaders.

After Michael left (for a TV-station interview on Columbus transit and the federal funding situation) Ken Wilt urged people to join the Capital City Transit Coalition by sending a check for \$20 (or \$15 for students & seniors) to: 40 West 3rd Avenue, Columbus, OH 43201-3209. Interested parties may also contact the Coalition at 614/421-2180 to request membership brochures for further distribution.

Toledo Station Situation

An environmental dispute is threatening the Central Union Terminal renovation. Seaport Director John Loftus said that previously unreported contamination of a site near the depot could possibly entangle the port authority if it buys the depot from Conrail without indemnification from the railroad. Port authority and Conrail lawyers are discussing the matter.

The problem will have to be settled quickly in order to preserve plans to have Amtrak and the Toledo Metropolitan Area Council of Governments (TMACOG) moved into remodeled space by July, and could be a deal-breaker if Conrail is obstinate. The contaminated area is not on the depot site itself, but on property Conrail intends to keep near the depot. The problem is that drains from the depot site flow into a creek that also receives runoff from the contaminated property.

On a brighter note, one element of the terminal rehabilitation project is already nearly complete. The abandoned Page Dairy has been demolished under a \$250,000 port authority contract and debris removal is under way. The site is to become a parking lot for the depot. -summarized from a January 27th Toledo Blade article by David Patch- (thanks to Larry George)

Media Watch... compiled by Ken Wilt

December 22nd, 1994 - Cincinnati Enquirer report about the Southwest Ohio Regional Transit Authority (SORTA) taking steps to preserve a right of way for a light rail system by buying parcels of an old Conrail line. The ROW begins in Walnut hills, north of the Grand Baldwin Building on Gilbert Ave., and runs next to I-71 to Norwood. The parcels are what left of the 'Blue Ash Line' which could eventually extend from downtown Cincinnati to Kings Island. SORTA negotiated a deal with CR to purchase the disconnected parcels in one lot for \$650,000. SORTA hopes to acquire the connecting pieces later. (thanks to Dave Dawson)

January 5th, 1995 - Athens Messenger editorial which was very supportive of passenger rail and Amtrak. Some excerpts: "Nearly every thoughtful analysis of transit priorities reserves a prominent role for rail travel as part of a balanced system, in which well-patronized trains ease pressure on highways and airports." "The nation and the state need to stabilize their transportation plans for the long term, and rule out dismantling important parts of the infrastructure every time the budget gets tight." (thanks to Dan Innis)

January 9th, 1995 - US Newswire carried the news that use of the nation's public transportation systems increased last summer for the fifth straight quarter. The report came from Passenger Transport, a weekly newspaper of the transit industry, and said that during the first nine months of 1994, ridership grew by more than 105 million boardings. APTA Executive Vice President Jack Gilstrap was quoted as saying that "Demand for transit service is widespread; that's an important message to Washington decision-makers at a time when all federal aid programs are under scrutiny." Ohio cities showing increases in the third quarter of 1994 included Akron, with a 6.8% increase, and Cincinnati, with a 6.6% increase. (thanks to Ken Prendergast)

January 18th, 1995 - PRNewswire reported that Clevelanders, flocking to the new Gateway sports complex in 1994, helped the Greater Cleveland Regional Transit Authority (GCRTA) record a ridership increase. Total system use increased by .3 percent for 1994. Had there been no major league baseball strike, public transit use would have increased even more. As it was, 191,239 more passengers took the RTA last year, despite a small decline (.7 percent) in bus ridership. This was offset by a huge jump in rail transit use - 8.6 percent, or 588,499 passengers. Red Line use was up 11 percent and Blue/Green Line use was up 5.1 percent. (thanks to Ken Prendergast)

February 2nd, 1995 - UPI reported that a spokesman for the Milwaukee Metropolitan Association of Commerce said that private businesses are interested in taking over the train route between Milwaukee and Chicago once Amtrak implements scheduled service cuts. At least two companies are looking into taking over the service. Amtrak plans to eliminate all but two daily runs between Milwaukee and Chicago on April 1st. (thanks to Ken Prendergast)

February 9th, 1995 - PRNewswire carried the story of the US Department of Transportation's proposed reorganization, including the following quote from Secretary of Transportation Federico Pena: "States will be able to use these funds to meet their needs - without interference by Washington," Pena said. "For example, states can use this money for mass transit or Amtrak to reduce congestion on crowded roads or at airports..." (thanks to Ken Prendergast)



OARPNET ONLINE DIRECTORY

-Email Addresses-



William Allman	(Columbus)	INTERNET:allbill@aol.com
George Bayless	(Dayton)	CompuServe:71712,1575 or INTERNET:71712.1575@compuserve.com
Mark Carlson	(Cleveland)	CompuServe:73311,1327 or INTERNET:gm784@cleveland.freenet.edu
David Dawson	(Cincinnati)	CompuServe:73632,64 or INTERNET:73632.64@compuserve.com
Benjamin Farah	(Cleveland)	CompuServe:72764,2300 or INTERNET:72764.2300@compuserve.com
Daryl Gordon	(Youngstown)	CompuServe:75111,441 or INTERNET:75111.441@compuserve.com
Bill Hutchison	(Columbus)	CompuServe:72122,2574 or INTERNET:72122.2574@compuserve.com
Daniel Innis	(Athens)	CompuServe:76517,33 or INTERNET:76517.33@compuserve.com
Tom Maher	(Columbus)	CompuServe:75060,2000 or INTERNET:75060.2000@compuserve.com
Bruce Mansfield	(Columbus)	CompuServe:71572,1205 or INTERNET:71572.1205@compuserve.com
John Murley	(Columbus)	INTERNET:murleyj@aldiscon.com
Manfred Orlow	(Dayton)	CompuServe:71530,2377 or INTERNET:71530.2377@compuserve.com
Ken Prendergast	(Cleveland)	CompuServe:72764,2020 or INTERNET:72764.2020@compuserve.com
Mary Price	(Columbus)	CompuServe:74002,1041 or INTERNET:74002.1041@compuserve.com
Daniel Roberts	(Columbus)	CompuServe:71514,3174 or INTERNET:danr100@aol.com
Kenneth Wilt	(Columbus)	CompuServe:71773,2544 or INTERNET:71773.2544@compuserve.com

Please contact Ken Wilt if you'd like your E-Mail address included in this directory... and come join us on the "Information Railway" to discuss vital passenger issues!

To access the most up-to-date rail info. on CompuServe, just type "TRAINNET" at the "GO" prompt...



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Solon	Astro Travel Service	(800) 759-7404	(216) 248-7740 Al Mladineo
Troy	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

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Name _____

Address _____

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At-Large	DANIEL INNIS, 13 Circle Dr, The Plains, OH 45780-1056.....	614/797-2912
GOVERNMENT AFFAIRS DIRECTOR	BILL HUTCHISON, 5600 Princess Place, Apt D, Columbus 43231.....	614/898-7536
SPECIAL PROJECTS DIRECTOR	KEN PRENDERGAST, 80 Emerson Ave #13005 Berea 44017.....	216/891-6277
3-C CORRIDOR PROJECT DIR.	MANFRED O. ORLOW, 2801 Far Hills Ave, #205-E, Dayton 45419....	513/294-0718
DEVELOPMENT CO-ORDINATOR	MANFRED O. ORLOW, 2801 Far Hills Ave, #205-E, Dayton 45419...	513/294-0718
NEWSLETTER EDITOR	KEN WILT, 5315 Stonemeadow Ave, Apt E, Columbus 43220.....	614/451-5764
REGIONAL CO-ORDINATORS:		
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YOUNGSTOWN	JOHN D. CICCARELLI, 105 Morris Ave, Girard 44420	216/545-2973
WARREN	DOUGLAS HUDSON, 3981 Greenmont Dr, S.E. Warren 44484 ...	216/856-2557
ELYRIA	PHIL COPELAND, 110 Indiana Ave, Elyria 44035	216/365-7970
Area 419: TOLEDO	W. SCOTT LAWSON, 23624 W Moline-Martin Rd, Millbury 43447..	419/855-8510
LIMA	JOHN H. KELLER, SR., 721 Woodward Ave, Lima 45805	419/224-9936
MANSFIELD	RICHARD A. FRY, 616 Sherwood Dr, Mansfield 44904	419/526-3775
SANDUSKY	STEVE LA CONTE, 27 Welton Ave, Norwalk 44857	419/668-6225
Area 513: CINCINNATI	W. MIKE WEBER, 9800 Misty Morn, Cincinnati 45242	513/891-9251
CLERMONT	RONALD D. GARNER, 1884 Kress Rd, Mount Orab 45154	513/444-3098
DAYTON	LINDA LEAS, 1118 Oakdale Ave, Dayton, 45420-1516.....	513/253-9448
SPRINGFIELD	STEPHEN KLIPFEL, 825 S Tecumseh Rd, Springfield 45506	513/882-6521
Area 614: COLUMBUS	ROBERT BOYCE, 1080 Lincoln, Columbus 43212	614/486-7038
DELAWARE	TOM ALLEN, 752 Braumiller Road, Delaware 43015	614/369-5804
Area 606: OHIO VALLEY	DON MAXWELL, P. O. Box 1252, Ashland, KY 41105	606/325-8035
National Association of Railroad Passengers/ NARP PASSENGER RAILNEWS HOTLINE (24 HOURS)		900/988-RAIL
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)		
OHIO NARP At-Large Director: James A. Dingus, Jr. (address above)		
OARP'S OFFICIAL BUSINESS PHONE - (equipped with answering machine).....		614/451-5764

Updated: February 1995

Some important changes are included in this updated directory...

OARP Calendar... Spring 1995

- Saturday, March 11th** OARP/NARP Region 6 Meeting and Amtrak maintenance facility tour in Beech Grove, Indiana. Full details and registration were printed last month on page 3 of the 6:53. (Jan 95 #114)
- Saturday, March 11th** Columbus Area Breakfast Meeting at the Red Door Tavern, 1736 W 5th Ave. From 10am-noon.
- Monday, March 27th** Columbus Area Meeting at the Dublin Library, 75 N High St. 7 to 9pm. Call 614/451-5764.
- Saturday, April 8th** Columbus Area Breakfast Meeting at the Red Door Tavern, 1736 W 5th Ave. From 10am-noon.
- Monday, April 17th** Columbus Area Meeting at the Dublin Library, 75 N High St. 7 to 9pm. Call 614/451-5764.
- Sunday, April 30th** OARP recruiting table at model RR show in Toledo. To help, call Larry George at 419/698-2167.
- Saturday, May 13th** Columbus Area Breakfast Meeting at the Red Door Tavern, 1736 W 5th Ave. From 10am-noon.
- Monday, May 15th** Columbus Area Meeting at the Dublin Library, 75 N High St. 7 to 9pm. Call 614/451-5764.
- Saturday, May 20th** OARP Annual Meeting in Columbus. Exact location and times to be announced.
- Saturday, June 10th** Columbus Area Breakfast Meeting at the Red Door Tavern, 1736 W 5th Ave. From 10am-noon.
- Monday, June 19th** Columbus Area Meeting at the Dublin Library, 75 N High St. 7 to 9pm. Call 614/451-5764.

Of Rail Interest Calendar... Spring 1995

Saturday, April 1st Youngstown... The Mahoning Valley Railroad Heritage Association will host a dinner and presentation by Jim Boyd, editor of Railfan & Railroad magazine. "Countdown to Conrail" starts at 6:30pm in the Western Reserve United Methodist Church, 4580 Youngstown-Canfield Rd. Tickets are \$20 each, and must be purchased by March 15th. Send check to: MVRHA Dinner, PO Box 3055, Youngstown, OH 44511. Or use Visa/Mastercard by calling Rich Melvin at 216/757-1104 during business hours.

Please send notice of your local OARP meetings & other passenger rail related events to:
"OARP Calendar" c/o Ken Wilt, 5315 Stonemeadow Ave #E, Columbus, OH 43220-6209.
Or fax them to 614/451-5761.

Welcome New OARP Members!

Still more good people who have joined our group in the past few months:

Edward Bachmeyer of Rossford, OH
Scott Cameron of Lakewood, OH
Bob Davis of Toledo, OH
Robert Gardier of Columbus, OH
Benjamin Gardner of Goshen, KY
Joe Gibbons of Fairborn, OH
Michael Herr of Irving, NY
Louise Janson of Columbus, OH
Thomas Kendra of Ravenna, OH
Randy Krumm of Maineville, OH
Kenneth Lavelle of Parma Heights, OH
Craig McCoy of Cincinnati, OH
Bob McGinley of Cleveland, OH
Ralph Mullinger of Findlay, OH
Ron Myers of Breckenridge, CO
Thomas Wolf of Columbus, OH
David & Heidi Wooley of Columbus, OH

Welcome Aboard, and thank you all for supporting passenger rail service!

OHIO ASSOCIATION OF RAILROAD PASSENGERS

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

FORWARDING AND
ADDRESS CORRECTION REQUESTED

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

