

# the 6:53

Summer 1993 OHIO ASSOCIATION OF RAILROAD PASSENGERS Special Edition

## Bringing Modern Passenger Trains To Ohio: The Goals, The Benefits, and How Soon?

### THE GOALS

In the Summer of 1993, the state-of-the-art Swedish X2000 and German InterCity Express trains have been showing their sleek lines here in Ohio. The goal of both train displays is to give you, as a traveler and consumer, a taste of what the not-too-distant future could hold for transportation in Ohio.

During their brief visits, these modern passenger trains will demonstrate to many Ohioans what 21st Century travel could be like. Indeed, in each train's country of origin, millions of travelers have already flocked to the 21st Century. Europe has these trains in everyday operation.

Look, touch, and ask questions. Tell us what you think of these trains. Your opinion really does count! That's what OARP is all about...

### THE BENEFITS

What could modern passenger trains do for you and Ohio? Imagine a smooth, quiet ride at high speed in wide, comfortable seats. Amenities on-board, including food and beverage service, telephones, fax machines, and private conference rooms, convert mere travel time into productive time. If you choose to take a nap or read a book, the train's hushed interior will let you do that, too.

On a modern passenger train, travel time is reduced. Orange traffic barrels are never met. Fast trains can take the place of short distance air feeder service to major hubs, thereby

reducing airport congestion and allowing airlines to concentrate on profitable, long-haul routes. Rail fares will be based on the type of seating and on-board services chosen. Accommodations ranging from Economy to First Class are anticipated.

How fast will a trip on a modern train be? From Columbus to Cleveland or Cincinnati, a trip could take an hour and a half. New tracks are not necessary. Most mainlines are well

maintained, to take the punishment of heavy freight trains. However, because new passenger trains will operate at higher speeds, electronic traffic control and signal systems, as well as grade crossing protection should be upgraded. This is important to maximize train performance and maintain public safety.

Modern passenger trains mean business -- and jobs. Ohio is home to 60 manufacturers that directly

supply the railroad industry with a large, continuous flow of steel, heavy machinery, specialty tools, electronic components, and track-related materials.

The trains themselves could even be built here. Talgo, a major international manufacturer of train equipment, has shown interest in Ohio as a location for a North American plant, creating about 1,000 new jobs. Regardless of where the trains are assembled, Ohio will likely play a major role in the production process.



*Ohio Delegation prepares to board  
X2000 tilt-train in Baltimore, Md.  
April 29th, 1993.*

**Continued on Page 2...**

## DOES OHIO HAVE PASSENGER SERVICE?

When high-tech trains come to Ohio to stay, they will be in a position to complement the existing Amtrak rail passenger services which are also being modernized. Sold out conditions frequently exist on trains that serve our state each day. Service expansions will help address these conditions.

### Ohio is currently served by five Amtrak trains:

1. **The LAKE SHORE LIMITED** - Chicago-New York City and Chicago-Boston.  
Ohio stations are Bryan, Toledo, Sandusky, Elyria, and Cleveland.
2. **The CAPITOL LIMITED** - Chicago-Pittsburgh-Washington DC.  
Ohio stations are Toledo, Elyria, Cleveland, and Alliance.
3. **The BROADWAY LIMITED** - Chicago-Philadelphia-New York City.  
Ohio stations are Fostoria, Akron, and Youngstown.
4. **The CARDINAL** - Chicago-Washington DC-New York City.  
Ohio stations are Hamilton, Cincinnati, and Portsmouth (on the Kentucky side).
5. **The LAKE CITIES** - Chicago-Detroit-Toledo.  
At Toledo, it connects with the LAKE SHORE LIMITED to Sandusky, Elyria, and Cleveland.

## HOW SOON COULD THE NEW TRAINS ARRIVE?

Near term improvements in rail travel could provide a foundation for the high-tech trains that are on display. As Ohio's version of the display trains are being built, interim improvements can develop travel markets for the trains of tomorrow:

1. **The LAKE SHORE LIMITED split** - a twofold expansion in the number of trains on the existing route is anticipated by Amtrak for Fall, 1994.
2. **The PENNSYLVANIAN extension** - extending Amtrak's NYC-Pittsburgh PENNSYLVANIAN west to Youngstown and Cleveland can be expected as early as Winter, 1995.
3. **3-C CORRIDOR SERVICE** - multiple daily trains between Cincinnati, Dayton, Columbus, and Cleveland could occur in 3 to 5 years.

## WHAT NEEDS TO BE DONE?

A stronger partnership between the general public, business interests, and government must be forged to create a climate in which rail passenger service can develop. While still at an early stage, such a partnership is maturing. The State of Ohio has created the Railroad Development Fund (RDF) in 1993, financed by users of rail services. Airports and highways have benefited from similar government sponsored programs for several decades. Ohio's RDF, designed to attract funding partners, will begin a new era of investments in rail infrastructure, facilities, and trains. At the federal level, the Clinton Administration is making good on its campaign promise to develop American high speed rail. The new Secretary of Transportation, Federico Pena, has announced the High Speed Rail Development Act of 1993, which is now making its way through Congress.

Initial rail funding levels from both state and federal governments, while representing less than 2% of the subsidies provided to highways and airports, are a real first step in developing modern passenger trains. However, for Ohio to obtain the types of trains on display here in the Summer of 1993, government representatives will need to hear from their constituents -- you. As you look over the trains on display, imagine them in Ohio on a permanent basis. Imagine where you could go on one: to a major sporting event... to a theme park... to a business meeting... to visit relatives and friends. Now, don't JUST imagine - start letting your opinions be known!



## DON'T FORGET THE ICE!

It's a summer full of hot trains - the German built InterCity Express (ICE) will visit Ohio on Saturday, August 14th! You can check it out at the Toledo Amtrak Station from 9am until noon. The photo to the left shows the ICE in Washington DC's Union Station as it's being prepared for the voyage... All Aboard!!

*Photo courtesy of Siemens Corporation.*

### OARP's Statement of Purpose

**OARP exists to encourage and coordinate the efforts of Ohio transportation consumers in developing rail passenger service in Ohio. As a consumer group, we regard the public rail transportation mode as essential for many reasons including its generally superior potential for congestion relief, comfort, resource conservation and compatibility with the newest technologies.**

**We seek to preserve, expand, and improve the present Amtrak as well as commuter rail transit by enlisting the active participation of Amtrak, federal, state, and local officials, and other interested groups. We do not oppose improvements to non-rail forms of transportation. On the contrary, OARP urges that they too be enhanced to improve safety and efficiency while complementing a developed rail passenger system.**

### JOIN US!

Become a dues paying member of OARP and help us sustain our voice for rail passenger concerns! The first year costs only \$15, and includes a subscription to the 6:53. Membership dues are \$20/year thereafter. All contributions to OARP are tax-deductible. To join, simply fill out and mail this coupon, along with a check or money order payable to OARP to: George Bayless, Treasurer, 2422 S. Patterson Blvd, Dayton, OH 45409.

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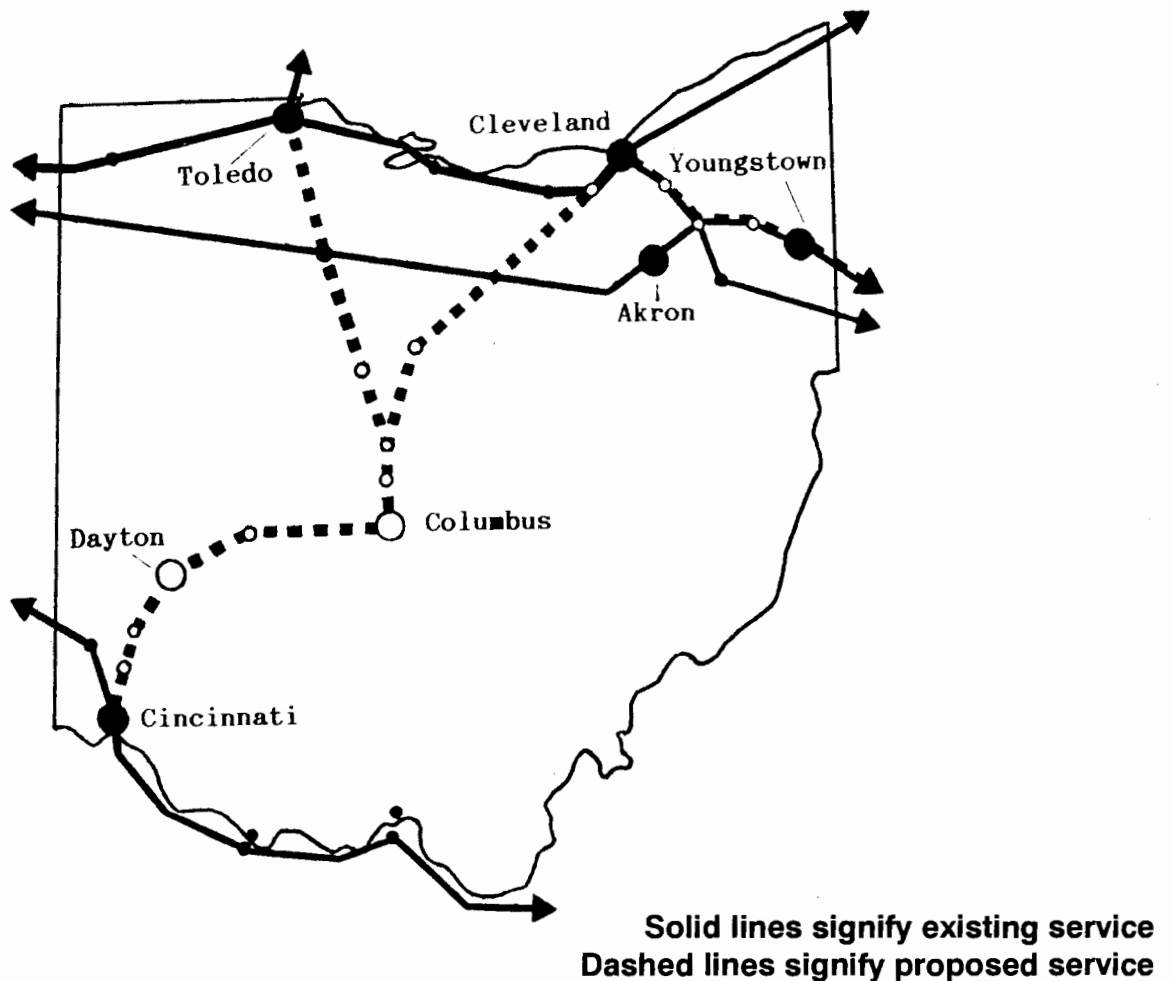
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## Existing & Proposed Passenger Rail Routes Across Ohio



**"Anybody who like trains can't be all bad."**

--Joe Tait, radio voice of the Cleveland Cavaliers

**"I think good rail passenger service would be of great value."**

-- N.E. Lyons, General Electric Co.

**"The missing link is rail passenger service."**

-- State Senator Cooper Snyder (R-14, Hillsboro)

**"Passenger rail remains an indispensable part of the U.S. transportation network, reducing the strain on overburdened highways and airplanes."**

-- Editorial, Cleveland Plain Dealer

This Special Edition of the 6:53 was prepared by J. Howard Harding, Ken Prendergast, and Ken Wilt of the Ohio Association of Railroad Passengers. *Printed on Recycled Paper.*

