



**A conceptual proposal for
East-West Restructured Amtrak services
May 2010**

Executive Summary

All Aboard Ohio issues this report with the goal of it serving as the first vetting of a two-phase approach to expand and improve passenger rail services to Northern Ohio and surrounding states along mostly existing routes. This proposal outlines how the expansion can be done without incurring additional train operating costs.

Specifically, this report evaluates extending Amtrak's Pittsburgh-New York City Pennsylvanian route to Cleveland as the New York section of the Lake Shore Limited. The Lake Shore Limited operates as two combined trains between Chicago and Albany where cars are switched to create or combine two trains – one to Boston and the other to New York City.

This proposal urges that the split occur at Cleveland instead of Albany by extending the Pennsylvanian as the Lake Shore's New York section to Cleveland. As a result, there is no net increase in train-mile operating costs.

The 140 route-miles added between Cleveland and Pittsburgh is offset by subtracting the 141 route-miles of the existing New York section between Albany and New York City. Access to New York City from upstate New York communities is preserved by operating through cars to/from two of the remaining 20 daily Amtrak trains on the New York City-Albany segment.

Phase one of this proposal has the Pennsylvanian extended over the existing route of Amtrak's Capitol Limited between Cleveland and Pittsburgh. This requires expansion of the Cleveland Amtrak station, including new tracks, a wider ADA-compliant platform and a refurbished, ADA-compliant station. These improvements are also needed for other expansions including 3C "Quick Start."

Phase two would route the Pennsylvanian between Cleveland and Pittsburgh via Youngstown, requiring restoration of the Ravenna Connection track. However, the timing of the Cleveland station enhancements and the Ravenna Connection may allow both phases to be completed simultaneously.

Purpose and Need

The timing of this report is relevant to recent and pending actions by Amtrak regarding other routes. Amtrak is undertaking a comprehensive Route Performance Improvement (RPI) analysis of east-west routes through Ohio, including everything from the food served on board to the trains' routes/schedules. However, Amtrak isn't necessarily waiting for certain routes to be subjected to an RPI analysis. The State of Michigan in late April requested Amtrak to initiate a new Chicago-Kalamazoo round trip that might be had without additional state financial support. Similar opportunities may exist in Ohio. This report is suggestive of those.

Travelers in Northern Ohio cities have been asking for more conveniently scheduled trains for years. Existing Chicago-East Coast trains travel across Northern Ohio in the middle of the night and thus are of little or no use to Ohioans. There are two train services across the northern part of the state:

Lake Shore Limited: Chicago-Albany-New York City (Trains #48-49); Chicago-Albany-Boston (Trains #448-449). Ohio stations served: Bryan, Toledo, Sandusky, Elyria and Cleveland.

Capitol Limited: Chicago-Pittsburgh-Washington D.C. (Trains #29-30). Ohio stations served: Toledo, Sandusky, Elyria, Cleveland and Alliance.

These trains are scheduled to arrive westbound in Chicago in the morning to make connections to Midwest short-distance corridor and western long-haul trains. In the eastbound direction, they are scheduled to leave Chicago in the evening to make connections from Midwest short-distance corridor and western long-haul trains. The Lake Shore Limited provides passengers connecting in Chicago access to/from New York State and New England. The Capitol Limited provides passengers connecting in Chicago to/from Pennsylvania and the Mid-Atlantic.

That leaves most Ohio cities with the worst possible departure times – between the hours of midnight and 6 a.m. which prevents developing a ridership market and thus a constituency for future expansion. There is local and state interest in more/faster trains on several short-distance markets: Cleveland-Toledo, Cleveland-Buffalo and Cleveland-Pittsburgh. Having a conveniently scheduled long-distance train has often served as the foundation for future expansions in other short-distance markets around the country (Cascades, Piedmont, Capitol, etc).

Overview

Under this proposal, the Lake Shore Limited and the Capitol Limited would serve new roles that are much different from the other. The restructured

and combined Lake Shore-Pennsylvanian would be the train to guarantee connections at Chicago to/from New York state, New England, Pennsylvania and the Mid-Atlantic via connections at Philadelphia. This would also restore through service between Chicago and cities east of Pittsburgh in Pennsylvania and New Jersey for the first time since 2005.

Meanwhile, the Capitol Limited would be operated as a train of independent utility, linking the Midwest to the East Coast. Yet it would still make many connections at Chicago and Washington DC to short- and long-haul services. This could also allow Amtrak to operate this train with two trainsets per day instead of three, possibly freeing up a set to offer a daily Cardinal (Chicago-Cincinnati-Washington DC-New York) which now operates thrice-weekly.

For Northern Ohio, the effect is profound. The new roles for the Lake Shore Limited and Capitol Limited allow the trains to operate on schedules with a much broader time separation from each other on the shared portions of their routes between Cleveland and Chicago. That allows more convenient departure times to be offered at cities like South Bend, Toledo and Cleveland. Plus, it also allows daytime services east of Cleveland to Buffalo and Pittsburgh. And, by offering a second round trip between Cleveland and Pittsburgh, Amtrak would not have to take away a train (the Capitol Limited) from Alliance to open up the shorter, more populous Youngstown route.

Phase One:

Lake Shore Limited & Pennsylvanian restructuring: This restructuring involves extending the Pennsylvanian (NYP-PGH) from Pittsburgh to Cleveland and turning it into the New York section of the Lake Shore Limited. It would split off from the Boston section at Cleveland, instead of at Albany. The Boston section would stay on its current route and preserve direct service from Massachusetts and New York state to/from Chicago.

The only section to see new train service, between Cleveland and Pittsburgh (140 route miles), is paid for by replacing the Albany-New York City (141 route miles) section of the Lake Shore Limited with already existing Empire Service trains #233/244. This can be accomplished by offering either a cross-platform connection or through car(s) at Albany with the Chicago-Boston section of the Lake Shore Limited.

Under this restructuring, no cities will lose rail access service while several long-distance markets gain service. Two important short-distance corridors gain more convenient service to support local interest in future expansion.

It restores through train service between New Jersey and Pennsylvania cities (Newark, Trenton, Philadelphia, Harrisburg, Altoona, Johnstown and others) and Ohio, Indiana and Illinois cities (Cleveland, Toledo, Waterloo/Fort Wayne, South Bend, Chicago and others). As proposed in the attached schedules, this change will also offer reliable connections between the Eastern cities to/from western long-haul trains and Midwest corridor trains at Chicago.

Schedule changes: Modifications to existing schedules are required. The westbound schedule of the Pennsylvanian would stay the same but the eastbound schedule would be moved two hours later. Meanwhile the Boston section of the Lake Shore Limited would stay on its current schedule eastbound while the westbound schedule would be moved about three hours earlier. To accommodate this westbound schedule change, Empire Corridor train #283 is proposed to depart New York three hours later in the Lake Shore's current time slot.

Capital costs: The only capital cost envisioned for this Phase One restructuring is at Cleveland station to increase its capacity and ADA compliance. See additional documentation including a site map and capital cost estimates (summary: estimated total is \$12.4 million).

Note that most of the Cleveland station enhancements have already been proposed by Amtrak. These include platform, station and pathway improvements for ADA compliance, as well as track upgrades to accommodate expanded services, namely for the 3C "Quick Start." However all of these components will likely be needed for this proposed restructuring of the Lake Shore/Pennsylvanian.

Two additional capital improvements are proposed: lengthening the existing platform by 300 feet and adding a 1,500-foot-long passenger siding to facilitate switching passenger cars to assemble or disassemble the two sections of the Lake Shore/Pennsylvanian.

Taken together, these investments position the Cleveland station to handle the Lake Shore/Pennsylvanian as well as future expansions. And just as importantly, existing and future train services would be able to converge on the Cleveland station at the same time without waiting on the mainline and blocking freight train traffic to access what has been a single-track station facility.

Phase two federal stimulus funding or excess stimulus funds from underbid phase one projects elsewhere in Ohio might be secured if engineering and environmental documentation (likely a Categorical Exclusion) is promptly conducted. Otherwise federal Passenger Rail Investment & Improvement Act (PRIIA) funding, Transportation Enhancement might be secured, requiring a 20 percent local match (municipal, Amtrak, Ohio Rail

Development Commission, Ohio Department of Development etc). This would also require the completion of engineering and environmental documentation before a funding application is submitted to the Federal Railroad Administration by a municipality, a Metropolitan Planning Organization or other project sponsor.

Capitol Limited rescheduling: Because the above change would result in an entirely overnight schedule between Cleveland and Chicago, the Capitol Limited could be rescheduled on a counter schedule as the flagship train between the Midwest/Great Lakes and the East Coast/Mid-Atlantic.

Amtrak may reschedule the Capitol Limited so it requires only two sets of equipment instead of three. That would probably mean it would be operated in a manner that makes it less dependent on other connecting services, such as the western long-hauls. That responsibility could now fall on the restructured Lake Shore Limited-Pennsylvanian. Also, by using one less trainset per day may allow Amtrak to operate daily the thrice-weekly Cardinal (Chicago-Cincinnati-Washington DC-New York).

Phase Two:

Youngstown route – This involves a minor modification of the restructured Lake Shore Limited-Pennsylvanian by routing the New York section via Youngstown, Ohio between Cleveland and Pittsburgh. This shorter, more populous route would likely not increase operating costs. Currently, the only intact rail corridor between Cleveland and Pittsburgh is an all-Norfolk Southern routing via Alliance used by the Capitol Limited. Initially, if the restructured Lake Shore Limited-Pennsylvanian is desired to happen quickly, it could follow this NS route but without stopping at Alliance so Amtrak does not have to give a train to a city only to take it away from it soon thereafter.

Ohio should work jointly with Amtrak to identify capital funding necessary to restore a 1-mile NS-CSX track connection in Ravenna abandoned in the mid-1980s. The capital cost for this connection is perhaps \$10 million, including a Ravenna-Kent-Akron station to be built on the track connection. Also necessary are the restoration of the Amtrak facilities at the Youngstown B&O station and the provision of a station at New Castle on the north end of the Amtrak-built track connection linking CSX-NS. The Amtrak track connection, built in 1994, is in good condition and is used as a interline freight transfer track.

But the Ravenna Connection is the missing link which prevents Cleveland-Pittsburgh passenger trains from traveling over the more populous Youngstown route. Otherwise, trackage and signalization via Youngstown is

high quality – CSX’s New Castle Sub (Ravenna, OH-New Castle, PA; ~50 miles) and NS’s Youngstown Line (New Castle-Rochester, PA; ~22 miles). This route hosted Amtrak’s Three Rivers as recently as 2005 and has since seen further investments by CSX and NS. The Youngstown route is five miles shorter than the Alliance route.

While Alliance is at the extreme eastern edge of the Canton-Massillon MSA (406,934 population), a station in downtown Youngstown (such as the former B&O Station which Amtrak served) is at the geographic center of the larger Youngstown-Warren-Sharon MSA (594,746 population). The Youngstown-Warren-Sharon MSA is showing strong signs of recovery from the Great Recession, with 10,000 to 20,000 new or recovered jobs announced for the coming year. Canton-Alliance continues to struggle.

Implementation Timeline:

May 2010: Amtrak opts to review this proposal as part of its RPI of existing east-west routes. Options are considered within the context of draft/final State Rail Plans, Amtrak’s route review analyses and the Ohio Hub Programmatic Environmental Impact Study.

Summer 2010: Project sponsors for the Phase One Cleveland station and Phase Two Ravenna Connection submit applications for funding to the Ohio Rail Development Commission. Amtrak conducts market analysis, evaluates equipment needs and crew assignments, and negotiates with host railroads for service restructuring suggested here.

Throughout 2011: Construction of Phase One and possibly Phase Two elements.

Early 2012: Expanded and enhanced Cleveland station opens. Amtrak introduces restructured Lake Shore/Pennsylvanian but initially on the Alliance route however the new train does not stop in Alliance.

Summer-Fall 2012: Ravenna Connection opens and the Amtrak facilities at Youngstown B&O Station are reactivated. Restructured Lake Shore/Pennsylvanian operates via Youngstown.

All Aboard Ohio
May 2010

East-West restructured services - EXISTING



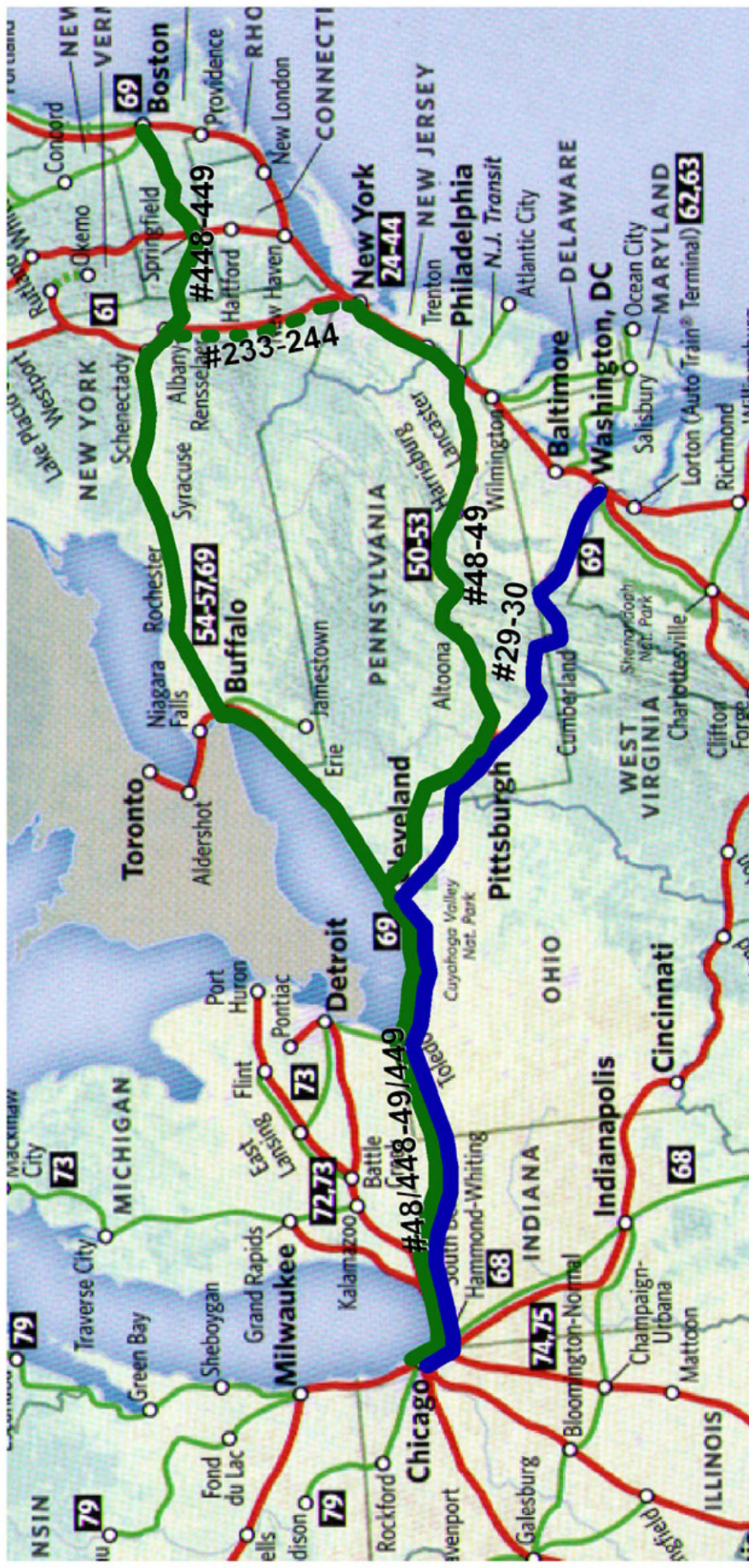
- Lake Shore Limited (Trains #48/448-49/449) CHI-CLE-BUF-ALB-NYP/CHI-CLE-BUF-ALB-BOS
- Capitol Limited (Trains #29-30) CHI-CLE-PGH-WDC
- Pennsylvanian (Trains #42-43) PGH-PHL-NYP

East-West restructured services - PHASE 1



- Lake Shore Limited/Pennsylvanian (Trains #48/448-49/449)
- CHI-CLE-BOS/CHI-CLE-PGH-PHL-NYP
- ... Capitol Limited (Trains #29-30) CHI-CLE-PGH-WDC
- ... Empire Service (Trains #233-244) ALB-NYP

East-West restructured services - PHASE 2



- Lake Shore Limited/Pennsylvanian (Trains #48/448-49/449)
CHI-CLE-BUF-ALB-BOS/CHI-CLE-PGH-PHL-NYP
- Capitol Limited (Trains #29-30) CHI-CLE-PGH-WDC
- ... Empire Service (Trains #233-244) ALB-NYP

PHASE ONE-Changes effective April. 30, 2012

Boston • New York • Washington • Pittsburgh • Cleveland • Toledo • Chicago

49	233-449	449	29			◀ Train Number ▶		30	448	448-244	48
Daily	Daily	Daily	Daily			◀ Days of Operation ▶		Daily	Daily	Daily	Daily
Read	Down			Miles						Read	Up
		9 30A		0	Dp	Boston, MA South Station	Ar		9 25P		
10 50A	12 15P			0	Dp	New York, NY Penn Station	Ar			6 45P	7 25P
11 07A				10	Dp	Newark, NJ	Dp				7 00P
11 44A				58	Dp	Trenton, NJ	Dp				6 21P
12 12P				91	Ar	Philadelphia, PA 30th Street Station	Dp				5 50P
12 42P					Dp		Ar				5 15P
1 12P				110	Dp	Paoli, PA	Dp				4 44P
1 52P				159	Dp	Lancaster, PA	Dp				4 00P
2 06P				177	Dp	Elizabethtown, PA	Dp				3 43P
2 26P				195	Ar	Harrisburg, PA 30th Street Station	Dp				3 25P
2 36P					Dp		Ar				3 10P
3 46P				256	Dp	Lewistown, PA	Dp				1 34P
4 22P				293	Dp	Huntingdon, PA	Dp				12 57P
4 48P				313	Dp	Tyrone, PA	Dp				12 30P
5 06P				327	Dp	Altoona, PA	Dp				12 14P
6 00P				366	Dp	Johnstown, PA	Dp				11 19A
6 41P				403	Dp	Latrobe, PA	Dp				10 36A
6 52P				*413	Dp	Greensburg, PA	Dp				10 26A
						Washington, DC Union Station	Ar	12 00P			
			6 15P	0	Dp						
			6 40P	16	Dp	Rockville, MD	Dp	11 00A			
			7 27P	55	Dp	Harpers Ferry, WV	Dp	10 15A			
			7 56P	74	Dp	Martinsburg, WV	Dp	9 50A			
			9 25P	146	Dp	Cumberland, MD	Dp	8 21A			
			11 48P	239	Dp	Connellsville, PA	Dp	5 49A			
8 05P			1 49A	299	Ar	Pittsburgh, PA Penn Station	Dp	4 10A			9 45A
8 25P			2 00A	*444	Dp		Ar	3 55A			9 25A
NOTE1				491	Dp	New Castle, PA	Dp				NOTE1
NOTE1				509	Dp	Youngstown, OH	Dp				NOTE1
NOTE1			3 40A	528	Dp	Alliance, OH	Dp	1 55A			NOTE1
NOTE1			---	542	Dp	Ravenna, OH	Dp	---			NOTE1
11 20P	11 35P	11 35P	4 54A	584	Ar	Cleveland, OH Lakefront Station	Dp	12 44A	6 05A	6 05A	6 15A
12 35A	12 35A	12 35A	5 00A		Dp		Ar	12 35A	5 05A	5 05A	5 05A
1 08A	1 08A	1 08A	5 30A	609	Dp	Elyria, OH	Dp	12 05A	4 11A	4 11A	4 11A
1 45A	1 45A	1 45A	6 03A	644	Dp	Sandusky, OH	Dp	11 30P	3 32A	3 32A	3 32A
2 50A	2 50A	2 50A	7 09A	691	Ar	Toledo, OH MLK Plaza Station	Dp	10 39P	2 40A	2 40A	2 40A
3 20A	3 20A	3 20A	7 23A		Dp		Ar	10 29P	2 10A	2 10A	2 10A
4 10A	4 10A	4 10A	---	745	Dp	Bryan, OH	Dp	---	1 00A	1 00A	1 00A
4 38A	4 38A	4 38A	8 37A	770	Dp	Waterloo, IN-Ft Wayne	Dp	9 13P	12 35A	12 35A	12 35A
5 30A	5 30A	5 30A	9 30A	823	Dp	Elkhart, IN	Dp	8 19P	11 42P	11 42P	11 42P
5 54A	5 54A	5 54A	9 52A	840	Dp	South Bend, IN	Dp	7 59P	11 19P	11 19P	11 19P
7 00A	7 00A	7 00A	10 46A	924	Ar	Chicago, IL Union Station	Dp	5 30P	8 50P	8 50P	8 50P

NOTE1 – Trains #48/49 are temporarily routed via Alliance without stopping until the Ravenna Connection track is built.

PHASE ONE-Changes effective April 30, 2012

Boston • New York • Albany • Buffalo • Cleveland • Toledo • Chicago

49	233-449	449	29			◀ Train Number ▶		30	448	448-244	48
Daily	Daily	Daily	Daily			◀ Days of Operation ▶		Daily	Daily	Daily	Daily
Read	Down			Miles						Read	Up
		9 30A		0	Dp	Boston, MA South Station	Ar		9 25P		
		9 35A		1	Dp	Boston, MA -Back Bay Sta	Dp		9 18P		
		10 03A		21	Dp	Framingham, MA	Dp		7 50P		
		10 33A		44	Dp	Worcester, MA	Dp		7 12P		
		11 50A		98	Dp	Springfield, MA	Dp		6 08P		
		1 11P		150	Dp	Pittsfield, MA	Dp		4 44P		
10 50A	12 15P			0	Dp	New York, NY Penn Station	Ar			6 45P	7 25P
	12 59P			*33	Dp	Croton-Harmon, NY	Dp			5 55P	
	2 45P	3 10P		*141	Ar	Albany, NY	Dp		3 35P	4 15P	
	3 43P	3 43P		199	Dp	Rensselaer Station	Ar		3 05P	3 05P	
	4 09P	4 09P		*159	Dp	Schenectady, PA	Dp		2 15P	2 15P	
	---	---		177	Dp	Amsterdam, NY	Dp		---	---	
	5 22P	5 22P		237	Dp	Utica, NY	Dp		12 57P	12 57P	
	---	---		250	Dp	Rome, NY	Dp		---	---	
	6 19P	6 19P		291	Dp	Syracuse, NY	Dp		11 53A	11 53A	
	7 38P	7 38P		370	Dp	Rochester, NY	Dp		10 23A	10 23A	
	8 33P	8 33P		431	Ar	Buffalo, NY	Dp		9 23A	9 23A	
	8 37P	8 37P			Dp	Depew Station	Ar		9 13A	9 13A	
	10 14P	10 14P		524	Dp	Erie, PA	Dp		7 37A	7 37A	
				6 15P	0	Dp	Washington, DC Union Station	Ar	12 00P		
11 20P	11 35P	11 35P	4 54A	618	Ar	Cleveland, OH	Dp	12 44A	6 05A	6 05A	6 15A
12 35A	12 35A	12 35A	5 00A		Dp	Lakefront Station	Ar	12 35A	5 05A	5 05A	5 05A
1 08A	1 08A	1 08A	5 30A	643	Dp	Elyria, OH	Dp	12 05A	4 11A	4 11A	4 11A
1 45A	1 45A	1 45A	6 03A	678	Dp	Sandusky, OH	Dp	11 30P	3 32A	3 32A	3 32A
2 50A	2 50A	2 50A	7 09A	725	Ar	Toledo, OH	Dp	10 39P	2 40A	2 40A	2 40A
3 20A	3 20A	3 20A	7 23A		Dp	MLK Plaza Station	Ar	10 29P	2 10A	2 10A	2 10A
4 10A	4 10A	4 10A	---	779	Dp	Bryan, OH	Dp	---	1 00A	1 00A	1 00A
4 38A	4 38A	4 38A	8 37A	804	Dp	Waterloo, IN-Ft Wayne	Dp	9 13P	12 35A	12 35A	12 35A
5 30A	5 30A	5 30A	9 30A	857	Dp	Elkhart, IN	Dp	8 19P	11 42P	11 42P	11 42P
5 54A	5 54A	5 54A	9 52A	875	Dp	South Bend, IN	Dp	7 59P	11 19P	11 19P	11 19P
7 00A	7 00A	7 00A	10 46A	959	Ar	Chicago, IL Union Station	Dp	5 30P	8 50P	8 50P	8 50P

Darker-shaded columns are services created by extending routes of existing trains a short distance so they can connect with other existing trains.

Lighter-shaded columns are services that are rescheduled on their existing routes to connect with other existing trains.

Columns with no shading are existing services with little or no modifications.

PHASE TWO-Changes effective Oct. 1, 2012

Boston • New York • Washington • Pittsburgh • Cleveland • Toledo • Chicago

49	233-449	449	29			◀ Train Number ▶		30	448	448-244	48
Daily	Daily	Daily	Daily			◀ Days of Operation ▶		Daily	Daily	Daily	Daily
Read	Down			Miles						Read	Up
		10 00A		0	Dp	Boston, MA South Station	Ar		9 25P		
10 50A	12 15P			0	Dp	New York, NY Penn Station	Ar			6 45P	7 15P
11 07A				10	Dp	Newark, NJ	Dp				6 50P
11 44A				58	Dp	Trenton, NJ	Dp				6 11P
12 12P				91	Ar	Philadelphia, PA 30th Street Station	Dp				5 40P
12 42P					Dp		Ar				5 05P
1 12P				110	Dp	Paoli, PA	Dp				4 34P
1 52P				159	Dp	Lancaster, PA	Dp				3 50P
2 06P				177	Dp	Elizabethtown, PA	Dp				3 33P
2 26P				195	Ar	Harrisburg, PA 30th Street Station	Dp				3 15P
2 36P					Dp		Ar				3 00P
3 46P				256	Dp	Lewistown, PA	Dp				1 24P
4 22P				293	Dp	Huntingdon, PA	Dp				12 47P
4 48P				313	Dp	Tyrone, PA	Dp				12 20P
5 06P				327	Dp	Altoona, PA	Dp				12 04P
6 00P				366	Dp	Johnstown, PA	Dp				11 09A
6 41P				403	Dp	Latrobe, PA	Dp				10 26A
6 52P				*413	Dp	Greensburg, PA	Dp				10 16A
						Washington, DC Union Station	Ar	12 00P			
			6 15P	0	Dp						
			6 40P	16	Dp	Rockville, MD	Dp	11 00A			
			7 27P	55	Dp	Harpers Ferry, WV	Dp	10 15A			
			7 56P	74	Dp	Martinsburg, WV	Dp	9 50A			
			9 25P	146	Dp	Cumberland, MD	Dp	8 21A			
			11 48P	239	Dp	Connellsville, PA	Dp	5 49A			
8 05P			1 49A	299	Ar	Pittsburgh, PA Penn Station	Dp	4 10A			9 35A
8 25P			2 00A	*444	Dp		Ar	3 55A			9 15A
9 40P				491	Dp	New Castle, PA	Dp				7 50A
9 55P				509	Dp	Youngstown, OH	Dp				7 35A
			3 40A	528	Dp	Alliance, OH	Dp	1 55A			
10 30P			---	542	Dp	Ravenna, OH	Dp	---			7 00A
11 25P	11 35P	11 35P	4 54A	579	Ar	Cleveland, OH Lakefront Station	Dp	12 44A	6 05A	6 05A	6 15A
12 35A	12 35A	12 35A	5 00A		Dp		Ar	12 35A	5 05A	5 05A	5 05A
1 08A	1 08A	1 08A	5 30A	604	Dp	Elyria, OH	Dp	12 05A	4 11A	4 11A	4 11A
1 45A	1 45A	1 45A	6 03A	639	Dp	Sandusky, OH	Dp	11 30P	3 32A	3 32A	3 32A
2 50A	2 50A	2 50A	7 09A	686	Ar	Toledo, OH MLK Plaza Station	Dp	10 39P	2 40A	2 40A	2 40A
3 20A	3 20A	3 20A	7 23A		Dp		Ar	10 29P	2 10A	2 10A	2 10A
4 10A	4 10A	4 10A	---	740	Dp	Bryan, OH	Dp	---	1 00A	1 00A	1 00A
4 38A	4 38A	4 38A	8 37A	735	Dp	Waterloo, IN-Ft Wayne	Dp	9 13P	12 35A	12 35A	12 35A
5 30A	5 30A	5 30A	9 30A	818	Dp	Elkhart, IN	Dp	8 19P	11 42P	11 42P	11 42P
5 54A	5 54A	5 54A	9 52A	835	Dp	South Bend, IN	Dp	7 59P	11 19P	11 19P	11 19P
7 00A	7 00A	7 00A	10 46A	919	Ar	Chicago, IL Union Station	Dp	5 30P	8 50P	8 50P	8 50P

NOTE – See maps and descriptions of changes to schedules, routes and their potential capital improvement requirements.

Equipment/trainset usage

EXISTING

Lake Shore Limited (#48/448)

ALB-NYP										ALB-BOS									
BAGG	SLEEP	SLEEP	SLEEP	DINER	COACH	COACH	COACH	COACH	COACH	CAFE	COACH	COACH	SLEEP	SLEEP	BAGG	LOCO	LOCO		

Lake Shore Limited (#49/449)

NYP-ALB										BOS-ALB									
BAGG	SLEEP	SLEEP	SLEEP	DINER	COACH	COACH	COACH	COACH	COACH	CAFE	COACH	COACH	SLEEP	SLEEP	BAGG	LOCO	LOCO		

NOTES: Three of these sets are needed daily;

#48/49 uses a dual-mode locomotive (P32AC-DM) between ALB-NYP;

#48/49 adds one coach per direction during peak travel periods.

Pennsylvanian (#42/44)

CAFE	COACH	COACH	COACH	COACH	LOCO
------	-------	-------	-------	-------	------

Pennsylvanian (#43)

CAFE	COACH	COACH	COACH	LOCO
------	-------	-------	-------	------

NOTE: Two of these sets are needed daily;

#42/43/44 uses a P42DC diesel locomotive west of PHL and an AEM7 electric locomotive east of PHL;

#42/43/44 adds one coach per direction during peak travel periods.

Equipment/trainset usage

PROPOSED

Lake Shore Limited (#448-244)

SLEEP COACH COACH CAFE COACH COACH SLEEP BAGG LOCO LOCO

Lake Shore Limited (#449-233)

SLEEP COACH COACH CAFE COACH COACH SLEEP BAGG LOCO LOCO

NOTES: #448/449 to use three trainsets as shown above;
#448/449 transfers one sleeper and two coaches to/from #233/244 at ALB;
#448/449 to add one coach during peak travel periods.

Pennsylvanian (#48)

BAGG SLEEP SLEEP DINER COACH COACH CAFE COACH COACH LOCO LOCO

Pennsylvanian (#49)

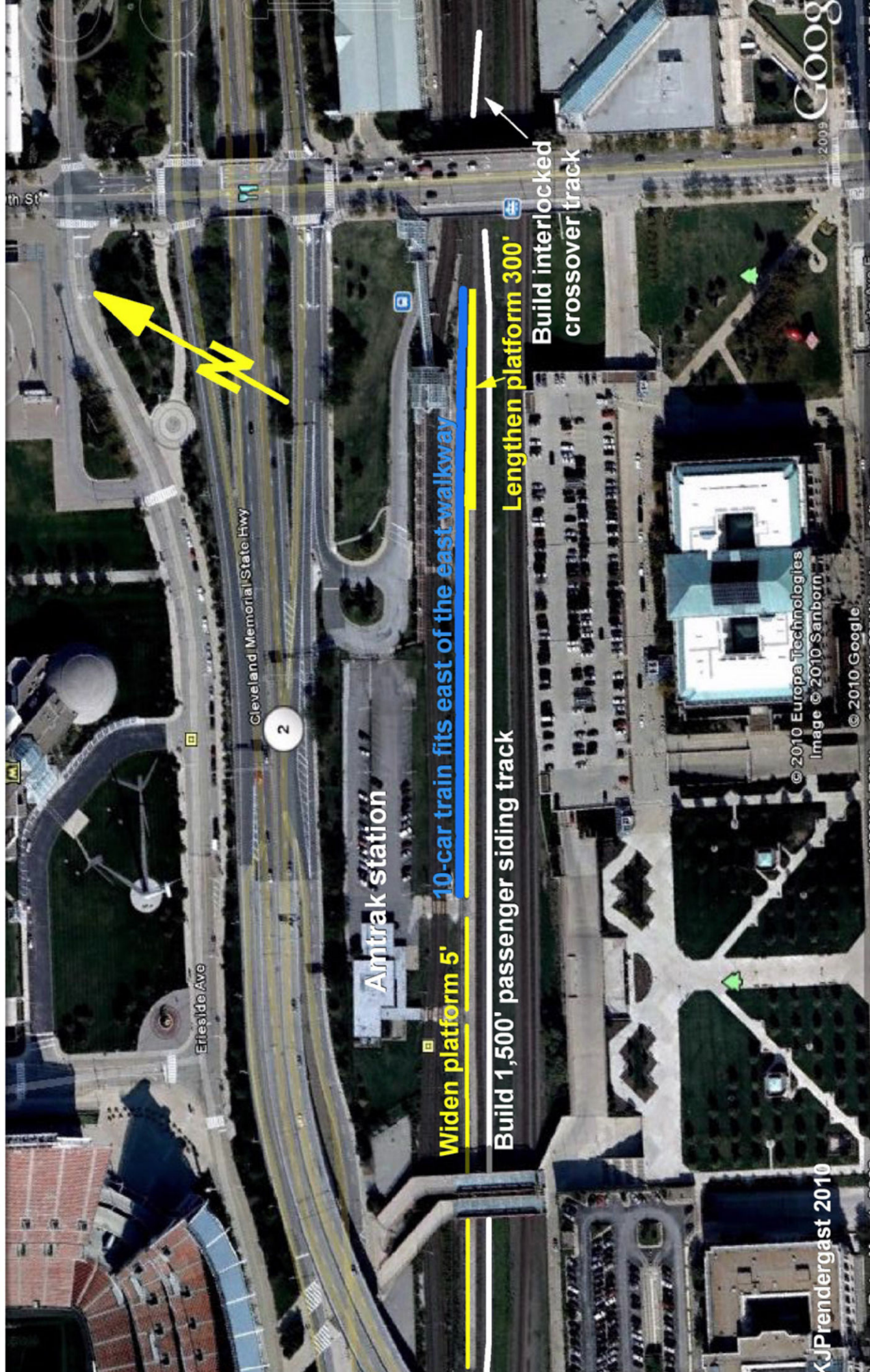
BAGG SLEEP SLEEP DINER COACH COACH CAFE COACH COACH LOCO LOCO

NOTES: #48/49 to use three trainsets as shown above;
#48/49 to pick-up/set-out two CLE-NYP locomotives, two coaches and one cafe car overnight at CLE;
#48/49 to pick-up/set-out one or two PHL-NYP AEM7 electric locomotive(s) at PHL;
#48/49 to add one coach during peak travel periods.

Equipment needed/surplus

-  SURPLUS: One short-distance coach from #42/43/44 left over; could be kept at CLE as emergency spare.
-  COACH
-  LOCO
- NEEDED: One locomotive for CLE-NYP.

Cleveland station expansion



Cleveland station expansion

Potential capital costs

Station site enhancements ¹	\$1,908,000
Extend water, steam, 480v lines ²	\$ 50,000
Connecting track upgrades ³	\$1,000,000
Widen and lengthen platform ⁴	\$1,966,000
Build 1,500-foot-long siding ⁵	\$2,600,000
Build crossover track ⁶	<u>\$2,000,000</u>
Subtotal	\$9,524,000
Add 30% contingency	<u>\$2,857,200</u>
TOTAL	\$12,381,200

The above total includes about \$742,872 for engineering and environmental documentation.

1 = Amtrak's estimated cost for ADA and state of good repair improvements to the Amtrak station facility and pathways. SOURCE: "Intercity Rail Stations Served by Amtrak - A Report on Accessibility and Compliance with the Americans With Disabilities Act of 1990"; Feb. 1, 2009.

2= Estimate based on Amtrak ARRA-funded project summaries by state, Sept. 30, 2009.

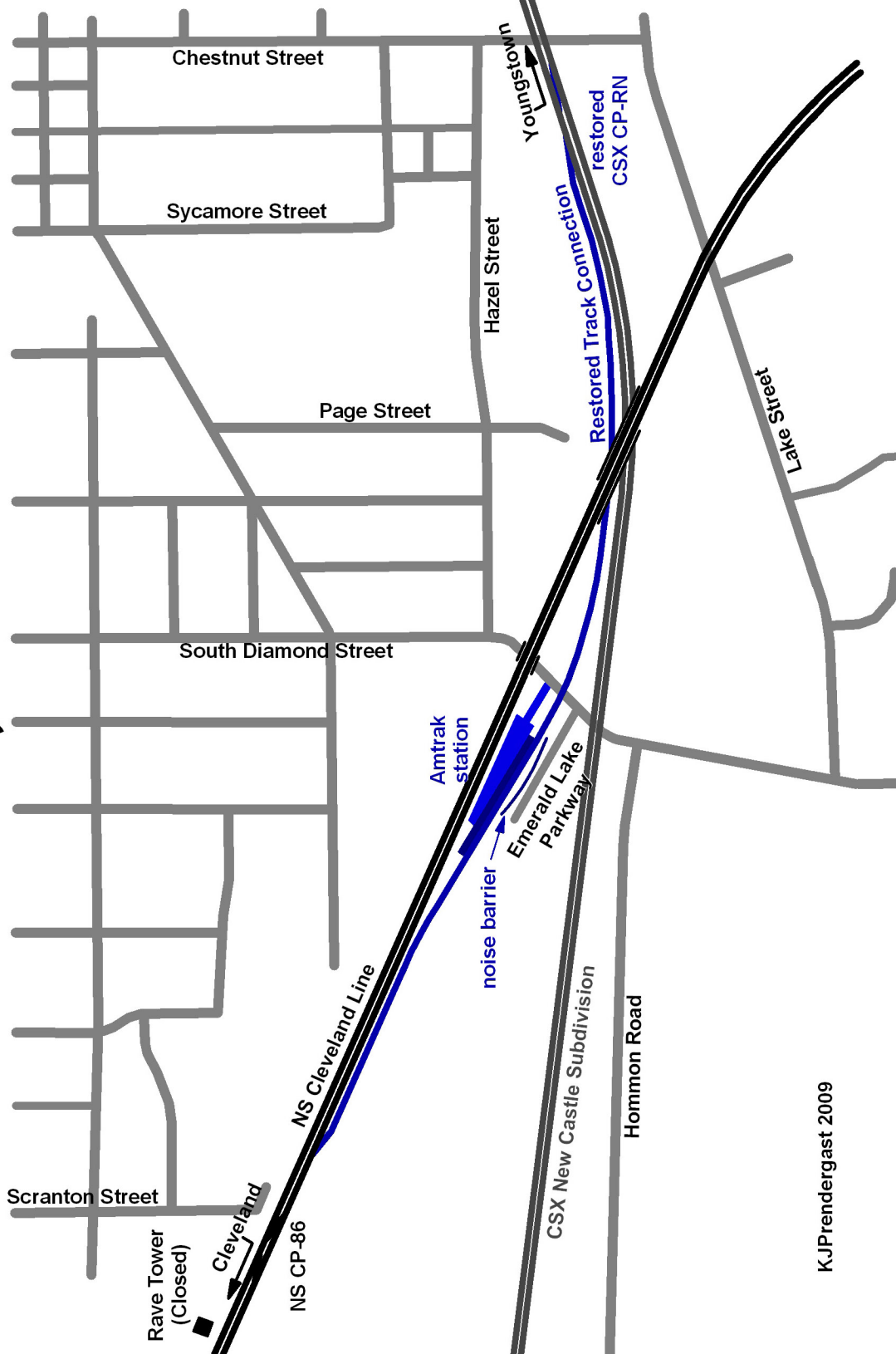
3 = Placeholder cost for upgrading 0.9-mile of the connecting track (often called Track 44) from the Drawbridge to CP181 to mainline standards including new continuous welded rails (CWR), ties, ballast and surfacing. Data is based on information from Amtrak's 3C "Quick Start" preliminary engineering report.

4 = Amtrak's estimated cost for ADA and state of good repair improvements to the Amtrak station platform. SOURCE: "Intercity Rail Stations Served by Amtrak - A Report on Accessibility and Compliance with the Americans With Disabilities Act of 1990"; Feb. 1, 2009. The existing concrete platform does not meet current ADA standards as it lacks a tactile edge and is not 8 inches above the rail of the track(s) it serves. Thus, the 1,200-foot-long platform is proposed to be resurfaced and widened about 5 feet to the connecting track and lengthened by 300 feet with it narrowing to 10 feet wide at the eastern end for a total of 9,750 square feet or about 14,625 cubic feet. The cost is assumed to be \$2.78 (round to \$3) per cubic foot of concrete for a total of \$43,875 (round to \$50,000) and added to Amtrak's estimate of \$1,916,000 for ADA compliance.

5 = Placeholder cost for a new 1,500-foot-long passenger siding track is proposed to be built on the former CSX #2 main track removed in the early 2000s. Siding track is proposed to be built with new or relay CWR, ties, ballast and surfacing, with interlocked No. 15 turnouts at both ends.

6 = Placeholder cost for an interlocked crossover with No. 20 turnouts east of the station between the connecting track and CSX's #1 main track.

Ravenna, Ohio 2010?



Ravenna Connection track

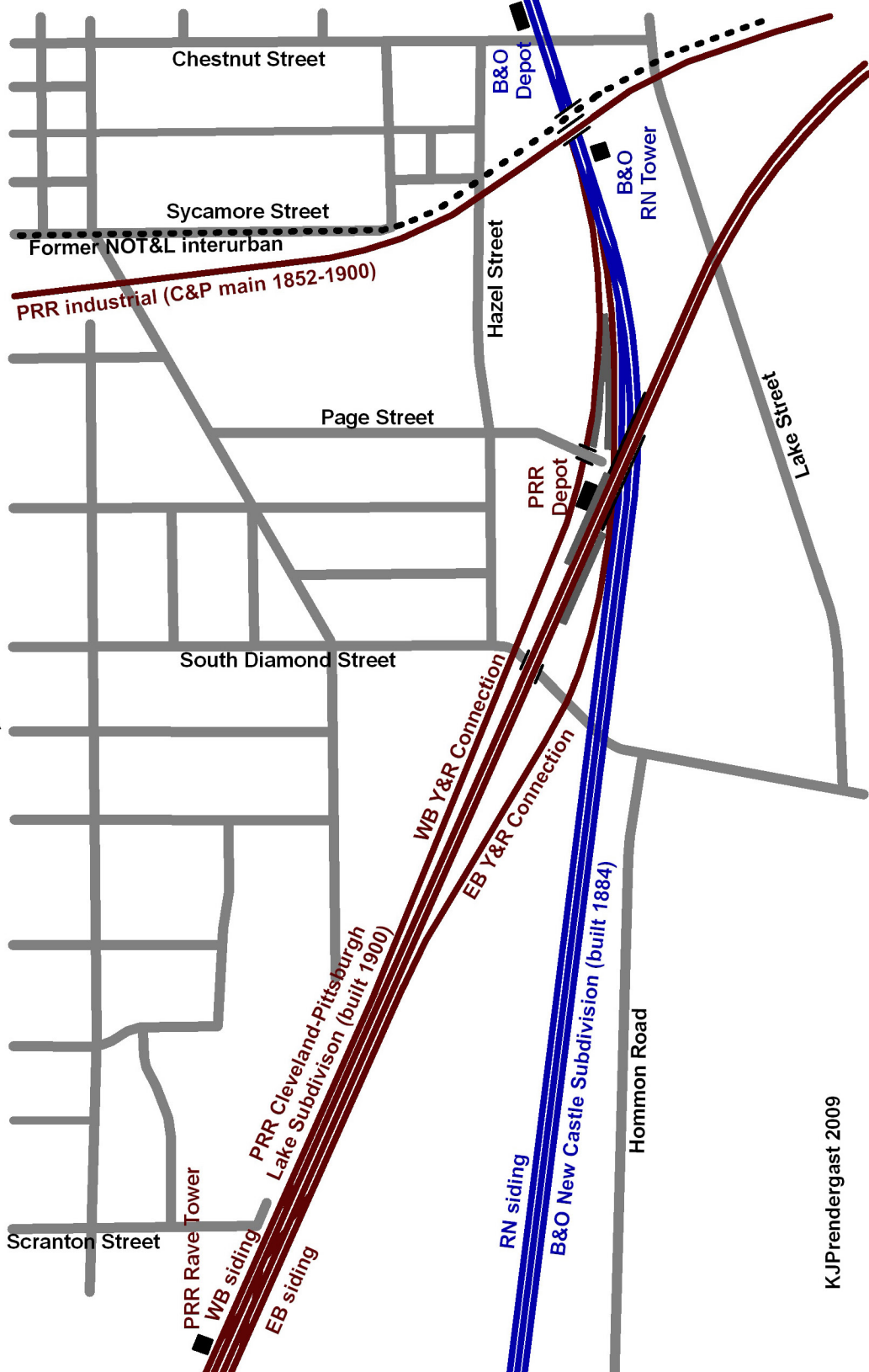
Potential capital costs

Property acquisition - 5400 ft. x 100 ft. width = 540,000 ft2 or approximately 12.5 acres (price based on listings for other industrial properties of similar size in Portage County, Ohio in 2009)	\$ 250,000
Clearing/re-grading - 5400 ft. x 100 ft. width = 540,000 ft2 or approximately 12.5 acres @ \$3,600/acre	\$ 45,000
Rail - 10800 ft. new 132# CWR, incl. labor, hardware etc. = 286 tons. Use 289 @ \$900/ton. . .	\$ 260,000
Ties - 1.03 miles x 3,300/mile = 3399. Use 3,400 ties @ \$50 each incl. labor, etc.	\$ 170,000
Ballast - 15,000 tons @ \$22/ton	\$ 330,000
Two #20 interlocked turnouts with attendant signalization @ \$750,000 at each end of track connection	\$1,500,000
Crossover with #20 turnouts at restored CSX RN interlocking with attendant signalization	\$1,500,000
Noise barrier 500 ft. long, 14 ft. high @ \$350 per linear ft. with landscaping between connection track at new station and Emerald Lake condos	\$ 175,000
Enhanced grade crossing safety devices at Diamond Street on connection and CSX to permit Quiet Zone	\$ 500,000
Train station facility, including property acquisition, concrete driveway and bus loop, asphalt parking lot for 20 cars, station shelter, 550-foot, 8" ATR concrete platform, lighting and landscaping	<u>\$2,000,000</u>
SUBTOTAL	\$6,730,000
30% contingency	<u>\$2,019,000</u>
SUBTOTAL	\$8,749,000
5% engineering	<u>\$ 437,500</u>
TOTAL	\$9,186,500

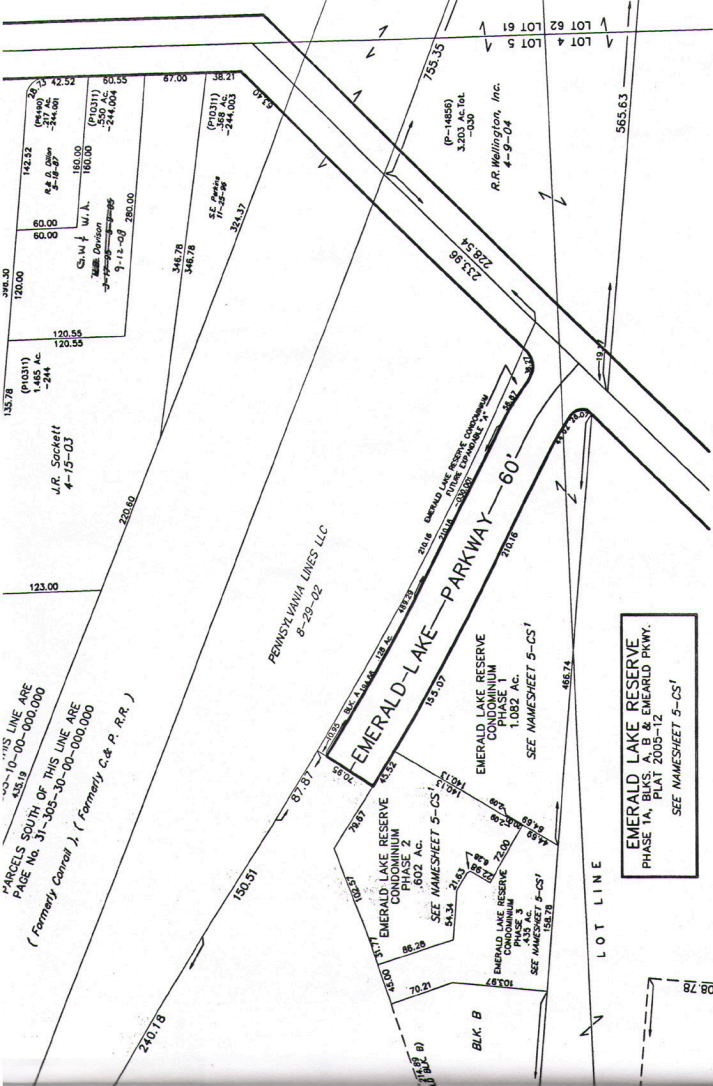
Ravenna, Ohio 1990



Ravenna, Ohio 1960



PARCELS SOUTH OF THIS LINE ARE
PAGE No. 31-305-30-00-000,000
(Formerly Corral), (Formerly C & P. R.R.)



[illegible]

Business Information

Total Row Count in Report - 1

Row(s) 1 - 1

Business Name	Charter / Registration Number	Type	Original Filing Date	Status	Location / County / State
R. R. WELLINGTON, INC.	1422947	Corporation For Profit	Nov 12 2003	Active	Tallmadge Summit

Agent Contact Information

Agent Name	Agent Address	City	State	Zip	Effective Date	Contact Status
Robert A. Antrobis	1145 Northeast Ave.	Tallmadge	Ohio	44278	12-NOV-03	Active

American Spirit Homes

541 West Ave
Tallmadge, OH 44278

Contact: Robert Antrobis
Position: Owner
of Employees: 5 to 9
Annual Est. Revenue: \$1 - 2.5 Million
SIC: 152112

Phone: (330) 633-7478



DATE:	DOCUMENT ID	DESCRIPTION	FILING	EXPED	PENALTY	CERT	COPY
11/17/2003	200331802790	DOMESTIC ARTICLES/FOR PROFIT (ARF)	125.00	.00	.00	.00	.00

Receipt

This is not a bill. Please do not remit payment.

HERMAN L & HERMAN
ATTN JOHN F. HERMAN
106 SOUTH MAIN ST. #1800
AKRON, OH 44308-1418

S T A T E O F O H I O**Ohio Secretary of State, J. Kenneth Blackwell****1422947**

It is hereby certified that the Secretary of State of Ohio has custody of the business records for

R. R. WELLINGTON, INC.

and, that said business records show the filing and recording of:

Document(s)

DOMESTIC ARTICLES/FOR PROFIT

Document No(s):

200331802790

United States of America
State of Ohio
Office of the Secretary of State

Witness my hand and the seal of
the Secretary of State at Columbus,
Ohio this 12th day of November,
A.D. 2003.

Ohio Secretary of State



Prescribed by **J. Kenneth Blackwell**

Ohio Secretary of State

Central Ohio: (614) 466-3910

Toll Free: 1-877-SOS-FILE (1-877-767-3453)

www.state.oh.us/sos

e-mail: busserv@sos.state.oh.us

Expedite this Form: (Select One)

Mail Form to one of the Following:

- ☐ Yes PO Box 1390
Columbus, OH 43216
*** Requires an additional fee of \$100 ***
- ☒ No PO Box 670
Columbus, OH 43216

INITIAL ARTICLES OF INCORPORATION

(For Domestic Profit or Non-Profit)

Filing Fee \$125.00

THE UNDERSIGNED HEREBY STATES THE FOLLOWING:

(CHECK ONLY ONE (1) BOX)

(1) <input checked="" type="checkbox"/> Articles of Incorporation Profit (113-ARF) ORC 1701	(2) <input type="checkbox"/> Articles of Incorporation Non-Profit (114-ARN) ORC 1702	(3) <input type="checkbox"/> Articles of Incorporation Professional (170-ARP) Profession _____ ORC 1785
--	---	--

Complete the general information in this section for the box checked above.

Name of Corporation R. R. WELLINGTON, INC.

Location TALLMADGE SUMMIT
(City) (County)

☐ Check here if additional provisions are attached

Complete the information in this section if box (2) or (3) is checked. Completing this section is optional if box (1) is checked.

Purpose for which corporation is formed

Complete the information in this section if box (1) or (3) is checked.

The number of shares which the corporation is authorized to have outstanding (Please state if shares are common or preferred and their par value if any)

750

COMMON

NONE

(No. of Shares)

(Type)

(Par Value)

(Refer to instructions if needed)

2003 NOV 12 PM 2:35

Complete the information in this section if box (2) is checked.

The following are the names and addresses of the individuals who are to serve as initial Directors. (optional)

(Name)

(Street)

NOTE: P.O. Box Addresses are NOT acceptable.

(City)

(State)

(Zip Code)

(Name)

(Street)

NOTE: P.O. Box Addresses are NOT acceptable.

(City)

(State)

(Zip Code)

(Name)

(Street)

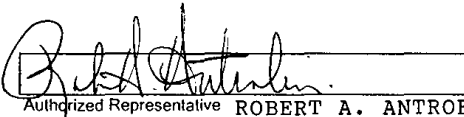
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(City)

(State)

(Zip Code)

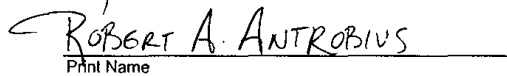
Must be authenticated by an
authorized representative

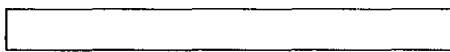

Authorized Representative

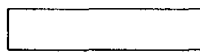
ROBERT A. ANTROBIUS

Date

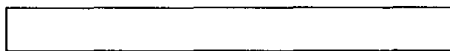
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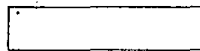

Print Name


Authorized Representative

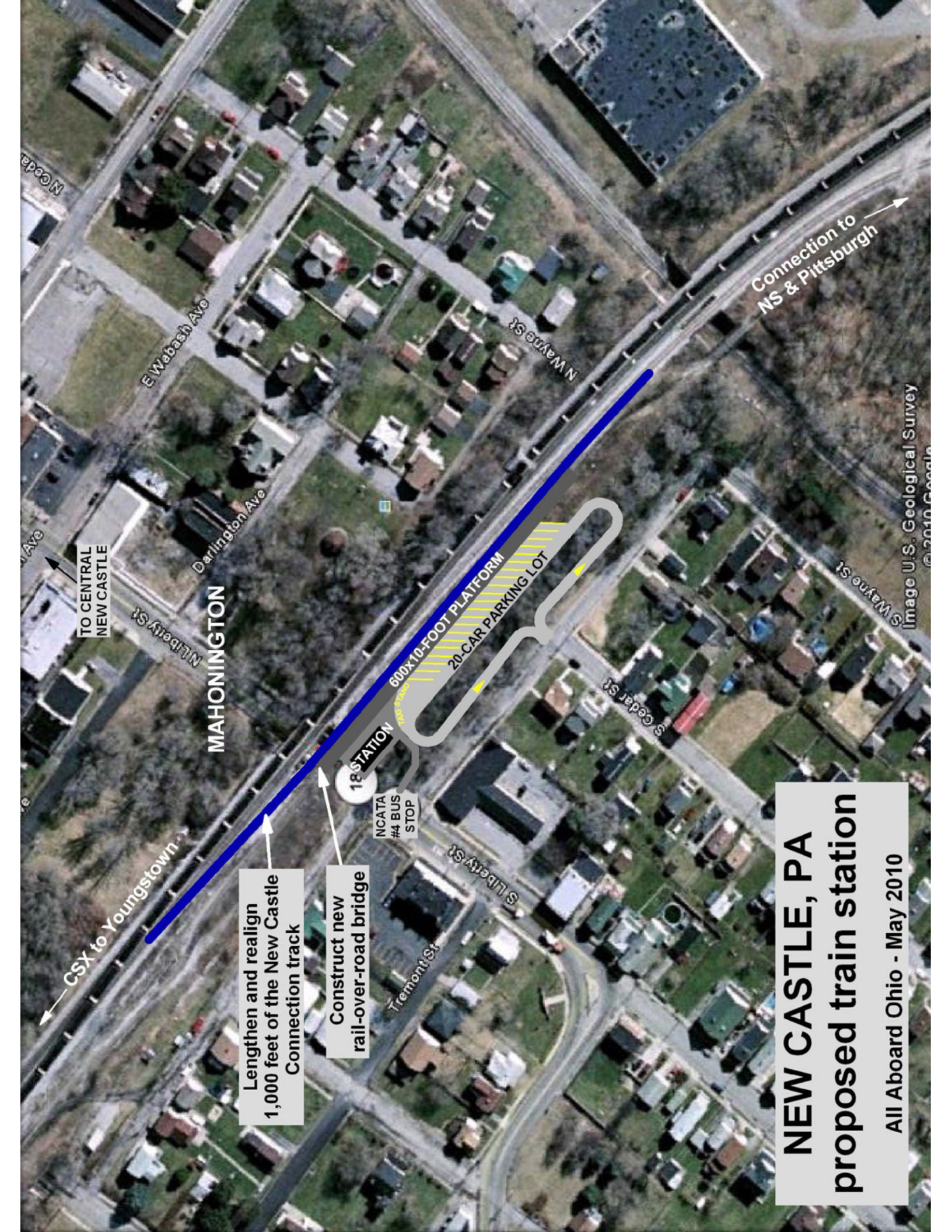

Date

Print Name


Authorized Representative


Date

Print Name



Connection to
NS & Pittsburgh

TO CENTRAL
NEW CASTLE

MAHONINGTON

CSX to Youngstown

Lengthen and realign
1,000 feet of the New Castle
Connection track

Construct new
rail-over-road bridge

18th STATION

NCATA
#4 BUS
STOP

600X10-FOOT PLATFORM
20-CAR PARKING LOT

NEW CASTLE, PA
proposed train station

All Aboard Ohio - May 2010

Image U.S. Geological Survey
© 2010 Google

New Castle station & track connection realignment

Potential capital costs

Property acquisition - placeholder cost.	\$ 250,000
Clearing/re-grading - 560 ft. x 75 ft. width = 42,000 ft2 or approximately 1 acre @ \$10,000/acre.	\$ 10,000
Rail - 2,000 ft. new 132# CWR, incl. labor, hardware etc. = 53 tons. Use 55.5 @ \$900/ton. . .	\$ 50,000
Ties - 0.19 miles x 3,300/mile = 640 @ \$50 each including labor, etc	\$ 32,000
Ballast - 3,000 tons @ \$22/ton	\$ 66,000
One #20 interlocked turnout with attendant signalization	\$ 750,000
Screening and noise barriers 500 ft. long @ \$350 per linear ft. with landscaping between station and homes south of station. . .	\$ 175,000
Construction railroad bridge over South Liberty Street (SR18/108) and strength existing abutments (placeholder cost).	\$1,500,000
Train station facility, including property acquisition, asphalt driveways and walkways, asphalt parking lot for 20 cars, ADA station shelter, 600-foot, 8" ATR concrete platform, lighting and landscaping	<u>\$2,000,000</u>
SUBTOTAL	\$4,833,000
30% contingency	<u>\$1,449,900</u>
SUBTOTAL	\$6,282,900
5% engineering	<u>\$ 314,100</u>
TOTAL	\$6,597,000