

Ohio Passenger Rail News

Intermodal
Issue 185

Intercity Rail
A publication of the Ohio Association of Railroad Passengers

Commuter Rail

Public Transit
Fall 2014

Rail traffic delays hit Ohio trains hard

All Aboard Ohio is getting leaders to pay attention to passenger train delays

For most of the past year, everything from grain to intermodal containers to oil to new cars to rail passengers have been delayed on the nation's rails. Rail traffic congestion has been heaviest in a crescent from the Dakotas to the southern Great Lakes with the epicenter in Chicago. For many rail shipments, it takes 30 hours to cross Chicagoland versus 48 hours from the West Coast to Chicago.

Delays to Amtrak trains, especially from Chicago to Toledo, have been extreme. The *Capitol Limited* (Chicago-Washington DC) and the *Lake Shore Limited* (Chicago-New York City/Boston) have been notoriously tardy. Over the past 12 months, the *Capitol* and *Lake Shore* were each on time less than 40 percent. In August, the *Lake Shore* was on time just 16 percent of the time; the *Capitol* was

only 4 percent on time. Furthermore, the length of the delays has been obscene at times. In August and September, the average delay was four hours. Several times, trains arrived 10-16 hours late.

All Aboard Ohio undertook several initiatives to help address these problems. By the end of October, Amtrak delays had lessened but only in their severity. The frequency of delays experi-

enced by passengers on the *Capitol* and *Lake Shore* continues, although they are usually in the 1- to 3-hour range rather than 4, 6, 8, 10+ hour range. We will continue to monitor the situation and share updates on our Web site AllAboardOhio.org with the latest information courtesy of our Twitter feed, as well as on our official Facebook page.

— See “Delays” on page four



Photo courtesy of Norfolk Southern Corp.

Chicago's Englewood Flyover opened in October. It is one of the most significant new capital improvements benefiting current and future passenger rail services between Chicago and Ohio. The \$140 million project put 78 weekday Metra Rock Island District trains on a new bridge over 48 daily Norfolk Southern freights (60 more

divert from NS's Chicago Line at South Chicago) and 14 daily Amtrak passenger trains to Michigan, Northern Ohio and the East Coast. It will also benefit future passenger rail services to Columbus and to Cincinnati. The latter route will also benefit from Chicago's Grand Crossing track restoration and improvements at Harvey, IL.

Columbus-Chicago stakeholders OK rail pact

Mayors in nine cities in Ohio and Indiana, along with the Mid-Ohio Regional Planning Commission (MORPC) signed a memorandum of agreement (MOA) calling for cooperation in development of a Chicago-Fort Wayne-Columbus passenger rail corridor.

The Ohio cities represented are Columbus, Marysville, Kenton and Lima. The Indiana cities include Fort Wayne, Warsaw, Plymouth, Valparaiso and Gary. Many of these communities have generously pledged contributions to leverage federal planning funds. The Indiana Department of Transportation (INDOT) has submitted an application for a federal grant jointly drafted by INDOT, the City of Fort Wayne and MORPC.

All Aboard Ohio is grateful for this partnership which unites local and regional constituencies in Ohio who have

consistently shown strong support for passenger rail. We also note that the business community in each of Ohio's 3-C's have shown growing interest in passenger rail links to Chicago – the Midwest's economic capital city.

The MOA calls for the parties "...to systematically and incrementally develop the higher speed rail ("HSR") intercity system in cooperation with existing freight rail operators and owners of right-of-way along a corridor from Chicago to Columbus through northern Indiana hereafter known as the Northern Indiana/Ohio High Speed Rail Initiative."

Specifically, the MOA resolves that the parties will work together to secure funding for the federally required Environmental Impact Study (EIS), the next step in developing the 300-mile passenger rail line. The

EIS would examine the preliminary engineering, technical analysis, service planning and environmental impacts along several different routes in order to determine the preferred route for locating the rail lines. Once complete, the EIS would be submitted to the Federal Railroad Administration. This study would take 18 months to complete.

"(This agreement) represents a significant milestone in the planning and evaluation of the proposed rail corridor from Columbus to Chicago," said MORPC Executive Director William Murdock, as quoted in the news Web site *Columbus Underground*.

"With the leadership of the cities along the proposed route in Ohio and Indiana, the Memorandum of

— See “Columbus” on page seven

What's Inside...

- Cincinnati-Chicago update
- All Aboard Ohio's new digs
- Ohio Amtrak service changes
- ODOT Transit-needs study
- All Aboard Ohio is going to the U.S. Supreme Court
- Train delays in graphic detail



Ohio Passenger Rail News
Tower City Center
230 W. Huron Rd., #85.53
Cleveland, OH 44113

Address Service Requested

Ohio Passenger Rail News

Copyright © 2014, Ohio Association of Railroad Passengers

All articles not originated by OARP are copyrighted by their respective originators. All rights reserved.



Printed on recycled paper with soy-based inks



Jack Shaner, Chairman
Ken Prendergast, Executive Director
Mark Carlson, Production

All Aboard Ohio: (844) 464-7245
www.allaboardohio.org

Statement of Purpose

All Aboard Ohio is a non-profit, member-based organization dedicated to promoting improved public transportation and passenger rail service throughout the state.

Our mission is to achieve for the citizens of Ohio a modern, consumer-focused, statewide passenger transportation network that provides people with real travel choices they want and can use.

All Aboard Ohio exists to increase public awareness of the need to improve and increase safe and efficient intercity passenger rail and local public transportation service in Ohio and throughout the United States; to support and conduct nonpartisan research, educational and informational activities; to provide research and information to foundations and corporate giving programs about the mobility needs of Ohioans; to sponsor reports, meetings and workshops; to sponsor other services to strengthen the stability of existing rail passenger and public transportation providers; and to educate the public about the use, benefits and investments required to improve and increase safe and efficient passenger ground transportation.

WANTED

Photos and Articles

Clippings from newspapers and magazines must include the publication's name and date. Your articles and news briefs should be typed and double-spaced, though very short items may be legibly written. Preferably, send hard copy with IBM-compatible text files on CDs, or send e-mail submissions to:

kjprendergast@cox.net

We reserve the right to edit all non-published submissions. Original photos should be sharp, bright prints—avoid negatives.

Always include your name and phone number!

Editor, Ohio Passenger Rail News
Tower City Center
230 West Huron Rd., # 85.53
Cleveland OH 44113

The Ohio Association of Railroad Passengers (dba All Aboard Ohio) is incorporated in Ohio as a non-profit association and exempt from federal income tax under the IRS Code, Section 501(c)(3) as a publicly supported educational organization. Dues and donations may be tax-deductible in accordance with the IRS Code.



Sign me up! I WANT BETTER RAIL PASSENGER SERVICES!

Enclosed is a check or money order for selected membership level...

- \$100+ Club Car
- \$ 50 First Class
- \$ 35 On Board
- \$ 25 On Track (limited income, Military or Student)

Name.....
 Title.....
 Company.....
 Address.....
 City.....
 State.....ZIP Code.....
 Telephone..(.....).....
 e-mail.....

A one-year membership in All Aboard Ohio includes a subscription to the *Ohio Passenger Rail News*, plus action alerts, notice of rail-oriented events, and local meetings. (Dues and contributions to All Aboard Ohio may be tax deductible.)

Mail this application with a check or money order to:

All Aboard Ohio
Tower City Center
230 West Huron Rd., # 85.53
Cleveland, OH 44113



Train of Thought



Executive Director Ken Prendergast

“It was the best of times, it was the worst of times...”. When Charles Dickens wrote those opening words to “A Tale Of Two Cities” in the 1850s, it referred to the dichotomy of revolutionary times in Europe. Today, those words apply to revolutionary times in America’s rail system.

These are indeed great times – and awful times on the nation’s rails. I grew up in another era of the American railroad industry. In the 1960s, 70s and 80s, I watched one railroad mainline after another be ripped up or reduced in its number of main tracks leaving numerous scars on the landscape and regret that I had missed the heady days of railroading shortly before I was born. That disappointment and my belief that we were cutting too much rail infrastructure drove me into the membership ranks of All Aboard Ohio’s parent organization, the Ohio Association of Railroad Passengers, in 1983.

Specifically, I moved in 1978 to within a mile of the Geauga Lake train depot some 20 miles east of downtown Cleveland on the Erie Railroad’s former double-tracked line to Youngstown-Warren and beyond. My move came only one year after the Cleveland-Youngstown commuter train stopped running. Over the next 15 years, I watched this 75-mph railroad that hosted 10 trains a day wither away to a streak of rust overgrown with small trees east of Solon. Sadly, half of all railroad mileage in Ohio met this fate.

The slash and burn mentality of railroad executives and policymakers in the 1960s-80s created today’s obscenely congested rail corridors in two ways. First, railroads had too much infrastructure in the 1970s for the traffic they handled. They had to scale back to restore their profitability and become competitive with trucks on taxpayer-owned highways. The Staggers Deregulation Act of 1980 gave railroads more freedom to abandon more rail corridors and set their shipping rates to respond to market conditions.

Since many decision-makers expected railroads would keep declining, they also said the railroads needed to keep cutting. Entire mainlines disappeared – the Erie RR mainline from Youngstown to Chicago, the Pennsylvania RR mainline west of London, OH to Indianapolis, the Baltimore & Ohio mainline from Cincinnati to Cumberland, MD and many more. Even when mainlines weren’t abandoned, they got more skinny. Four-track mainlines became two-track mainlines. Two-track mainlines became one-track mainlines. Strategic track connections were lost. Properties were sold and gained new uses.

But then a funny thing happened on the railroads’ route to becoming irrelevant. Freight and passenger rail traffic began growing again. The railroads began offering a competitive service. Roads got congested. There was a shortage of truck drivers. Fuel prices went up. Air fares went up and short-haul flights disappeared.

Today, some railroad corridors are bursting at the seams with traffic. At times this year, Amtrak trains have needed 15 hours to cross Ohio, snaking their way through freight trains stopped on mainlines for a variety of reasons. Some trains couldn’t get into congested railyards. Some trains awaited for crews that were hours away by van. Some trains waited for other trains ahead to get out of the way. Railroads are reassigning and hiring more crews, adding new/rebuilt locomotives, expanding railyards and, in some cases, adding mainline capacity.

Of course, seeing the railroads grow again is better than seeing them decline. And that’s the dichotomy of the best and worst of times. The growing pains are hurtful to the economy in general and to rail passengers in particular.

How the railroads respond to this growth challenge is the key. So far their tepid response suggests they disbelieve their growth will continue over the long term. Part of it is the unfortunate influence of Wall Street which would rather see the railroads pay dividends to shareholders and merger fees to big banks than invest in their own infrastructure.

If the railroads can trust their own future and recognize their real customers aren’t in Lower Manhattan, they’ll start putting back some of the tracks that were ripped out in the 1960s-80s. They’ve started to or will soon along CSX tracks between Chicago and Cincinnati, or the joint CSX/Norfolk Southern/Chicago Fort Wayne & Eastern route linking Chicago and Crestline, and elsewhere.

But revolutionary investments haven’t happened. What is revolutionary?

You’ll see routes with 100 trains a day like NS’s Chicago Line east to Toledo and Cleveland get triple-tracked throughout. Or, you’ll see more rail-rail grade crossings like the CSX/NS Vickers Crossing near Toledo get separated using railway overpasses as was done at Englewood (see front-page photo).

When those kinds of infrastructure investments happen, then you’ll know the railroads and their Wall Street overlords are taking the future more seriously. Then we’ll see more good times and fewer bad times.

Amtrak service changes in Ohio

Rail traffic delays aren't the only developments occurring with Amtrak service in Ohio. There are also some mostly good changes occurring or due to occur.

First, let's get the negative news out of the way. During the off-peak travel season, the *Capitol Limited* (Chicago-Washington DC, serving the Ohio stations of Toledo, Sandusky, Elyria, Cleveland and Alliance) has lost its Diner and Sightseer Lounge cars. The off-season is basically all the months outside of Summer and the Thanksgiving-New Years holiday season.

The Diner and Sightseer Lounge on each *Capitol* train were replaced with 37000-series diner-lounges in which half the car is a full-service diner and the other half is a lounge car with beverages, snacks and light food. All three of the *Capitol's* trainsets were shortened so a fourth set could be created to ensure trains start their daily trips east and west on time.

All Aboard Ohio is concerned this will become a year-round situation. The reason is that Amtrak President Joe Boardman has mandated that the railroad's food and beverage service will do no worse than break-even financially. We may see other changes to food and beverage offerings on other trains. Admittedly, many passengers these days bring their own food on the trains and few riders get out of their seats to visit the lounge or diner, especially on eastern long-hauls.

Heavy freight traffic, especially west of Toledo to

Ohio transit Rx is 2x its budget

Ohio's public transportation funding needs are twice the amount now being budgeted by state and local authorities to address them. That was the main finding from a new study paid for by the Ohio Department of Transportation's Office of Transit and conducted by Nelson/Nygaard, Parsons Brinckerhoff, Engage Public Affairs and KFH Group.

The study discovered the state should spend \$3.6 billion in capital on transit by 2025. However, the estimated revenue for capital transit spending is \$828.5 million, so there's a \$2.8 billion funding gap. Over the next decade, the study says Ohio should spend \$1.1 billion annually on transit but it and local governments currently spend only \$659 million per year. Thus funding must double to meet identifiable needs including new buses and trains, park-n-rides, stations, as well as operating and maintenance costs.

All Aboard Ohio is well aware of the need but we and our allies now have some hard data to use when communicating with policymakers. The facts should nudge every state lawmaker into action.

Ohio's need for more and public transportation is growing. Nine percent of Ohio households (1 million Ohioans) have no car. Our population is aging and young Ohioans are getting their driver's licenses later in life. Households are increasingly in metro areas where transit can be provided cost effectively but, too often, there is insufficient transit service because of recent funding cuts.

For example, the State of Ohio was spending about \$44 million per year on transit until 2000. It cut transit funding nearly every year since. Today, Ohio is spending \$7 million annually. While 50 percent of transit funding in Ohio comes from local governments, only 2 percent comes from Ohio – the seventh-most populous state in the nation.

By comparison, West Virginia (ranks 38th in population), South Dakota (46th), North Dakota (48th) and Wyoming (50th) all spend more on transit than Ohio. At the other end of the scale, the top 10 states which are spending the most per capita on transit were all spending more than \$50 per person. Ohio spends just 63 CENTS per person.

For more information on the study, see TransitNeedsStudy.ohio.gov. Please e-mail your feedback to the study until Nov. 14 to Transit_Needs@dot.state.oh.us

Chicago, may finally cause Amtrak to test an idea it has long considered – rerouting the *Capitol Limited* west of Toledo via Michigan's *Wolverine Corridor* serving Dearborn, Ann Arbor, Jackson, Battle Creek, Kalamazoo and Niles. This would provide one-seat rides between Michigan, Ohio and points east without having to use Amtrak's connecting Thruway bus service at Toledo.

Detroit's Woodward Station would probably not be served because it would require a back-up move through the complicated, busy Bay City Junction just west of downtown. However, the direct routing River Rouge-Dearborn via Conrail Shared Assets' Junction Line Secondary track and through numerous industries isn't a fast route either. It may require more than two hours for the *Capitol* to travel between Toledo and Dearborn but the train could partially make up for it on the tracks being rebuilt to 110-mph standards farther west.

If the *Capitol* is rerouted via Michigan, the *Lake Shore Limited* (Chicago-New York City/Boston) would remain on its current route via Bryan, Waterloo, Elkhart and South Bend. All Aboard Ohio hopes this long-considered reroute of the *Capitol* will finally gain serious interest at Amtrak.

Amtrak will bring to the *Capitol* a new service in 2015 – roll-on bicycles carried aboard its new Viewliner II baggage cars. This will be especially useful for passengers riding the Allegheny Trail (built on the former Western Maryland Railroad) which closely parallels the *Capitol's* tracks between Pittsburgh and Washington DC. Passengers will be responsible for loading and unloading their bicycles at designated stations – however we do not yet know if stations in

Ohio will be included.

Amtrak tested the roll-on bicycle service on the *Capitol* in 2013, but limited the test to between Pittsburgh and Washington. The new service will allow Amtrak to develop more ridership from among active sports enthusiasts and recreational bikers.

The *Cardinal* (Chicago-New York City via Cincinnati) is already popular among active sports enthusiasts and those seeking recreation in rugged West Virginia. However, there are no plans to offer similar roll-on bicycle service on the *Cardinal*. All Aboard Ohio hopes that will change soon with the new baggage cars.

If you plan to travel in 2015 on the *Cardinal*, *Lake Shore* or other single-level eastern long-distance train (other than the *Capitol* which uses bi-level Superliner cars), you will notice the first new Viewliner II cars. CAF USA Inc. in Elmira, NY is churning out more and more of the new Viewliners II cars as part of a \$298 million, 130-car order placed by Amtrak in 2010.

The first of the Viewliner II cars (the baggage cars) began rolling out of CAF USA's plant in May and will continue for the next two years. The order was modified in August to exchange 15 of the baggage-dorms for 15 full baggage cars, so now the order consists of 25 sleepers, 25 dining cars, 10 baggage-dorms, and 70 baggage cars.

All cars are due to be delivered to Amtrak by 2017. Amtrak has an option to order an additional 70 Viewliner II cars from CAF USA but has yet to exercise that option. All Aboard Ohio would like to see Amtrak use that option to add Viewliner II coaches to its eastern long-haul trains so it can replace or rebuild the aging Amfleet II cars.



Photo courtesy of Amtrak

Amtrak's new Viewliner II cars started coming out of CAF USA's Elmira, NY plant in May and will continue to be assembled until 2017. Hundreds of workers are building these 130 railcars — baggage cars, baggage-dorms, diners and sleepers. They will be used on eastern, single-level long-distance trains like the *Cardinal* (Chicago-Cincinnati-New York City) and the *Lake Shore Limited* (Chicago-Toledo-Cleveland-New York City/Boston). The first Viewliner II cars have been undergoing tests and will start showing up in revenue service in 2015.

All Aboard Ohio...on the move

All Aboard Ohio will move its office down the street in downtown Cleveland to a location more befitting its cause and budget. Since 2011, our offices have been at the corner of Euclid Avenue and East 9th Street in the historic City Club Building. While our 10th floor corner office has great views, a shared conference room, shared business center and a low rent for a downtown address, we can do even better.

As of Nov. 15, 2014, All Aboard Ohio's office address is: Tower City Center, 230 West Huron Road, Unit 85.53, Cleveland, OH 44113. Please continue to use our toll-free number (844) GO4-RAIL which, numerically, is 844-464-7245.

What's so great about this new location? First, it's rent-free. Thanks to Forest City Enterprises, owner of Tower City Center and thanks to former All Aboard Ohio intern Jenita McGowan who is now the City of Cleveland's Chief of Sustainability for helping us secure a small office space in Tower City's Sustainability Center.

We are able to do this because All Aboard Ohio is a 501c3 nonprofit association. The rent we would have paid becomes a charitable contribution by Forest City Enterprises as we educate the public that rail transportation is more environmentally benign than cars and planes. This move will save All Aboard Ohio more than \$6,000 over a full year which will allow us to expand our advocacy efforts.

Second, Tower City Center is the former Cleveland Union Terminal, the city's main passenger rail station from 1930 to 1977. However, it continues to bustle with rail passengers of a different kind – the 40,000 weekday riders boarding light-rail and heavy-rail transit trains on five routes fanning out from this hub.

All Aboard Ohio is very grateful to Forest City Enterprises and Jenita McGowan for accommodating us. And we're especially thankful to All Aboard Ohio At-Large Board member Marvin Ranaldson who is the outreach coordinator at Bike Cleveland (one of our new neighbors) for suggesting this smart office relocation.

Rail traffic delays hit Ohio trains hard

“Delays” from page one

In our first initiative, All Aboard Ohio joined with several other organizations to support Amtrak in legal action being taken against it by freight railroads (See “Coalition files ‘Friend of Court’ brief defending passenger rights” on page eight). The freight railroads’ goal is to prevent Amtrak from enforcing passenger train performance standards, a power awarded to Amtrak by Congress, on the freight railroads.

Next, we successfully attracted media attention focused on Amtrak’s on-time performance issues. While the negative attention will certainly hurt Amtrak ridership in the short-term, performance problems only get worse over the long-term in the absence of public scrutiny. While Amtrak ridership and revenues again broke new records nationally in Fiscal Year 2014 (ended Sept. 30), long-distance train ridership fell 4.5 percent.

FY14 performance changes for trains serving Ohio:

	Ridership	Revenue
<i>The Capitol Ltd.</i>	+2.7%	-3.7%
<i>The Cardinal</i>	-3.5%	+0.4%
<i>The Lake Shore Ltd.</i>	-5.6%	-3.3%

Lastly, All Aboard Ohio urged passengers to submit complaints to the federal Surface Transportation Board (STB) rather than to Amtrak. The STB is the federal agency which regulates railroads. Keep sending those complaints!

E-mail complaints to: STBHelp@stb.dot.gov Mail complaints to: Daniel R. Elliott III, Chairman, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001. In your complaints to the STB, please share the following:

- Your Amtrak train number.
- Date(s) of travel.
- Approximate time(s) and location(s) of the delay(s).
- Why you believe the delay was caused by the freight railroad.

Under federal law, if a freight railroad fails to meet an 80 percent on-time performance standard for Amtrak passenger trains on its tracks for two consecutive quarters, then the STB may impose hefty fines payable to Amtrak and prescribe other remedies.

On Oct. 6, STB Chairman Elliott sent a letter to Norfolk Southern Corp. Chairman Wick Moorman outlining the extent of delays to Amtrak trains on its tracks between Chicago and Toledo. He asked NS to provide:

- The primary causes of Amtrak delays on Norfolk Southern lines.
- Locations where delays occur most frequently.
- Measures Norfolk Southern is taking to improve Amtrak performance, including expanding network capacity, changing how it dispatches trains and modifying network operating plans.
- The timing on when it expected Amtrak service to improve.

NS Chairman Moorman responded Oct. 13 in a six-page letter (posted at AllAboardOhio.org). He replied:

- The primary cause of Amtrak delays began with severe winter weather and stayed poor due to heavy rail traffic congestion and implementation of a new, problem-plagued traffic control system computer software.
- NS’s Chicago Line (Cleveland-Chicago) was the site of most frequent delays, with delays growing worse nearer to Chicago. NS’s letter noted the Chicago Line sees 110 trains a day Chicago-Elkhart and 100 trains daily Elkhart-Toledo. “Weaving

Amtrak trains in and around stopped [freight] trains has caused many of the most severe delays,” Mr. Moorman wrote.

- Improvements NS is undertaking include hiring more train crews; acquiring 150 new or rebuilt locomotives; rerouting traffic out of Chicago to routes via Kansas City, St. Louis and Streator IL; major infrastructure projects like the Englewood Flyover, the Indiana Gateway (though both were federally funded!) and extending its Marion District line from Goshen IN into Elkhart to create a third main track; and NS’s doubling of the size of its Bellevue, OH railyards.
- Timing of improvements was not specified, but NS said it and Amtrak are considering temporary reroutes (which All Aboard Ohio understands could include rerouting the *Capitol Limited* via southern Michigan between Toledo and Chicago). For a week in early October, Amtrak terminated the *Capitol* and *Lake Shore* at Toledo and ran dozens of daily buses between Toledo and Chicago.

All Aboard Ohio notes with interest Chairman Moorman’s comment about “Weaving Amtrak trains in and around stopped [freight] trains” as a source of frequent delay. We have urged cost-effective capacity enhancements including the redesign of Northern Ohio passenger train stations which force Amtrak trains to process passengers from only one track of the two-track Chicago Line.

The result is that half of Ohio’s four nightly Amtrak trains must run against the flow of traffic at any given station and thus weave or “slalom” from one track to the other to stop next to station platforms. If stations could process passengers from more than one track while keeping other rail traffic moving, it could save up to 80 minutes of delay per night to Amtrak and likely greater savings to NS.



Photo by Jeff Hartung

Amtrak’s nightly slalom through freight traffic has become a daytime slalom with freight delays. On July 4, 2014, a six-hour-late Capitol Limited #30 slows for a 60 mph curve at Lake Street in Ravenna, OH.

Amtrak leads panel to address Chicago delays

Amtrak is establishing a blue ribbon panel of rail and transportation leaders to identify infrastructure and operational improvements to address the rail traffic gridlock in Chicago. The unprecedented level of rail congestion is causing major delays for Amtrak passengers and freight shipments which are damaging to the U.S. economy.

Panel members on the Chicago Gateway Initiative include Jack Quinn, former U.S. Congressman and past chairman of the U.S. House Railroads Subcommittee, Linda Morgan, former chair of the Surface Transportation Board and Tom Carper, Amtrak board member and past chairman. The freight railroads which operate in Chicago and other stakeholders will be invited to participate in panel activities and are key to implementing recommended solutions.

Because Chicago is the hub of the U.S. rail network, and the key gateway between East and West rail traffic, gridlock in the Chicago area is causing major delays throughout the United States. The congestion problem is caused by a combination of rising demand on the East Coast for more intermodal freight and crude oil shipments which originate west of Chicago, underinvestment in critical rail infrastructure that produces public benefits and short term capital projects that create additional temporary bottlenecks.

The panel is charged with identifying and evaluating infrastructure investments and operational actions that will optimize Amtrak on-time performance and improve freight rail service. Its objectives are to minimize disruptions and delays, and accelerate the construction of infrastructure projects. A final report on recommendations is expected by the end of May 2015.



Photo by Ken Prendergast

Daytime passenger trains have returned to Ohio! Unfortunately, they’ve done so under circumstances that no one wants. At noon July 4, 2014, a seven-hour-late, 15-car Amtrak Lake Shore Limited #48 with some 500 passengers on board coasts eastbound by the Triskett Red Line station next to Interstate 90 on Cleveland’s west side. Late trains are caused by freight traffic congestion – record oil train traffic, record intermodal freight volumes, a record grain harvest, plus other growing freight traffic types. Except for an expanded freight yard at Bellevue, OH, NS has no plans for major capacity expansions in Ohio.



Stranded at the station for five hours in Cleveland, hundreds of passengers on Amtrak's eastbound Lake Shore Limited wait for the track ahead to clear. This was Sept. 29 when train #48 arrived 3½ hours late and then sat for another five hours for a fallen power cable to be removed from CSX tracks ahead. The Amtrak station

Photo by Ken Sislak building was closed and locked, so all that passengers could do is wait on the train or walk the station platform to stretch their legs. Some smoked cigarettes or took pictures of the nearby Rock Roll Hall of Fame or First Energy Stadium. This train didn't arrive New York City and Boston until the predawn hours the next day.



Photo by Ken Prendergast **A steady and growing parade of oil trains**, above, is a reason for worsening rail traffic delays. In September, nine daily Norfolk Southern (NS) oil trains passed through Northern Ohio. In the coming months, another 18 oil trains per day are forecast. This train is passing the Greater Cleveland Regional Transit Authority's Airport-Windermere Red Line rail transit station at West 117th Street. NS tracks are also used by Amtrak's daily Lake Shore and Capitol limiteds.



Photo by Bill Gill **At left, Toledo was the western terminus** for the Capitol and Lake Shore limiteds for a week in October as daily delays of 3-6 hours per train worsened to 8-16 hours. Heavy freight train traffic was complicated by major track and bridge projects that took one of two main tracks out of service for long periods. So when the Capitol and the Lake Shore arrived Toledo from the East Coast, passengers were sent on to Chicago on dozens of buses. The trains were then turned around to head back east later that night.



Amtrak's long-distance trains had a bad year after a great start to the 21st century. These trains on routes of 750+ miles contributed greatly to Amtrak routinely breaking ridership records nearly every year. But freight traffic

congestion hurt long-distance trains in 2014. For example, ridership on the Lake Shore Limited grew 33 percent 2000-12 to 405,000 riders but since fell 8 percent to 373,000 riders in Fiscal Year 2014. The Lake Shore at noon Aug.

Photo by Steve LaConte 23 passed eastbound through Berea, OH seven hours late on Norfolk Southern tracks which briefly run alongside CSX's Chicago-East Coast mainline. Combined, the two rail lines put 150+ trains a day through Berea.

The Chairman's Corner

Fundraising plan starts with solid membership base

By Jack Shaner
Chairman, All Aboard Ohio Board of Directors

A financially stable All Aboard Ohio that can more effectively educate decision-makers begins with you – our members and supporters. You are the bedrock of this association on which any successful fundraising plan is built. That plan is now being refined and updated by the Board of Directors and includes many facets.

Our first priority is to increase membership. During this past summer, All Aboard Ohio offered a temporary \$5 rate for new members. A low rate at a potential point of purchase reduces the decision making for someone on whether to part with their dollars. More than 100 persons responded in three months.

The real test of success is how many of our new members will renew at the full rate next month when dues renewals go out. Of course, you don't have to wait until then – you can use the coupon at the bottom of Page Two to renew today!

The next key to our fundraising plan is to revive our Development Committee which, according to our bylaws, includes our Vice Chair and one other board member. The rest of the committee can include long-time members and new members alike. The biggest characteristic we seek is how they improve the ability of the association to sustain an expanded workload.

While the Development Committee is being organized now, the board can add more people to it at any time. If you have fundraising abilities or connections in the business community and are interested in serving on the Development Committee, please contact me, Vice Chair Ken Sislak or Executive Director Ken Prendergast (See Page Seven for contact info).

More new members can come from various resources. These include direct mail to lists of prospective members from “likely suspects” including

members of other rail groups, Amtrak Guest Rewards members, local transit monthly pass buyers and other sources.

Local and national foundations have been asked and will continue to be asked for funding. Our asks will be geared toward supporting our corridor-specific campaigns, such as for Cincinnati-Chicago which recently earned a generous grant from the U.S. Bank/Haile Foundation. We also have formed partnerships with other groups, such as All Aboard Erie to advocate for Pittsburgh-Toronto service via Youngstown, Ashtabula and Erie. Our campaigns for Columbus-Chicago and the Northern Corridor via Toledo and Cleveland will also be targets for fundraising efforts.

A major donors campaign will be developed. As part of it, we will approach existing members and donors, including current and former board members and a list of friends and associates.

Corporate support will involve identifying and approaching business sectors as well as individual business owners that currently are benefiting or could benefit from existing and future passenger rail and public transit service and infrastructure improvements. These include rail suppliers, commercial real estate developers and those in the travel and tourism industry.

On-line fundraising is a new opportunity that many non-profit organizations are tapping into. This includes crowd-sourcing platforms, Kickstarter-type sites and “charity shopping” like GoodShop.com's to which All Aboard Ohio is a registered benefactor. On-line fundraising is rapidly developing and maturing; it requires that All Aboard Ohio stay up to date on changes in this field.

Lastly, All Aboard Ohio will organize special events and house parties for raising funds. Board members,

enthusiastic members and donors can host a house party for their friends and colleagues where an All Aboard Ohio presentation is given and funding is solicited. Special events include activities like ice cream socials or gatherings at a neighborhood wine bar or brewpub to hear from a local transportation leader and solicit donations for All Aboard Ohio.

None of these fundraising activities, by themselves, represent the magic elixir to sustain an expanded workload for All Aboard Ohio. But when combined and coordinated to leverage off each other, they can be a powerful tool to increasing the constituency for improved passenger rail and public transportation in the state of Ohio.

You are the key to help us get there by renewing your membership at the highest level possible. And please suggest ways to support and improve our fundraising plan. Your contributions of time, talents and dollars are essential!



Hoosier extension to Cincinnati gains support

All Aboard Ohio's advocacy work to grow support for extending the Chicago-Indianapolis *Hoosier State* passenger rail service to Cincinnati is gaining momentum. To learn more about the campaign and how you can help, join All Aboard Ohio Southwest Ohio Director Derek Bauman at **6 p.m. Nov. 18 for a free, informal meeting at the Moerlein Brewery Taproom, 1621 Moore St., Over-the-Rhine, Cincinnati.**

More elected officials and organizations in Southwest Ohio, Northern Kentucky and Southeast Indiana are getting behind the proposal to provide daily passenger trains from Greater Cincinnati's 3 million residents and nearly a dozen Fortune 500 Companies to Indianapolis, Chicago and points in between.

“After being elected to the All Aboard Ohio board in May, I set about advocating for the service and was quickly taken aback by the positive response from regional political, business, higher education, and other leaders,” Mr. Bauman said.

He noted an October online poll by the *Cincinnati Business Courier* of more than 1,500 respondents, 95 percent said they would use such a service. Driving is a hassle and unproductive, the bus provides inadequate service for many people and flying is too expensive (Cincinnati-Northern Kentucky International Airport was just ranked by the U.S. Department of Transportation as having the nation's most expensive averaged airfares for the second quarter in a row).

“In short there is a cache, a buzz, and by all accounts a high and unsatisfied demand for rail travel between our great cities,” Mr. Bauman said.

All Aboard Ohio would like to give special recognition and appreciation to the U.S. Bank/Haile Foundation of Cincinnati for generously supporting our Cincinnati-Chicago advocacy campaign to educate decision-makers on the need for this critical rail link.

Here are just a few who have indicated support for at least a feasibility of the project with many being considered strong supporters:

- City of Cincinnati, OH.
- Cincinnati City Council Transportation Committee

Chair Amy Murray (R).

- Dearborn County (Indiana) Commissioner and incoming OKI Chair Kevin Lynch (R).
- City of Hamilton, OH (Butler County).
- Hamilton County Transportation Improvement District.
- Hamilton County Commissioners, Chris Monzel (R), Greg Hartmann (R), and Todd Portune (D).
- Hamilton County Engineer's Office.
- Indiana Passenger Rail Alliance (IPRA).
- OKI (Ohio-Kentucky-Indiana Regional Council of Governments MPO) Chair Todd Portune (D).
- University of Cincinnati President Santa Ono.
- U.S. Bank/Haile Foundation.
- Numerous law firms, small businesses and individuals from varied backgrounds.

All Aboard Ohio has already held a joint meeting between Commissioner Portune and IPRA President Steven Coxhead to pursue joint funding of the study. Further meetings between Ohio and Indiana leaders are planned.

Finally, institutions of higher learning are showing interest in this rail link. In addition to UC President Ono expressing his support in writing, Mr. Bauman is meeting with University of Miami and City of Oxford officials to organize their support. There are more than 100,000 college students in this travel corridor, many of whom face transportation challenges.

For example, Purdue University in Lafayette, IN is the most active in backing the *Hoosier State* rail service. The reason is simple – Purdue has the second-most



AP File Photo
Cornfields pass in a blur. Five daily round trip trains operate between St. Louis and Chicago making up to nine enroute station stops and traveling at up to 110 mph. Most of the route will be upgraded from 79 to 110 mph by 2017, reducing travel times over the 280-mile route to just four hours — from downtown St. Louis to downtown Chicago.

foreign-born students of any university in the USA (University of California-Davis is #1). Purdue has 4,900 undergraduate international students and 2,900 graduate international students. More than 20 percent of the faculty were born outside of the United States. Most of these students/staff rely on the limited train service and a shuttle bus to/from O'Hare International Airport.

Despite this critical need, the Indiana Department of Transportation (INDOT) has agreed to fund the Chicago-Indianapolis train service only until January. Funding beyond that will depend on community stakeholders showing to Gov. Mike Pence and the Indiana General Assembly that the train service deserves to continue. The reinforcements from the Cincinnati end are arriving just in time to hopefully bolster efforts in Indiana to not only retain the service but improve it.

Directory of All Aboard Ohio

Officers —
—
Directors
—
Staff

CHAIRMAN	Jack Shaner Columbus, OH	jack@theoec.org 614 / 309-1169
VICE-CHAIRMAN	Kenneth Sislak Shaker Heights, OH	kgsislak@msn.com 216 / 870-7395
SECRETARY	Charles Horn Kenton, OH	cmhorn4953@live.com 419 / 674-1510
TREASURER	Kenneth Clifford Medway, OH	ken_clifford_cpa@earthlink.net 937 / 239-2357
NORTHEAST REGION	Ken Sislak	(see officers above)
NORTHWEST REGION	Roger Shope Bowling Green, OH	rogershopes@icloud.com 419 / 266-2071
SOUTHWEST REGION	Derek Bauman Cincinnati, OH	derekbauman@gmail.com 513 / 262-0345
CENTRAL/S.E. REGION	Eric Childress Columbus, OH	eric.childress@gmail.com 614 / 889-8336
AT-LARGE	Theresa Allen Forest, OH	tvalen@wildblue.net 419 / 889-7780
AT-LARGE	David Burns West Milton, OH	daromatt@earthlink.net 937 / 698-6890
AT-LARGE	Kenneth Clifford	(see officers above)
AT-LARGE	Michael Connor Dover, OH	mjconnor_rr@hotmail.com 330-343-5412
AT-LARGE	Charles Horn	(see officers above)
AT-LARGE	Timothy Porter Toledo, OH	tfporter@bex.net 419 / 824-5462
AT-LARGE	Marvin Ranaldson Lakewood, OH	marvin.ranaldson@gmail.com 216 / 288-2733
AT-LARGE	Jack Shaner	(see officers above)
AT-LARGE	Ron Sheck, Ph.D. Sylvania, OH	ronsheck@gmail.com 419 / 517-3374
AT-LARGE	Akshai Singh Cleveland Heights, OH	akshaisingh@gmail.com 216 / 272-4286
AT-LARGE	Jerry Wicks Bowling Green, OH	jwticks@senecio.com 419 / 352-7418
EXECUTIVE DIRECTOR	Ken Prendergast Tower City Center 230 West Huron Road. # 85.53 Cleveland, OH 44113	kenprendergast@allaboarohio.org 216 / 288-4883 844 / 464-7245

All Aboard Ohio Office

Tower City Center
230 West Huron Road, # 85.53
Cleveland, OH 44113
(844) 464-7245
www.allaboarohio.org

Local Contacts

NORTHEAST	Cleveland	Marvin Ranaldson	216 / 288-2733
	Elyria	Phil Copeland	440 / 365-7970
	Lake County	Susan Mancino	suelake.aa@gmail.com
	Mahoning Valley	John Fahnert	330 / 565-5699
NORTHWEST	Toledo	Bill Gill	419 / 536-1924
SOUTHWEST	Cincinnati	Derek Bauman	513 / 262-0345
	Dayton	Kenneth Clifford	937 / 239-2357
CENTRAL/S.E.	Columbus	Larry Robertson	614 / 459-0359

National Association of Railroad Passengers

NARP National Office

President	Jim Mathews	202 / 408-8362
Vice President	Sean Jeans-Gail	fax-202 / 408-8287
Director of Development	Logan McLeod	
Office/Product/Development Director	James Abram "Abe" Zumwalt	
Coordinator of Outreach, Marketing and Communications	Jenna Jablonski	
	505 Capitol Court, NE Suite 300 Washington DC 20002-7706	
	e-mail: narp@narprail.org	Web: www.narprail.org

NARP Council of Representatives from Ohio

<i>Kenneth Clifford</i> Medway, OH	937 / 879-4750	<i>Carol Haslett</i> Chagrin Falls, OH
Geza John Vamos Cleveland, OH		Vacant

Italics denotes member of NARP's Board of Directors

Directory updated: Nov., 2014

Columbus-Chicago stakeholders OK rail pact

"Columbus" from page one — Agreement (MOA) formalizes already significant collaboration across states to diligently review this new transportation corridor. The MOA is a practical, yet critical next step to pursue the next phase of analyses, the Tier One Environmental Impact Study and the Service Development Plan," Mr. Murdock added.

"Support for passenger rail is strong in Lima and the Greater Lima area," said Lima Mayor David Berger. "We have a large base of potential passengers among our business people, students and everyday citizens who want and need an alternative option to driving to Chicago or Columbus. Having access to fast, frequent trains also would send a strong message to investors and others who are looking for development opportunities in Lima, as well as assist our existing businesses in recruiting new talent."

"Creating another transportation link

from Columbus to Chicago is important for our region's economic future," said Columbus Mayor Michael B. Coleman to *Columbus Underground*. "Chicago is the largest economic center of the Midwest, and the greater Columbus market, totaling over 1.8 million people, is the largest metropolitan city without high-speed passenger rail service."

Marysville Mayor John Gore said, "This type of long-term planning simply makes good economic sense. As we strategically plan for future economic development in Marysville and Union County, a high-speed passenger rail service that provides regular service to Port Columbus and to Chicago mean ongoing opportunities for existing business growth through retention, expansion and recruitment. And that's huge for our community, the region and the entire state of Ohio."

Eric Phillips, Union County Chamber of Commerce Executive Director, said

"If the Tier-1 Environmental Study shows this passenger rail corridor can be built and operated as planned, we see this service creating a significant economic development boost for Marysville and Union County by greatly enhancing our transportation portfolio. Selection and development of a station site alone could be a magnet for growth."

"Passenger rail will have a high impact on our region," says Ohio Northern University President Daniel DiBiasio. "It would significantly improve access for residents of Lima and Northwest Ohio to Columbus and Chicago. By broadening travel options for students, we can dramatically enhance their ability to benefit from the incredible opportunities these great cities provide, including commuting to internship sites and back home during breaks. Faculty, who now drive to campus from Columbus, would have a faster, safer, more eco-friendly commute. In fact, passenger rail will enhance faculty and student recruitment, making Ada, Ohio much more accessible."

"This is a big step forward in the effort to bring passenger rail back to our community," said Ft. Wayne Mayor Tom Henry. "The Chicago-Fort Wayne-Columbus corridor will be good for citizens throughout northern Indiana and central Ohio. It will increase transportation alternatives and help boost economic development and tourism."

According to a 2013 feasibility study by Transportation Economics Management Systems (TEMS), the proposed service of 12 trains

a day with at least 4 express trains would:

- Directly connect the Greater Columbus market, totaling over 1.8 million people, with the largest center of commerce in the Midwest: Chicago;
- Provide the same fast, frequent connections and benefits to Ohio cities like Marysville, Kenton and Lima;
- Feature Chicago to Columbus travel times ranging from 3 hours and 45 minutes express service to 4 hours local service;
- Attract an estimated 2.1 million riders in 2020 and will increase to over 3.3 million riders by 2040;
- Generate a positive operating cost ratio of an estimated \$5 million once the system ramps up in 2020 and rise to \$64 million by 2040, operated by a private franchise operator. The business plan indicates that private operation of the system would be possible without annual government subsidies;
- Generate an estimated 12,000 temporary jobs during construction and 26,800 permanent jobs over the 30-year project; and
- Provide an estimated \$6 billion of increased output for the region's businesses.

The study was completed in 2013 by TEMS for the Northeast Indiana Passenger Rail Association. A similar study with similar results was conducted two years earlier by Parsons Brinckerhoff for Orthoworx, Warsaw, IN's orthopedics industry. This is a globally significant, multi-billion-dollar economic cluster seeking global access by fast trains to/from O'Hare International Airport in Chicago.



Photo by Kenneth Borg

Next stop: Ann Arbor. Amtrak's Wolverine service train #355 to Chicago, on Oct. 11 passes the new Dearborn, MI station under construction, including a new second track yet to be tamped and activated. Michigan's progress could soon be Ohio's as local and regional jurisdictions have joined forces to plan for and pursue passenger rail between Columbus and Chicago.

Coalition files “Friend of Court” brief defending passenger rights

Confronts increasingly serious delays afflicting America’s national train network

Several nonprofit organizations have joined forces to support a legal fight which may be heard in December before the U.S. Supreme Court. The National Association of Railroad Passengers, the Environmental Law and Policy Center, All Aboard Ohio and Virginians for High Speed Rail filed an amicus curiae brief with the U.S. Supreme Court in a case that could prove pivotal in eliminating delays that are leaving passengers stopped on the track and stranded at the station.

The brief argues for the reversal of a judgment issued by the U.S. Court of Appeals – D.C. Circuit. That judgment struck down a provision of the 2008 rail reauthorization bill that instructed the Federal Railroad Administration and Amtrak—consulting with the Surface Transportation Board, freight railroads, states, rail labor, and rail passenger organizations—to develop metrics and minimum standards for measuring Amtrak passenger train performance and service quality.

A decision in this case has taken on new urgency, following the U.S. House’s introduction of the Passenger Rail Reform and Investment Act of 2014 (H.R. 5449), which sidesteps the serious on-time performance issues afflicting train passengers across the U.S. and crippling rail growth just at the moment when Americans are embracing rail travel in record numbers.

The amicus, or friend-of-the-court brief, lays out an argument structured around two central facts:

I.) “The court of appeals based its decision on two separate grounds: (1) an erroneous finding that Amtrak is a private entity and (2) a complete disregard of the factors indicating sufficient governmental control over the development and implementation of the metrics and standards.”

In order to achieve the national goal of maintaining a balanced transportation system in the U.S., Congress created Amtrak to preserve intercity train service in the U.S. at a time when the passenger rail sector was in steep decline. Consequently, Amtrak has been granted

special statutory rights throughout its history, such as track access and preferential dispatching. As early as 1978, Congress passed a law declaring that, while Amtrak should be managed as a business, it is not in reality a for-profit corporation. Rather, it is a government corporation that provides a public service—as defined by Congress—that uses ticket revenue and business partnerships to minimize the need for public funding.

In the development of the metrics and standards in question, the FRA solicited input from a wide array of stakeholders through the Federal Register. The FRA fully considered these comments, including those made by the freight railroads, before issuing a final version of the metrics and standards in May 2010. These metrics are binding only to Amtrak, do not supplant operating agreements between Amtrak and the freight railroads, and do not serve as a basis to impose sanctions against host railroads. The metrics merely provide a trigger for an investigation by the Surface Transportation Board when certain conditions aren’t met, most significantly on-time performance. The STB only awards damages and other relief if, as a result of their investigation, they find that freight railroads have failed to live up to their statutory obligation to provide preference to Amtrak trains over freight trains—an obligation originating in a 1973 law that not even the freight railroads dispute.

II.) “As a matter of public policy, the decision by the court of appeals, which invalidates Amtrak’s on-time performance measures, thwarts the intent of Congress and threatens the future of

passenger rail service in the United States.”

Under the metrics and standards implemented by the 2008 rail reauthorization law, Amtrak was able to achieve a 2012 on-time performance rate of 83 percent nationwide, and 71 percent for long distance trains. This level of on-time performance played a key part in allowing Amtrak to sustain its explosive ridership growth, which has led to ridership records in 11 of the past 12 years.

Since the metrics were struck down by the court of appeals, reported freight interference incidents nearly tripled, and Amtrak’s on-time performance plummeted to 42 percent. The long distance trains have been the most hard-hit; in a particularly extreme case, the on-time performance of the *Capitol Limited* (serving the **Ohio cities of Toledo, Sandusky, Elyria, Cleveland and Alliance**) plummeted to 1.6 percent in July. Amtrak reported in April 2014 that, in response to these skyrocketing delays, ridership and revenue had fallen by 15

percent year over year to date.

“Dramatic increases in freight train traffic combined with routine summer-time track maintenance has resulted in extreme delays to Amtrak trains across Northern Ohio,” said All Aboard Ohio Executive Director Ken Prendergast. A copy of the brief is available at AllAboardOhio.org on the Web.

“These crippling delays directly threaten a transportation choice that Americans have said they want and that tens of millions of Americans rely on every year. Rail links are a public good, and the reason Congress established Amtrak in the first place. It’s no coincidence that these delays followed hard on the heels of the DC appeals court ruling, and it’s also no coincidence that the result has unraveled a decade of record ridership. It’s ironic that these delays hurt Amtrak’s bottom line, increasing its dependence on public subsidies, even as those who back the appeals court ruling decry Amtrak’s business performance,” said NARP President Jim Mathews.



Photo by Ken Sislak

Freight railroads challenged Amtrak and its legal authority to help design on-time performance standards, a power granted to it by Congress in various laws since 1973. The legal challenge was fought to the doorsteps of the U.S. Supreme Court where it may be heard this December. All Aboard Ohio has joined a coalition to support Amtrak in its legal battle and to defend the rights of rail passengers like these at Cleveland suffering from yet another delayed train.

Calendar of Events/Meetings

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

November 2014

Date	Event	Time	Location	Contact information
8	Cleveland Local Meeting	10:00 am	10 th Floor Conference Rm, City Club Bldg, 850 Euclid Ave., Cleveland	Ken Prendergast 216-288-4883
8	Columbus Local Meeting	10:00 am	Grandview Public Library 1685 W. First Avenue Grandview	Larry Robertson 614-459-0359
8	Toledo Local Meeting	10:00 am	Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave., Toledo	Bill Gill 419-536-1924
17	Passenger Rail Forum & lunch	11:00 am	(Students \$20, others \$35); Toledo Club, 235 14 th Street, Toledo	Diane Reamer-Evans 419-241-9155x117
13	Cincinnati Local Meeting	6:00 pm	Moerlein Brewery Taproom, 1621 Moore St, Over-the-Rhine, Cincinnati	Derek Bauman 513-262-0345

December 2014

13	Cleveland Local Meeting	10:00 am	Note: new venue AAO office, Tower City Ctr. above food court, Cleveland	Ken Prendergast 216-288-4883
13	Columbus Local Meeting	10:00 am	Grandview Public Library 1685 W. First Ave. Grandview	Larry Robertson 614-459-0359
13	Toledo Local Meeting	10:00 am	Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave., Toledo	Bill Gill 419-536-1924

January 2015

10	Cleveland Local Meeting	10:00 am	Note: new venue AAO office, Tower City Ctr. above food court, Cleveland	Ken Prendergast 216-288-4883
10	Columbus Local Meeting	10:00 am	Grandview Public Library 1685 W. First Ave. Grandview	Larry Robertson 614-459-0359
10	Toledo Local Meeting	10:00 am	Toledo Amtrak Station, Dr. MLK Plaza, 415 Emerald Ave., Toledo	Bill Gill 419-536-1924