



Transit In Parks Program

Cuyahoga Valley National Park Receives Over \$3.2 million for Five Railroad Projects

The Transit in Parks program provides funding for alternative transportation systems, such as shuttle buses, rail connections and bicycle trails. The program seeks to conserve natural, historical, and cultural

The Paul S. Sarbanes Transit in Parks Program was established to address the challenge of increasing vehicle congestion in and around our national parks and other federal lands.

resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.

The program is administered by the U.S. Department of Transportation, together with the Department of the Interior and the U.S. Forest Service.

Cuyahoga Valley National Park (CVNP) will be receiving \$3,207,266 in grant money.



Cuyahoga Valley Scenic Railroad provides alternative transportation in Cuyahoga Valley National Park. Photo by Tom Jones.

Projects to be Awarded

1) Install Pedestrian Bridge at Rockside Boarding Area— \$1,356,976

This project involves construction of a new trail bridge over the Cuyahoga River, connecting Rockside Station boarding area to Lock 39 trailhead, including the necessary riverbank and riparian corridor improvements.

This will improve visitor safety between the newly improved

station and the trailhead, and enhance the multi-modality of the trail and rail systems at this popular and significant northern gateway to the park.



www.nps.gov/cuva
www.dayinthevalley.com

2) Replace Railroad Power Car #688—\$575,000

A railroad baggage car will be acquired and converted into a power generator car that would provide electrical power to run all essential systems on passenger cars such as lighting, heating, air conditioning, and refrigera-

tors and freezers located in concession cars.

The present power car, #688, is 58 years old and extremely unreliable. Loss of electrical service while operating impacts critical functions that affect passenger safety and experience.



Outdated power car #688 is 58 years old and occasionally breaks down. Photo courtesy CVSR.



Engine #365 is 46 years old, but can be rebuilt. Photo by Larry Blanchard.

3) Rebuild Locomotive #365 w/Green Technology—\$994,000

This technology will reduce exhaust emissions by 90% or higher and fuel consumption by 60%, eliminate oil waste, and reduce park visual and noise pollution. This will extend the life of this engine another 25-30 years.



When finished, locomotive #365 will look similar to this one. Photo by William J. Dragga.

4) Rehabilitate Accessible Rail #727 Car—\$144,670

Originally named the Fort Mitchell, car #727 is one of CVSR's two wheelchair accessible cars and is heavily used.

It served an estimated 9,000 passengers in 2010.



Design improvements will look similar to accessible car #105. Photo courtesy CVSR.

Acquired in 1995 and rebuilt in 1998 for full accessibility, this car needs significant mechanical repairs and design improvements.

Work will entail relocating restrooms, replacing obsolete wheelchair lifts, replace air conditioning system, and add wheelchair friendly seats.

5) Rehabilitate Baggage Car for Bicycle Transport—\$136,620

One of the park's hallmark offerings is the Bike Aboard! program that promotes visitor access to CVNP by train, bicycle and trail rather than by car. For just \$3, visitors can ride the train one way and bike the other direction.

Baggage car #1129 would undergo repairs to make it a more efficient car for transporting bicycles.

Repairs will be made to the exterior and interior, wheel assemblies, and electrical systems. Sliding baggage doors will be replaced with a spacing saving roll up door increasing capacity for 40 more bikes.



In its present condition, car #1129 has only one year of life left. Photo by William J. Dragga.