

the 6:53



AMTRAK's BROADWAY/CAPITOL at Canton.

Paul Woodring, Jud Powell photo.

***"Blessed are the States with Night Trains,
for soon you shall have More of them!"***

- The Gospel According To Amtrak

CARDINAL RESCHEDULING LOOKS CERTAIN



March 1984

issue #57

Official Publication of the
OHIO ASSOCIATION OF RAILROAD PASSENGERS

March 1984

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LATEST WORD ON "CARDINAL" SCHEDULE

On February 10th, OARP learned of the latest Amtrak modifications to the proposed rescheduling of the CARDINAL which is supposed to take place at the end of April. Due to mounting criticism of the first proposal's effect upon Cincinnati (as reported in the January 6:53), the latest plan from Amtrak would, in their words, "provide connections to/from western Amtrak trains at Chicago and also provide more marketable arrival/departures at the major terminal of Cincinnati."

The latest Amtrak proposal would avoid train times between midnight and 6:00am. This is done, just barely; by putting the westbound CARDINAL out of Cincinnati at 11:59pm (!) and the eastbound CARDINAL into Cincinnati at 6:23am (!).

Here are the details as OARP understands them:

Train #50, the eastbound CARDINAL would leave Chicago at 9:00pm, arrive Cincinnati at 6:23am, leave Cincinnati at 6:30am, and arrive Washington at 8:15pm. Running time between Chicago and Cincinnati would be increased by 41 minutes and reduced by twelve minutes between Cincinnati and Washington. Five minutes would also be eliminated from the servicing stop at Russell, KY, just west of Tri-State Station.

Train #51, the westbound CARDINAL would leave Washington at 10:30am, arrive Cincinnati at 11:52pm, leave Cincinnati at 11:59pm and arrive Chicago at 7:30am. Twenty minutes would be cut from the running time between Washington and Cincinnati, plus five minutes from the service stop at Russell; but 35 minutes would be added to the running time between Cincinnati and Chicago.

Also being discussed at Amtrak is operation of food service on the CARDINAL only between New York - Washington and Cincinnati. And, they are reportedly discussing operating the sleeping cars only between Chicago and Charleston, WV. Travelers could not get any food or beverages into or out of Chicago and no first-class service would be available east of Charleston. If these changes are adopted, switching costs would be incurred for both trains at Cincinnati and also at Charleston, WV.

OARP is still of the opinion that the major schedule change, including the latest modifications, will impact negatively ridership and revenue especially at Cincinnati and at all the station stops west of Cincinnati. 11:59pm is not a good "marketable arrival/departure at the major terminal of Cincinnati". Train times at Hamilton, of course, would fall well between midnight and 6:00am and OARP understands that U.S. Congressman Thomas Kindness is not at all happy about the proposed schedule serving his district. OARP also foresees the westbound train, scheduled out of Cincinnati at one minute before midnight, frequently running much later than that because, with the added padding of 35 minutes from there to Chicago, what incentive will there be to stay on the printed schedule?

OARP members who might like to spend a weekend in Toronto are advised that TRANSPORT 2000 CANADA will hold its Annual General Meeting in Toronto on Saturday, March 31, 1984 at the Oak Room in Toronto's Union Station. The Hon. Lloyd Axworthy, Minister of Transport, will be the guest speaker. The public is invited to the open part of the meeting which will begin at 1:00pm. Mr. Axworthy will speak at about 2:00pm. He will be preceded by reports from the President of TRANSPORT 2000 CANADA, Guy Chartrand, and the Executive Director, Nicholas Vincent, and followed by a panel discussion. It promises to be a stimulating afternoon considering the future of passenger rail transportation in Canada. A registration fee of about \$3.00 will be charged. Refreshments will be served. For further information contact Mr. A. Turritin, TRANSPORT 2000 ONTARIO, Box 248, Station M, Toronto, Ontario M6S 4T3, or call 489-7873 in Toronto.

DID YOU KNOW... that Ohio Governor Celeste recently appointed a 38-member Advisory Council for Travel and Tourism in Ohio? And, as disappointingly expected, not one on the Advisory Council represents RAIL TRAVEL interests, although the BUS industry and the AIRLINE industry are quite adequately represented. Does our Governor realize there IS Amtrak service here?

OARP's Pres. Tom Pulsifer has alerted the Governor's office to the proposed changes in Amtrak's CARDINAL service to Ohio and has urged that the State get involved in the input process whenever major changes in Amtrak services are contemplated which will certainly affect ridership and revenue and also accessibility to and from Ohio points.

JIM BRADY of Wilmington, Ohio, embarked from Indianapolis February 11th in an attempt to set a record for the most mileage (25,239 miles) in 30 days for the least expense using Amtrak's ALL ABOARD AMERICA fare plan. Brady and Amtrak Regional Sales Manager FRED FRAYER of Cincinnati were interviewed by several radio-TV stations on this attempt. BRADY made his reservations and travel arrangements through Adventure Travel in Wilmington, which is an Amtrak-authorized travel agency.

OhioDOT / RAIL HAS MOVED:

On February 6th, OhioDOT DIVISION OF RAIL TRANSPORTATION DEVELOPMENT moved out of the 34th Floor of the State Office Tower to a NEW ADDRESS and a NEW TELEPHONE NUMBER:

1600 WEST BROAD STREET
COLUMBUS, OH 43223-1298
614-275-1389

The new location is at the interchange of I-70 at U.S. 40, West Broad Street. There is frequent COTA bus service on Broad Street at this location.

IN THE WORKS . . .

12-14 OARP members from the greater Dayton area will work the PBS Channel 16 Telethon on Monday, March 5th, from 7:30pm until 11:00pm.

OARP's Tom Pulsifer and Howard Harding will appear on WOSU's (Columbus) "Access" program sometime in March to discuss OARP's views toward better passenger rail services in Ohio. "Access" airs on Wednesday afternoons at 3:00pm.

Dayton advertising expert Don Omer is working with OARP to develop a high-impact membership flyer. We will then put some time in the development of a completely revised, more extensive OARP brochure to be done later on this year.

OARP's PASSENGER RAIL SERVICE SYSTEM PROPOSAL CITED IN U.S. CONGRESSIONAL O.T.A. REPORT

We are pleased to report to you that OARP's PASSENGER RAIL SERVICE SYSTEM PROPOSAL, officially released about one year ago, has been cited in the recently released Congressional Office of Technology Assessment's report on U.S. PASSENGER RAIL TECHNOLOGIES. The reference to OARP comes on page 67, in the section outlining current activities in the various states, and reads:

Although not defined as high-speed rail, the Ohio Association of Railroad Passengers recently has proposed the establishment of a 110-mph service on a 1,650-mile network within the State. The Association claims this would cost \$2.4 billion in contrast to the ORTA proposal of \$11.5 billion for 526 route-miles.

The information about OARP's proposal was supplied to the OTA by Ross Capon of NARP who served as a workshop participant on Demand, Economics and Institutional Considerations of High-Speed Rail. OARP also notes that U.S. Congressman Clarence E. Miller of Ohio is a member of the Technology Assessment Board. Copies of the full report, U.S. PASSENGER RAIL TECHNOLOGIES, can be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, GPO Stock #052-003-00938-2. The price is \$4.75.

A summary of the report may be obtained from the Congressional Relations and Public Affairs Office, Office of Technology Assessment, U.S. Congress, Washington, DC 20510. The summary does not contain the mention of OARP, however.

Readers of RAILS NORTHEAST's December 1983 issue found OARP's PASSENGER RAIL SERVICE SYSTEM PROPOSAL reprinted in its entirety, including maps and tables, and taking up over half of the publication! Copies of RAILS NORTHEAST may be ordered from the publisher at P.O. Box 135, East McKeesport, PA 15035 at the cost of \$2.75 each. Some railroad hobby shops also stock RAILS NORTHEAST in their magazine section. Howard Harding submitted a copy of OARP's Rail Plan to RNE publisher Robert Reid last year and both Howard and OARP Pres. Tom Pulsifer have written Reid to thank him for publishing our Plan.

HIGHER SPEEDS FOR AMTRAK IN MICHIGAN!

Michigan Governor
James Blanchard re-

cently signed into law a bill which gives the State the power to set the speeds of trains. In effect, this takes away from the cities and towns their right to set arbitrarily low speed restrictions on trains passing through their municipalities. Due to many speed restrictions between Detroit and Monroe, it takes Amtrak's LAKE CITIES twice as much time to run between Detroit and Toledo as you can drive it on I-75! Although the LAKE CITIES is the primary beneficiary of this new legislation, all the Amtrak services in Michigan will see faster schedules. Our friends in the Michigan ARP have worked for years to get this legislation passed.

OARP's HOWARD HARDING PARTICIPATES IN ANNUAL MEETING OF TRB

The Transportation Research Board's Annual Meeting is held in Washington each year in January. This year's meeting, January 16-20, attracted nearly 4,000 participants from federal, state and local governments, universities and industries related to transportation. Included on this year's agenda, for the first time, were formal sessions of the new Subcommittee on Intercity Rail Passenger Systems. Ross Capon, executive director of NARP, and I participated in both the morning committee meeting and the afternoon Conference Session on High-Speed Rail Technology. We were joined at the morning session by about 75 other people seriously interested in developing improved intercity rail passenger service for America. The afternoon session attracted well over 200 people!

Included among the morning session participants were Nicholas Brand of American High-Speed Rail Corporation; Hal Cooper, leader of the group promoting Texas high-speed trains; Michael Daly of Las Vegas Mag-Lev fame; Robert J. Casey, formerly of ORTA and now executive director of the Pennsylvania High-Speed Rail Passenger Commission; consultant Carl Englund; Johnathan Richmond, rail critic and consultant; Ronald C. Sheck, author of "Amtrak 90" and New Mexico DOT official; plus representatives from Bombardier, TGV-US, numerous consulting firms and Amtrak. Committee members showed great interest in the technological status reports on the various high-speed development programs in the Northeast Corridor, California, Nevada, New Mexico, Texas, Florida, Pennsylvania and elsewhere. But, when during a three-part presentation on demand modeling, serious criticism was raised regarding Los Angeles - San Diego cost, ridership and revenue projections, the critic met with substantial hostility.

Lucia Turnbull, project director of the U.S. Passenger Rail Technologies Project of the Congressional Office of Technology Assessment (OTA), made a very well-timed presentation of her project's findings. Ms. Turnbull reported that the OTA concluded that:

"Based on foreign experience and current U.S. market factors, ...it seems that any U.S. corridor with totally new high-speed rail service would have difficulty generating sufficient revenues to pay entirely for operating and capital costs. This same comment does not necessarily apply to upgraded rail lines or other improvements." (emphasis in original)

Committee members appeared far less interested in and supportive of Ms. Turnbull's report than in the more optimistic reports by high-speed advocates. This fascination for technological complexity at the expense of prompt and reliable service expansion carried over to the afternoon Conference Session on High-Speed Rail Technology. Most presentations inspired at least a few questions from the audience. But Dietrich Bergmann's report on his findings regarding the "Potential for High-Speed On Existing Rail Lines" was greeted by a deafening silence. And, when in response to a question during the morning session, Michael Daly of Las Vegas proposed Disneyland as the meeting point between the Los Angeles - San Diego "Bullet Trains" and the Los Angeles - Las Vegas "Mag-Lev" trains, almost no one acknowledged either the humor or the surrealistic appropriateness of his suggestion. Daly appeared to be very serious about his suggestion, noting the popularity of Disneyland as an attraction/travel destination.

(continued on next page...)

One event which gave cause for optimism occurred during the morning committee meeting. We were discussing possible future topics for research and reporting. William Weber of the Southern Pacific Transportation Company (SPTCo) suggested that we examine the relationship between governmental subsidies for various transportation modes and the future viability of private railroad operations. I supported Weber's suggestion, as did E. L. Tennyson (former PennDOT official) and very few others. In fact, I had written the committee chairman to suggest the very same focus last July. When we summed up our agenda for the next year, however, this topic was relegated to a minor part in a larger program. And Bill Weber was the only one who was willing to prepare a formal research paper on the subject. Most significant is that Weber is an official of SPTCo, notorious for its anti-passenger rail position; but he supports research into a factor which, if exposed and changed, could do more to benefit rail passenger and freight service than any other single factor one might consider.

Participation in these TRB meetings confirmed my hope that there are indeed many transportation professionals who have a real interest in development of improved rail passenger service. It also confirmed my concern that too much of this rail interest centers around high technology high-speed development rather than on consideration of just how any rail service fits with other transport modes and why rail services declined in this country despite rail's numerous areas of superiority when compared with all competing modes. Until fascination with technology's "sex appeal" is replaced with concern for the economic and physical realities of this time and nation, those of us who advocate a balanced system of intermodal transportation will continue to suffer numerous disappointments. But we will also have numerous opportunities to say "I told you so" as we pick up the pieces and try to provide rational transportation amidst the rubble of all the failed pipe dreams.

BACKGROUND

The Transportation Research Board (TRB) was formed in 1920 as the Advisory Board on Highway Research. From 1924 until 1974 it was known as the Highway Research Board. Since 1974 it has had its present name and had as its purpose "to advance knowledge concerning the nature and performance of transportation systems by stimulating research and disseminating the information derived therefrom." The TRB is a unit of the National Research Council and operates under the corporate authority of the National Academy of Sciences. The Academy is a private, honorary organization of more than 1,300 scientists and engineers elected on the basis of outstanding contributions to knowledge. It was established by Congressional Charter in 1863, is supported by public and private funds and is called upon to act as an official -- yet independent -- advisor to the federal government in any matter of science and technology.

— by J. Howard Harding

END OF AN ERA / END OF DOUBLE TRACK THROUGH LIMA, OHIO . . .

The last westbound BROADWAY/CAPITOL to use the westbound track and platform at Lima, Ohio, was February 5th. Starting February 6th the westbound BROADWAY/CAPITOL began using the eastbound track (closest to the station building) and on the very same day Conrail crews began ripping up the former westbound main track through downtown Lima.

AMTRAK MAY EVENTUALLY AXE CHECKED BAGGAGE SERVICE SYSTEMWIDE!

exclusive interview with Amtrak President Graham Claytor
— by OARP member Greg Thorson

Coming north on the first "Ambus" from Sarasota on the last day of the St. Petersburg-Tampa trains I met Amtrak President Graham Claytor on the Tampa platform where he, and I, were interviewed by local media on the new bus service. I invited Mr. Claytor to join me for dinner, and he did, on train #88 between Jesup and Savannah. After cocktails we had long discussions on a full range of topics:

- * Amtrak will add trains if short-term avoidable costs are covered.
 - * Southern Railway will be used, starting this April, between St. Louis and Centralia, for the Carbonade extension of the Missouri MULES. There will be thru coach and sleeper service between Kansas City - New Orleans.
 - * Cleveland schedule will be the same. Sorry about the night time there, but we must make western connections. Rochester, NY, and LAKE SHORE business in general is better on the present schedule.
 - * The eastbound BROADWAY / CAPITOL may operate one hour later for better connections from the CALIFORNIA ZEPHYR in Chicago, starting at the end of April.
 - * I'd like to return to Cincinnati Union Terminal, but there are few tenants now. It needs more tenants and shops. Amtrak just can't support it on its own.
 - * We'll keep the CARDINAL on its present route for now. The Chessie doesn't want to switch to the Connersville - Rushville line yet. The HOOSIER STATE is a bad money loser, but if at all possible Amtrak will keep it. The HOOSIER STATE won't run to Cincinnati. Perhaps the tri-weekly CARDINAL will be the only Chicago - Indianapolis - Cincinnati service next year.
 - * I know Ohio is interested in the PENNSYLVANIAN extension to Cleveland and it seems practical if Ohio will support it through 403-b monies.
 - * We'll never have checked baggage to Sarasota, nor trains. Too expensive. We'll someday get rid of checked baggage from the entire system. Package Express isn't worth it from small stations. Costs too much to keep an agent there.
- Our thanks to Greg for getting this information to us in time for inclusion in this 6:53.

OARP member AL PIERCE of Kettering suffered a stroke on January 14th and was in intensive care until January 20th. We understand that AL can look forward to a full recovery. You might wish to send AL a card or a note to help him along. Mail to 3974 Mengel Dr., Kettering, OH 45429.

OARP's Lima Area Regional Coordinator John Keller informed us that Spencerville & Elgin Railroad engine #653 (numbered in honor of OARP and our ties with the number 653) froze up on January 22nd when a heating device failed. The future of Alco S-4 #653 (ex-NYC) on the S&E is uncertain.

FEBRUARY HIGH SPEED RAIL TASK FORCE MEETING —
— report by OARP Regional Coordinator Bill Hutchison

I represented OARP at the monthly meeting of Ohio's High-Speed Rail Task Force which was held on February 13th at the downtown Sheraton in Columbus.

The first speaker was Jolene Molitoris of OhioDOT/RAIL, who led a discussion about the coming ridership survey. Concern was voiced over the extremely long time needed to secure FHA funding. In view of the short life span of the HSR Task Force it was decided to pursue State funding which would take only two months.

Next on the agenda was a presentation by Larry Jacobson of Dalton-Dalton-Newport on the problems of routing a dedicated right-of-way from Dayton to Cincinnati. Both the Chessie and Conrail lines are heavily used and there are numerous local industries along both lines. To build the DDN Phase II proposal would cost at least a billion dollars, something State Sen. Boggs wants to avoid if at all possible. The question of a location for the station in Cincinnati was also brought up with Jacobson noting that while the Phase II study had the high-speed line terminating at Cincinnati Union Terminal, it may be desirable to have a location near the stadium on the Riverfront. During the Q&A period that followed, I raised the possibility of rebuilding the now-abandoned Penn Central line from Xenia to Cincinnati as a bypass around the congested Dayton-Cincinnati rail corridors and also moving what freight traffic remains to the Chessie line to free the Conrail Dayton to Cincinnati line for use as a dedicated right-of-way for passenger trains.

Robert Blanchette then outlined the TGV Company's response to a request for a conceptual proposal, saying that public assistance probably would not be needed. He then proceeded to spend most of his time downplaying the Office of Technology Assessment's report which was critical of proposed high-speed trains, such as the TGV, outside the Northeast Corridor. The last speaker was John R. Burrell of Smith-Barney who discussed financing of major transportation systems, at which his firm has considerable expertise. Mr. Burrell's remarks were of a general nature since no system has yet been chosen. He closed by saying that before he could go any further, Ohio would have to get its act together and decide what it is going to do. Sen. Boggs had some interesting comments on the possibility of restoring service to Cleveland Union Terminal, saying that the Terminal could be rebuilt with Federal funding through a currently unfunded law dealing with the conversion of historic terminals to intermodal terminals. Under this law, the architectural integrity must not be compromised and the building must be on the National Register of Historic Places, both of which are met by Cleveland Union Terminal. This matter will be pursued further since, regardless of what system is developed, the Terminal will be necessary.

About thirty were in attendance and the overall impression I got was a good one, although the delays associated with the ridership survey and the apparent lack of knowledge about rail transportation is a problem. One Task Force member suggested, as a way to hold down costs of building a high-speed line into a downtown area, that a high-speed line could run just to the outskirts of a city at a "beltway" stop (such as I-270 in Columbus) and have the passengers then transfer to local transit for the rest of the trip downtown. Obviously this scheme has several drawbacks. Most will simply not patronize the service if they have a choice, since forced transfers are never popular.

(Continued on next page...)

Most Ohio cities do not have rail transit to connect with the high-speed lines and so would have to build these lines, making the savings of not building a high-speed line into a downtown minimal. These facts did not escape State Rep. Ross Boggs' attention as he noted that it would be better to have direct downtown service even if it means paying the expense for the high-speed line or going 50 mph.

The next meeting of the HSR Task Force (second Monday of each month) will be held March 12, 1984, at the downtown Sheraton in Columbus.

"LAY YOUR PECAN PRALINE ON MY PILLOW"

Amtrak's CITY OF NEW ORLEANS is about to move into a new segment of its Midwestern travel market. In an enhancement program scheduled for March 15th introduction, this train will begin featuring increased amenities aimed specifically at the discretionary, or pleasure, traveler. After March 15th, CITY OF NEW ORLEANS travelers will find:

- * Taped music in the lounge car.
- * Complimentary light snacks provided with the sale of drinks during a hospitality hour in the lounge.
- * Wine and cheese baskets and welcome aboard portfolios for first-class passengers in sleeping accommodations.
- * Complimentary morning newspaper with coffee or tea, and a pecan praline on the pillow when the bed is turned down at night for first-class passengers.
- * A meal service reservation system for first class passengers.
- * Pre-check-in service for first-class passengers at Chicago and New Orleans.
- * A full-service dining car, featuring freshly prepared regional foods, during the World's Fair season.

It's a joint Amtrak effort, with major contributions from several departments, Transportation Marketing, Sales, Operations and Maintenance, Passenger Services and Corporate Communications. "The CITY OF NEW ORLEANS revenue performance has not been satisfactory," said Jerry Sheehan, Amtrak's director of sales for the Central Region. "We intend to attract a new group of riders and additional first-class passengers."

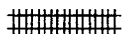
U.S Presidential candidate GEORGE McGOVERN was the first to respond to our questionnaire (as reported in the January 6:53). Watch our May 6:53 for a complete report on the candidates' positions on passenger rail service.

Compared to airlines and buses, Amtrak is running ahead of its competition in transportation revenue and revenue passenger miles. Compared to fiscal 1982, Amtrak's 4 billion revenue passenger miles represented a 3% gain, while transportation revenue was up 6.6%.

For domestic airlines, revenue passenger miles went up 6.6%, compared to fiscal 1982, but transportation revenue was up only 2.8%. This was the result of the airlines' trading revenue for ridership through discount tickets early in the year.

Intercity buses suffered declining revenue in each quarter, with a revenue drop of 6.2%. Revenue passenger miles increased less than 1%.

— from AMTRAK NEWS



Amtrak reports for fiscal 1984 through December, ridership increased 487,000, or 11%, from fiscal 1983. Ridership on the total Amtrak system for December was up 192,000 passengers, or more than 12%, from December 1982. Long-distance trains led the December increase with a 19% ridership gain.

THIS PAGE CONSTITUTES THE OFFICIAL NARP REGION VI BALLOT!

Detach this page from your 6:53 and follow the instructions printed below. Please do not enclose any other materials in your ballot envelope. Unopened envelopes will be taken to the Detroit NARP Meeting on March 17th and ballots will be counted there. Your ballot MUST arrive in Xenia by the 16th of March in order to be counted.

Ballot preparation coordinated by Bill Glasser.

OFFICIAL NARP REGION VI BALLOT
P. O. BOX 653
XENIA, OHIO 45385-0653

NARP members only may vote for directors. Mark your ballot and mail immediately to address above. Please sign your envelope in the upper left hand corner. Election results will be announced at the Region VI Annual Meeting in Detroit on Saturday, March 17.

CANDIDATES: Vote for not more than six (6):

- DIETRICH R. BERGMANN. Resident of Grosse Pointe Woods, MI. Chairman of MARP. NARP member. President of Railway Systems Engineering Corporation. Licensed professional engineer. Planning and design of commuter and high-speed intercity passenger rail services. Believes most effective approach to development of high-speed passenger rail services should involve upgrading rather than disregard of existing facilities.
- JOHN DELORA. (Incumbent) Resident of Grosse Pointe Shores, MI. Founding member of MARP. Former chairman & secretary of MARP. NARP member. Established Michigan Passenger Foundation, led drive to obtain Michigan 403(b) trains, and promoted rail passenger service in Lansing and Washington, D.C. Believes we must rid NARP of its railfan image, properly market rail passenger service and strive for better Amtrak service throughout the region.
- WILLIAM GLASSER. (Incumbent) Resident of Canton, OH. Secretary of OARP. NARP member since 1973. Has lobbied in Washington, D.C. Worked to get a new station for Canton, Ohio, conducted letter writing campaigns urging support for Amtrak. Believes NARP must support a national Amtrak network with no further reductions, urge more state participation in the 403(b) program, and press for continuation of capital funding for new equipment.
- HOWARD HARDING. (Incumbent) Resident of Akron, OH. Member of NARP, MARP, OreARP, SRHS, OARP. Serving as OARP Regional Coordinator; NARP Committee member on Equipment, Route study, Resolutions; chairman of NARP Nominating Committee. Member of Sierra Club National Transportation Committee. Believes NARP must continue to grow, must work with Amtrak to improve equipment utilization, expand service, make all trains daily.
- NICHOLAS NOE. (Incumbent). Charter member IndARP; member of MARP, OARP, KARP, ICC registered practitioner, Assoc. member of American Society of Traffic & Transportation. Believes NARP should work to restore service via Shelbyville line; press "Emerging Corridors" concept, especially Cincinnati-Indianapolis-Chicago; work to restore east-west service across central Indiana and Ohio; re-establish midwest-Florida service; operate the CARDINAL daily.
- GEORGE SCHLAEPFER. (Incumbent) Resident of Livonia, MI. Member of MARP and former newsletter editor. President of Michigan Rail Club, former tour director. Believes Amtrak must further improve its reliability, develop new sources of revenue such as increased postal, express and real estate revenues.
- MIKE WEBER. (Incumbent) Resident of Cincinnati, OH. OARP Regional Coordinator. Supporter of Cincinnati Union Terminal restoration. Believes NARP should work to secure adequate capital funding to permit service expansion as outlined in Sheck's AMTRAK 90; have Congress identify major rail passenger routes and protect them from dismantling; reroute CARDINAL via Indianapolis; establish Cleveland-Columbus-Cincinnati service; double NARP membership.

THE BROADWAY AT MASSILLON

By dawn's early light, on February 18, 1983, a late running BROADWAY/CAPITOL LIMITED kicks up a dusting of snow as it accelerates westward out of Massillon, Ohio. Next stop will be at Crestline. Credit OARP member Paul Woodring of Stow, Ohio, for this wintry photo.

OARP welcomes the submission of photos for the 6:53. We cannot pay you, but you will get your name in print. We get best results from glossy black & white prints. Color prints should be glossy and sharp and not on the dark side. We can get internegatives made from color slides but this is quite expensive and we don't do it very often.

Quite a few members have responded from time to time that they really like to see various photos in the 6:53; but we do need your help in keeping us supplied with timely photos; photos of the trains serving Ohio, photos of OARP meetings and events, photos that relate to our goals of helping achieve improved and expanded rail passenger services for Ohio and America. If you're handy with your camera, won't you share some of your shots with OARP. Please contact your OARP President. If you want your originals returned, we will make copies of what we can use, and you'll get your materials returned safely.

OARP IS LOOKING FOR SOME IDEAS ON WAYS TO MAKE MONEY and this will be discussed during our OhioARP portion of the Detroit Meeting on Saturday, March 17th. Our Treasury is holding its own, but we no longer have much significant reserve to fall back upon in case of need. We still have two payments to go on the 1984 OARP Calendars, but we are presently up-to-date with other bills. Our printing costs have recently gone up so printing and postage for each mailing of the 6:53 now runs close to \$500.00. If YOU have some ideas on some ways we can raise extra funds, please communicate them to OARP. Thanks!



OARP's NEW LEGISLATIVE DIRECTORY for the Second Session of Ohio's 115th General Assembly is expected from the printer in Columbus very soon. To those who have ordered copies, please be patient. We'll mail your order out as soon as we receive the Directories from the printer.

According to a recent issue of U.S. News & World Report, we taxpayers spent \$363,780 early in 1983 to send House Speaker Tip O'Neill and twenty-one other House members on a junket to China, Hong Kong, Singapore and Japan. OARP understands that approximately the same amount of money would have kept Amtrak's NATIONAL LIMITED operating past September 1979, for at least an additional year, serving more than twenty-two people and providing continued rail passenger transportation to Columbus and Dayton.

OARP Pres. Tom Pulsifer will be in Florida on Ziebart Dealers Association business early in April and plans to also meet with several Florida rail transportation activists while he is in the area.

WANTED!

TWO HUNDRED SIXTY-TWO NARP MEMBERS IN OHIO!

Yes! There are 262 NARP members living in Ohio who are NOT YET members of OARP. YOU 262 SHOULD BE MEMBERS OF OARP AS WELL AS NARP because your voice in support of improved rail passenger service can have a much greater impact here in Ohio because you are an Ohio resident. Your elected legislators will definitely listen to their own constituents. This issue of the 6:53 is being sent to ALL NARP members in Ohio as well as to all OARP members and others on our regular membership/ mailing list. It is important that you use this opportunity to cast your annual ballot for your elected NARP regional directors AND use this opportunity to join OARP and get involved in what's happening right here in Ohio. The mere five dollars it takes to join OARP goes a long way to help build a larger constituency for better passenger rail transportation here in Ohio; and in America. Remember... large constituencies are listened to. Large constituencies have clout. With 700 members OARP has clout. But we can have better clout with 962 members! It is our goal to make sure all NARP members in Ohio are also members of OARP; AND all OARP members should also be members of NARP.

As an added incentive to JOIN OARP NOW; when you send in this page with your \$5.00 to OARP, OARP will mail you at no charge:

- * Two 1984 OARP CALENDARS
- * One OARP "Let's Get Ohio Moving on Passenger Trains" Bumpersticker
- * One OARP logo window decal
- * OARP's Ohio Legislative Directory

This incentive offer applies to current NARP members because we really want you to become a part of OARP. Please make your \$5.00 check or money order payable to O.A.R.P. and mail it with this page to OARP, P.O. Box 653, XENIA, OHIO 45385.

YES! I AM A NARP MEMBER AND I ALSO WANT TO JOIN AND SUPPORT THE OHIO ASSOCIATION OF RAILROAD PASSENGERS!

My name _____

Address _____

City/State/ZIP _____

In addition to my annual membership dues, I'd like to become actively involved from time to time in the ongoing work of OARP. YES () NO ()

Phone number _____

(NOTE: Your incentive items may not necessarily be sent to you in the same envelope.)

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COLUMBUS OARP MEMBERS EXPRESSING CONCERN OVER I-670 FUNDING ISSUE

On February 15th, the Ohio House passed legislation to permit the Central Ohio Transit Authority to loan \$10 million to the State to help fund construction of 5.5 miles of I-670 from near downtown Columbus to the Port Columbus Airport and I-270 Beltway. This would be an unprecedented move to utilize mass transit monies to fund a highway. The bill passed in the House 89-7. The Ohio Senate was expected to begin hearings on this legislation at about the time this 6:53 went to the printers.

Several OARP members in Columbus have expressed concern over the use of the transit monies for the highway. Some have indicated that they will attend upcoming COTA "community" meetings regarding the future for mass transit in Columbus. Meanwhile, Governor Celeste has expressed objection to the \$10 million COTA loan for I-670. He prefers that the \$10 million be a gift to the State. Without the COTA money, the State would be unable to afford its share of the highway project. Celeste prefers the gift over a loan as the loan would have to be repaid and the gift would not. OARP members should ponder the words of State Rep. Dean Conley (D-Columbus) who was quoted as saying "There is no excuse for the capital city of this state to lack a first-class accessway to the airport, its doorway to the rest of the state and the world."

It is reported that COTA would benefit from the exclusive bus-lanes which would be built as part of the I-670 highway; however, prime beneficiaries of I-670 would obviously be private automobiles.

REACTION TO JANUARY 6:53 COVER STORY STRONG AND GENERALLY QUITE FAVORABLE

We believe that the strong cover story in the January issue of the 6:53 is doing some good and we hope that, down the line, all rail travelers in Ohio will eventually benefit. We're aware that some of the un-named "stall-smiths" are squirring!

Some OARP members have called or written your OARP President and, in general, have voiced the sentiment "Right On" or "Keep It Up". We know that modern rail passenger transportation services are desirable and we're going to renew the fight for more and better passenger train service. OARP knows that those who don't speak up will get pushed around and no good will get accomplished. OARP will no longer be pushed around. We intend to cooperate, as we have all along, for a better rail passenger transportation future. We're going to have to work harder, and from time to time get more vocal about it; but we believe the results will be worth the extra efforts. ALL ABOARD!

We expect delivery of our NEW OARP OHIO LEGISLATIVE DIRECTORY (2nd Session of the 115th General Assembly) any day now. Send in your request for a copy!

THANKS! OARP thanks all of our members, and other 6:53 readers, who have taken the time to write letters regarding the proposed CARDINAL rescheduling and the possible closing of the Lima station. As we say, those who don't speak out will forever get pushed around. We always like it when you send copies of your correspondence to OARP for our files. And... thanks to all who continue to send clippings and news items to us. We really appreciate your assistance!

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LEGISLATIVE CORNER

by MANFRED O. ORLOW
OARP Political Affairs Coordinator

This is a NEW FEATURE of your OARP publication, to inform you of current legislative activities in Washington and Columbus. Unless otherwise noted, the information given here will not contain comments or opinions; just summaries. OARP encourages you to write to your Senators and Representatives about bills, explaining your particular viewpoint and indicating a voting preference on their part. If you are unusually well-informed about a specific issue, be sure to share your information with the legislator. It will be most welcome and you will have performed a valuable service. We also encourage you to send OARP copies of your correspondence and copies of responses you receive; for our files.

SENATE BILLS:

SB 1117 - RAIL PASSENGER SERVICE ACT AMENDMENTS OF 1983

SUMMARY: This bill amends the Rail Passenger Service Act (Amtrak's enabling legislation) by adding certain financial housekeeping functions and eliminating further funding of the Performance Evaluation Center within the Corporation. It also abolishes the monthly performance report requirements in favor of a comprehensive yearly one by February 15th of each year. SB 1117 provides that Amtrak may continue service even after the Secretary of Transportation has recommended discontinuance if Amtrak can enter into a satisfactory agreement separately with the affected state(s).

CURRENT STATUS: This bill is currently on the Senate Calendar scheduled for a vote.

SB 1118 - AMTRAK IMPROVEMENT ACT OF 1983

SUMMARY: SB 1118 deals with various Amtrak employee provisions. It is also another version of the above in that it would enable the continuance of avoidable-loss service if states reimburse the Corporation up to 100% of the deficit.

CURRENT STATUS: This bill was referred to the Senate Committee on Commerce last year and has seen no activity in 1984.

HOUSE BILLS:

HCR 73 (House Continuing Resolution) - U.S. POSTAL SERVICE-AMTRAK STUDY

SUMMARY: HCR 73 expresses a sense of Congress that the Postal Service should conduct a study "of the possible benefits of increased use of Amtrak rail passenger service for the transportation of mail."

CURRENT STATUS: As of the end of February, the bill to conduct the study has been referred to the House Committee on Education & Labor, Select Education Subcommittee. No action has been taken.

HR 2764 - AMTRAK IMPROVEMENT ACT OF 1983

SUMMARY: HR 2764 is the House version of SB 1118, as explained above.

CURRENT STATUS: This bill has been referred to the House Energy & Commerce Committee, Subcommittee on Commerce. No action has been taken.

HB 2429 - TO REQUIRE AMTRAK TO ACCEPT CERTAIN COMMUTER TICKETS

SUMMARY: HB 2429 amends the Rail Passenger Service Act to accept reduced fare, multiple-ride commuter tickets for passage on Northeast Corridor lines if it receives reimbursement from a state or commuter authority. This bill does not affect any service in Ohio, at the present time.

CURRENT STATUS: Considered as unfinished business on October 6, 1983,

(continued on next page...)

to be rescheduled in 1984.

HB 3648 - AMTRAK IMPROVEMENT ACT OF 1983

SUMMARY: This major Amtrak funding bill has had numerous hearings since its introduction in July of 1983. Certain sections warrant highlighting here: TITLE I. These paragraphs require Amtrak to discontinue service where there is a 1984 avoidable-loss (deficit) greater than 6.5¢ per passenger mile (train miles divided by number of passengers on board) or a passenger-mile to train-mile ratio greater than 60. The deficit must be picked up by at least 80% during the first year, and 100% in the following years, plus 50% of all capital costs, by the affected states. The above criteria also applies to the new Amtrak Auto-Train service from Washington to Florida, including the need for it to generate enough operating revenues to amortize the service's capital costs. Specifically

related to the high-speed rail systems emerging around the country, there is a clause which provides for the negotiated permission of other railroads to operate service between points already served by Amtrak.

Another short but pertinent point in HB 3648 provides that Amtrak may not discontinue service between Tampa and St. Petersburg (but not necessarily by train, as noted elsewhere in this issue of the 6:53).

TITLE II. The second half of HB 3648 relates to fiscal 1984 authorizations for the Federal Railroad Administration and also proposes that the Chairman of the Interstate Commerce Commission and the Secretary of Transportation no longer serve on the Board of the United States Railway Association, decreasing its membership from five to three members.

CURRENT STATUS: Last action on October 6, 1983 termed HB 3648 as unfinished business to be scheduled into the House Calendar during 1984. Action on this could be soon, so quick input would be encouraged at this time.

CHANGES ANNOUNCED IN TOP AMTRAK MANAGEMENT AT WASHINGTON H.Q.

Amtrak President W. Graham Claytor, Jr. has announced several changes in the reporting structure of the company's top management, effective January 1, 1984. The title of group vice president has been changed to executive vice president.

Thomas P. Hackney, Jr.'s, title changes from group vice president, operations and maintenance and chief operating officer, to executive vice president—chief operating officer. Hackney's responsibilities expand to include, with operations and maintenance and engineering, passenger services and labor relations.

Paul F. Mickey, Jr., formerly vice president and general counsel, has been named executive vice president, law and public affairs. Reporting to Mickey are Anthony Mondello, general counsel and administrator of the Law department, and a newly appointed member of the Executive Staff; James H. English, vice president, government affairs; and Cathy A. Goldstein, assistant vice president, corporate communications.

The Management Committee consists of the president and the four executive vice presidents — Hackney; Mickey; Don R. Brazier, finance and administration; and William S. Norman, marketing and business development.

WHY SHOULD ANYONE CARE ABOUT IMPROVED RAIL PASSENGER SERVICE

by Howard Harding

On February 7th I met with the Economic Development Committee of the Akron Regional Development Board (ARDB). ARDB is, as its name implies, a regional private agency concerned with attracting and retaining business and industry in/to the Akron area. Its Economic Development Committee is composed of representatives of major industries, universities and other institutions from the area.

I was allotted about fifteen minutes to present a summary of OARP's RAIL PASSENGER SERVICE SYSTEM PROPOSAL. Following the presentation several questions were raised by members of the committee. Their questions and attentiveness indicated interest in, though not much enthusiasm for, our OARP rail plan. One question, however, really provoked continued thinking on my part, even after I had answered it. The questioner asked three questions...

How much would our proposal cost?

Who would own the system?

And... Why should anyone care?

Answers to the first two were simple to provide even if complex in content. But the third one really reached the core of our dilemma. If we can successfully answer it, our quest for better rail service should become immeasurably easier to achieve. Among the reasons why people

should care about improved rail passenger service are these: In the U-

nited States, transportation consumes about 25% of all energy used by our society for all purposes. It is the largest single end-use category. Train travel is far less energy-intensive than is travel by most other modes. Train travel also encourages and supports land-use patterns which tend to be less energy-intensive than those patterns which relate to other forms of travel. Train travel, both urban and inter-

city, tends to be far safer than almost any other form of travel. Even in Amtrak's worst years, the fatalities per million passenger-miles (a common measure) are far lower than by other modes. Auto travel in particular is a serious threat to infants, children and young adults, causing very high rates of injury and death.

Dependence upon train travel creates far less negative environmental impacts than does reliance on other existing modes. A rail-based transport system would tend to consume less land and fewer resources per unit of work (ton-miles of freight carried or passenger-miles carried) than do other existing travel modes. Compare, for example, the acreage devoted to airports and train stations; major highways and equal capacity rail lines. Compare the air pollution each mode produces (all types from all sources). The

United States people provide a role-model for people all across the world to emulate. As long as we continue to provide a model of extravagance and waste, that long will people in less-developed lands seek also toward extravagance and waste. But, we live in a finite world in a finite universe with resources severely limited when compared with rising world demands. We have an obligation to provide an example of prudence and restraint in our use of scarce resources. Switching from 80% dependence upon auto travel to some lesser percentage will be one small step toward better balance of our transportation service and will provide a more appropriate pattern for less-developed nations to follow.

(Continued on next page...)

Switching to a greater reliance on rail travel will signal our recognition of the facts of life on this planet. We must translate these concepts into words which reach both average citizens and our elected leaders. How do we do that?

OARP PROTEST ON CARDINAL RESCHEDULING CITED IN P.D. ARTICLE

OARP's reservations concerning the proposed rescheduling of Amtrak's CARDINAL were reported February 15th in a Johnathan P. Hicks byline article in the Cleveland Plain Dealer. OARP President Tom Pulsifer was quoted regarding the recent "re-adjustment" of Amtrak's proposed schedule stating, "That is a little more acceptable but it isn't nearly good enough. Cincinnati is a pretty major station on that route and the change puts trains at hours that are not very conducive to a lot of travelers. They put major stations at the most inconvenient times. They're doing in Cincinnati the same thing they did in Cleveland."

An un-named Amtrak spokesman was also quoted, stating that the schedule changes are planned to stimulate additional passenger traffic in Chicago, New York and Washington, and that more convenient times at those cities would necessarily lead to less attractive schedules in cities along the train's route.

IS THERE LIGHT-RAIL TRANSIT IN COLUMBUS' FUTURE ?? OARP member Dave Riddle of Columbus reports that the Central Ohio Transit Authority (COTA) recently scheduled four public meetings during which COTA Board members discussed COTA's future transit options with the public. The discussions included light-rail transportation, transit ways/pedestrian malls, enclosed walkways and other topics. Community meetings were held in Worthington on February 15th, in Dublin on February 21st, in Minerva Park on February 23rd, and in Bexley on February 29th. Additional community meetings are planned in the greater Columbus area.

TRAILWAYS EYEING AMTRAK'S LAKEFRONT STATION IN CLEVELAND, BUT DON'T EXPECT INTERMODAL CONNECTIONS!

For some time Trailways has been considering use of Amtrak's Cleveland Station for its Cleveland bus terminal; and, once legal details are worked out, this move will very likely be definite. But we learn we shouldn't hold our breath for intermodal connections. In a short letter to OARP's Howard Harding, Trailway's Director of Schedules, Aaron Cruise said "Unfortunately, a feeder service to Amtrak is not economically viable, therefore, we must make our own connections first, and Amtrak connections second. This means that while we are willing to adjust to Amtrak, in most cases there is not sufficient flexibility to do so. Where flexibility exists, we will use it." Currently, a Trailways bus from Louisville and Cincinnati arrives in Cleveland at 1:55am, just eleven minutes after Amtrak's eastbound LAKE SHORE LIMITED leaves for Buffalo, Boston and New York.

OARP MEETING MARCH 17

OARP will hold a short meeting as part of the NARP Region Six Annual Meeting (Ohio-Indiana-Michigan) which will be held in DETROIT on SATURDAY, MARCH 17th. The site is the MEXICAN VILLAGE RESTAURANT which is just three blocks south of the Amtrak Station in Detroit. The meetings will commence at 1:30pm, after the arrival of Amtrak's LAKE CITIES from Toledo, and will end at 7:30pm in plenty of time to get back to the Amtrak station to catch the eastbound LAKE CITIES. In case of inclement weather, Michigan ARP members will provide shuttle service to and from the meeting site.

The meeting fee of \$15.00 per person includes your dinner. A cash bar will also be provided. USE THE REGISTRATION FORM PROVIDED BELOW (or copy thereof) TO GET YOUR REGISTRATION IN. IT IS NECESSARY THAT YOU REGISTER AND PAY IN ADVANCE!

The guest speaker for the NARP Annual Meeting is slated to be Amtrak's Director of State & Local Services, AL EDELSTON.

The main thrust of the day will be the NARP Meeting and it provides an opportunity for members of NARP, OhioARP, MichARP, and IndARP to get together to discuss common concerns.

We anticipate that most attendees from Ohio will ride Amtrak's LAKE CITIES between Toledo and Detroit. OARP will attempt to set aside part of one coach in each direction so we can all sit together on the train.

#49	= SCHEDULE =		#48	R.T.	Fare
7:04a	LV CLEVELAND	AR	1:44a		\$46.00
7:37a	LV ELYRIA	AR	1:08a		\$39.00
8:14a	LV SANDUSKY	AR	12:33a		\$29.00
9:10a	AR TOLEDO	LV	11:43p		
#353			#352		
9:45a	LV TOLEDO	AR	11:08p		\$23.00
11:35a	AR DETROIT	LV	9:08p		

Please Note: All the coach seats are RESERVED on Amtrak #48 and #49. Seating on #352 and #353 is not reserved.

OARP officers and coordinators will coordinate carpools.

ADVANCE REGISTRATION FORM FOR THE OARP/NARP MEETING - MARCH 17

NAME _____ \$15.00 PER PERSON
INCLUDES MEAL

ADDRESS _____ MAKE CHECK PAYABLE
TO MICHIGAN A.R.P.

CITY-STATE-ZIP _____ MAIL TO:

PHONE _____ JOHN DELORA
1869 BRYN MAWR

DEADLINE: MARCH 12TH GROSSE POINTE WOODS, MI 48236

NO REFUNDS AFTER MARCH 12TH OARP

TENTATIVE AGENDA

OARP MEETING on SATURDAY, MARCH 17th
in conjunction with the Region Six
NARP Annual Meeting in Detroit, Mich.
1:30pm

- * Confirm the appointments of BRAD UPHAM and ALEX HEINGARTNER as OARP Regional Coordinators for Columbus & Central Ohio.
- * Approve sale of OARP property no longer needed for OARP purposes; one Swingline Model 615 "Saddle" Stapling machine, one Master Addresser Model 99 addressing machine.
- * Update on IRS tax-exempt status; application filed with the IRS at the end of December.
- * Discuss plans for OARP's Annual Meeting in May. Location? Date?
- * Discussion on building a large and broad-based constituency for rail passenger transportation in Ohio.
- * Discussion on ways to increase OARP revenues; update on OARP's current financial status.
- * Any other concerns brought before this meeting.

We have requested one hour for our state OARP meeting. The Michigan ARP will also hold a state meeting at the same time. Indiana ARP's plans are uncertain at presstime.

We understand that the state ARP meetings will take place first (at 1:30pm) as part of the NARP Region Six Annual Meeting. The meeting is to be held at the MEXICAN VILLAGE RESTAURANT, three blocks south of the Detroit Amtrak Station.

OARP's 1984 CALENDARS (50¢), LAPEL PINS (\$2), TANKARDS (\$3), and various publications will be available. Every OARP member attending the Detroit Meeting will be given one FREE OARP WINDOW DECAL! We also hope to have supplies of OARP's new membership flyer available for distribution at this Meeting.

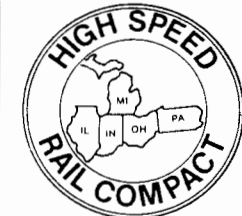
SEE YOU IN DETROIT — on MARCH 17th!

ATTEND THE FIRST

HIGH SPEED RAIL CONVENTION

PHILADELPHIA
MAY 16, 17 AND 18
FRANKLIN PLAZA
HOTEL

CO-SPONSORED BY



AND



THE HIGH SPEED RAIL ASSOCIATION

Contact:

Mrs. Dorothy Ketner
Pennsylvania High Speed
Rail Commission
House Box 240
Harrisburg, PA 17120

(717) 787-8748

YOU can help build a constituency for RAIL PASSENGER SERVICE by joining OARP and NARP AND... by recruiting additional members!

GOING TO THE DETROIT MEETING?

OARP member and travel agent AL MLADINEO is still trying to get a group of 15 or more organized so as to get the 25% discount on the train fare, especially from points on the LAKE SHORE LIMITED route. CALL AL AT 'ROUND THE WORLD TRAVEL IN CLEVELAND IMMEDIATELY! The number is 216-432-2235, or call him in the evening at home at 831-8523. Ticket payment must be by check, or on the morning of departure by check or cash.

A car pool from the Cleveland area will be formed for those who would like to go to the meeting but must watch the costs. If we can get 15 or more together for the Amtrak trip from Cleveland the R.T. fare will be \$35 instead of \$46 per person.

The important thing is not HOW you go to the meeting, but that you DO attend and participate in the meeting.

Al and OARP Regional Coordinator Jim Stevenson (216-234-5885) will coordinate car-pools from the Cleveland area to the Detroit meeting.

LIMA AMTRAK STATION STATUS,....

OARP is aware (at press time) of no new developments from what we reported to you in the January issue of the 6:53. The Amtrak Ticket Office is still open DAILY from 9:00pm until 6:00am. The Amtrak agent will still handle checked baggage for you although the Amtrak Timetables will suggest otherwise. We are monitoring the situation and stand ready to take further action if needed.

HELP KEEP YOUR OARP HEALTHY \$\$\$

STATUS REPORT ON THE PENNSYLVANIAN EXTENSION

Quite simply, everyone involved is still (at press-time) waiting for Amtrak to submit to OhioDOT its patronage and operating expense study on extending an existing Amtrak train operating between New York, Philadelphia and Pittsburgh on to Cleveland. OhioDOT Director Warren Smith requested this study last September 19th. OARP was directly involved in an OhioDOT-hosted meeting last August 10th which led to the OhioDOT action to actively consider this expansion of an existing Amtrak service into Ohio. This train service would provide direct daytime service between northeastern Ohio, central Pennsylvania and the East Coast.

President Reagan is proposing \$680 million for Amtrak in FY1985. According to NARP's analysis, this is enough to run everything, but provides only about \$20 million for capital budget. Additional capital dollars will be available from '84 and this could be about \$28 million.

REMINDER!
All OARP / NARP members planning to attend the March 17th DETROIT MEETING MUST BE REGISTERED AND SEND PAYMENT (\$15 per person) IN ADVANCE (by March 12th)!
Handy coupon appears in this issue. DO IT NOW before you forget!
THANKS!

JOIN OARP TODAY and help get Ohio moving on passenger trains! OARP is NOT another railfan club. We are rail transportation advocates! OARP is the statewide voice of concerned citizens working together to help achieve better rail passenger services. We're over 700 strong and moving forward together for better trains in the 1980's. We invite YOU to get on board! A new membership in OARP is still just \$5.00 for your first year; \$10.00 thereafter.

Name _____ CHECK HERE () if you can be active in the ongoing work of your OARP!
Address _____
City _____ Phone _____
State / ZIP _____ Mail this page with your check/m.o. to OARP MEMBERSHIP SERVICES P.O. BOX 653 XENIA, OH 45385

ADDITIONALLY . . .

- SEND ME ___ OARP LAPEL PINS @ \$3.50 each, postpaid.
- SEND ME ___ OARP GLASS TANKARDS @ \$5.00 each, postpaid.
- SEND ME ___ 1984 OARP CALENDARS @ \$1.00 each, postpaid (Quantity prices: 10/\$6, 15/\$7, 20/\$8, 25/\$9, 30/\$10, 40/\$11, 50/\$12, 60/\$13, 75/\$14, 100/\$15)
- SEND ME ___ (NEW ITEM) OARP WINDOW DECALS @ 50¢ each, postpaid.
- SEND ME ___ OARP BUMPER STICKERS @ \$1.00 each, postpaid. ("Let's Get Ohio Moving On Passenger Trains")
- SEND ME ___ OARP MEMBERSHIP BROCHURES/FLYERS No charge for these items...
- SEND ME ___ OARP RAIL TRIP REPORT FORMS But, OARP would appreciate stamps, a self-addressed stamped envelope, or a donation to help defray postage expenses.
- SEND ME ___ SAMPLE COPIES of the 6:53
- SEND ME ___ OARP LEGISLATIVE DIRECTORY (Revised, reprinted Feb. 1984)
- SEND ME ___ OARP RAIL TRAVEL GUIDE
- SEND ME ___ AMTRAK EAST-MIDWEST TIMETABLE
- SEND ME ___ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed business letter size envelope with 54¢ postage (20+17+17) affixed for this item to expedite handling. Thanks!)
- SEND ME ___ OARP COLOR POSTCARD @ 10¢ each in any quantity, postpaid. (Shows LAKE SHORE and LAKE CITIES in Toledo depot)

Members and others should use this page to order materials, making sure your name and correct mailing address are filled out in space above. Your DONATIONS help OARP to do more for better passenger train services!

"the 6:53" is the official bi-monthly publication (Jan-Mar-May-Jul-Sep-Nov) of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES IN AND THROUGH OHIO. The work of OARP is supported solely through membership dues and by extra donations of time, talents and dollars by our members. JOIN OARP NOW and HELP US FIGHT FOR THE RAIL TRANSPORTATION ALTERNATIVE! Annual dues are \$5 (min.) for NEW MEMBERS and \$10 (min.) for all renewals. There's a handy membership coupon printed in this issue. ALL ABOARD!

|||||
NEXT MEETING: SAT., MARCH 17, 1984
1:30-7:30pm - in DETROIT

in conjunction with the Annual NARP Region Six Meeting. DETAILS & REGISTRATION FORM INSIDE THIS ISSUE! Guest Speaker from AMTRAK. \$15.00 Registration Fee includes your meal. OARP will hold a short business meeting. Important issues and concerns will be discussed. OARP members: Plan to ride Amtrak's LAKE CITIES to and from Detroit March 17th. PLAN NOW TO ATTEND!



OHIO ASSOCIATION OF
RAILROAD PASSENGERS
P.O. BOX 653
XENIA, OHIO 45385-0653
RAIL TRANSPORTATION ADVOCATES

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