

the 6:53

AN OARP EXCLUSIVE:

RESULTS OF OARP'S LEGISLATIVE CANDIDATE RAIL SURVEY

AMTRAK "PENNSYLVANIAN EXTENSION"
INSPECTION TRAIN LOOKS AT
THREE ROUTES IN N.E. OHIO
& MORE IN THIS ISSUE



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DIRECTORY / OHIO ASSOCIATION OF RAILROAD PASSENGERS

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PLEASE BE CONSIDERATE.....
CALL OTHERS AT REASONABLE HOURS

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"REGION 216" NORTHEASTERN OHIO
CLEVELAND James Stevenson, 192 Franklin Drive, Berea 44017 216-234-5885
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YOUNGSTOWN John D. Ciccarelli, 105 Morris Avenue, Girard 44420 216-545-2973 X
WARREN G. Doug Hudson, 3981 Greenmont Drive, S.E., Warren 44484 216-856-2557
ASHTABULA-CONNEAUT Bill Hutchison, Jr., 5851 S. Ridge W., Ashtabula 44004 216-969-1634 X
ELYRIA-LORAIN Joseph F. Brove, 3902 Valley View Drive, Lorain 44053 216-282-2130
"REGION 419" NORTHWESTERN OHIO
TOLEDO Bill Herndon, 2525 Parkwood, Toledo 43610 419-241-4765
LIMA John H. Keller, Sr., 721 Woodward Avenue, Lima 45805 419-224-9936
SANDUSKY John L. Kempton, 1954 East Oldgate Road, Sandusky 44870 419-625-5556
MANSFIELD Richard A. Fry, 59 Chilton Avenue, Mansfield 44907 419-886-2875
"REGION 513" SOUTHWESTERN OHIO
CINCINNATI & *W. Mike Weber, 14 Joywood Drive, Cincinnati 45218 513-851-7959
SUBURBAN AREA Ronald D. Garner, 1884 Kress Road, Mt. Orab 45154 513-444-3098
HAMILTON John K. Wilson, 356-G Thomas Boulevard, Hamilton 45013 513-868-6375
DAYTON Albert E. Wolf, 1497 Melrose Avenue, Dayton 45409 513-294-7110
SPRINGFIELD & David B. Marshall, 50 Villa Road, Springfield 45503 513-399-1947
CLARK COUNTY James Saunders, 1638 Marinette Drive, Springfield 45503 513-399-7406
"REGION 614" CENTRAL & SOUTHEASTERN OHIO
COLUMBUS & Brad Upham, 3233 Dale Avenue, Columbus 43213 614-235-2006
CENTRAL OHIO Alex Heingartner, 205 West Lincoln Avenue, Delaware 43015 614-369-4383
OHIO VALLEY Craig Colley, 324 Star Route, Stout 45684 614-858-6202

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Washington, DC 20003; Ross Capon, Exec. Dir. (NARP NEWS HOTLINE evenings & weekends) 202-546-1551

AMTRAK INSPECTION TRAIN TOURS NORTHEAST OHIO, APRIL 10 AND 11

The long-awaited official inspection of proposed routes for the extension of Amtrak's PENNSYLVANIAN service from Pittsburgh to Cleveland took place April 10 and 11. Due to limitation of space no one from OARP was invited to ride, however Jolene Molitoris and George Stanforth of OhioDOT/Rail did ride. George Stanforth will attend OARP's Annual Meeting May 12th and give a full report on the inspection trip.

The special passenger train consisted of one F40PH, a "Heritage" sleeping car, and Amtrak official inspection car #10000. The special originated in Connellsville on April 10 and went to Cleveland via Pittsburgh, Zelenople, New Castle, Youngstown, Newton Falls, and Akron, including the slow Cuyahoga Valley branch up to Cleveland. While in Cleveland, an inspection was also made of Cleveland Union Terminal on Public Square. On April 11 the special ran from Cleveland to Rochester, PA, via the Conrail mainline through Hudson and Alliance. At Rochester the special backtracked to Cleveland via Youngstown and Ravenna, this time covering Conrail lines instead of the B&O route covered the previous day.

Some good advance work by OARP Regional Coordinators resulted some excellent media coverage all along the routes! The trip was reported in many area newspapers and even covered by TV stations in Youngstown and Cleveland. OARP expects to have some photos of this special in the July 6:53.

In Warren, letters went to Amtrak from the Mayor, Daniel Sferra, and the Director of the Trumbull County Planning Commission, Edward Kutevac, pushing hard for Amtrak service to Warren. OARP's involvement with the push for this new Amtrak service was highlighted in the Warren Tribune-Chronicle. In Youngstown a very timely and well-written Letter-To-The-Editor by OARP's newly appointed Coordinator John Ciccarelli appeared in the Vindicator. The letter mentioned OARP's address and this produced a real flurry of inquiries about OARP from citizens in the greater Youngstown area.

Reports from several OARP members indicated that the media coverage of the Amtrak special was quite positive. Of course, there is no promise that the PENNSYLVANIAN will be extended to Cleveland at this point; however, there IS optimism. And, wheels ARE turning!

It is OARP's understanding that Amtrak would be submitting its official report on the PENNSYLVANIAN extension to OhioDOT/Rail early in May. This train is presently subsidized in part by the Commonwealth of Pennsylvania and, if extended to Cleveland, Ohio would be asked to share in the costs of any operating losses incurred by this train under Amtrak's 403-b program.

We expect to have more information on the PENNSYLVANIAN extension at our May 12th Annual Meeting. As always, your Association is staying right on top of developments, taking appropriate action when needed. We need this expanded Amtrak service and we're going to keep working hard for it. Watch for more news on it in the July issue of the 6:53.

OARP MEETS IN DETROIT MARCH 17TH, THIRTY-ONE IN ATTENDANCE

In connection with the annual NARP Region 6 Meeting, OARP held a short, informal meeting prior to the NARP meeting at Detroit's Mexican Village Restaurant which is only a few blocks from the Amtrak Station. Thirty-one attended OARP's meeting. This included two IndARP officers who are also OARP members. IndARP did not plan to hold a state meeting that day. The agenda followed was the tentative one printed in the March 6:53. Pres. Pulsifer introduced John and Debbie Ciccarelli and announced that he was appointing John as OARP Regional Coordinator for Youngstown and that we would vote to approve the appointment at the Annual Meeting in May. The members voted to approve the previous appointments of Brad Upham and Alex Heingartner as Regional Coordinators for Columbus & Central Ohio. The members voted to approve the sale of OARP property no longer needed for OARP purposes and Pres. Pulsifer said a Dayton church had expressed interest in the Swingline "saddle" stapler. The Model 99 Master Addresser is being offered for sale through a Dayton business machine dealership. Because, at the last minute, he could not attend, Manfred Orlow submitted a written update report. He reported that the Internal Revenue Service had requested additional information about OARP in regard to our tax-exempt status application and that so far no news is good news for us. [The application was approved March 22nd.] Manfred also reported on the U.S. Presidential candidates questionnaires and questionnaires for all the Ohio legislative candidates. Results of this massive undertaking will appear in the May 6:53. Plans for OARP's Annual Meeting in May were discussed. The date of May 12th was preferred and the City of Marion was requested; partly because it is in the center of Ohio, it is a railroad town with potential for future rail passenger service, and there is public transportation available. Pres. Pulsifer said he'd get right on it and notify the officers and regional coordinators as soon as meeting arrangements were confirmed. Pres. Pulsifer presented an update of information regarding the extension of Amtrak's PENNSYLVANIAN between Pittsburgh and Cleveland. We did not have too much time to get into discussing building a larger constituency for passenger rail in Ohio, or ways to raise funds for OARP. These subjects will be addressed at the Annual Meeting. Pres. Pulsifer did advise everyone of OARP's present financial status which is basically that we can meet current expenses with no problem but there is NO reserve available for special projects or emergencies.

There was some discussion regarding OARP sponsorship of more group rail tours. Reaction was favorable. Member Al Mladineo of Cleveland and Pres. Pulsifer, and possibly others, will discuss this in more detail prior to the Annual Meeting so that a complete presentation can be made then. Concern was raised that OARP should not get into sponsorship of "fantrips", especially not with steam locomotives; but

there could be sponsorship of special trains to carry people to specific places and events. Concern was also voiced that we should probably and primarily sponsor group tours that utilize regular Amtrak services as much as possible. Member Paul Woodring had some good ideas on trip sponsorship and he also plans to provide input at the May Annual Meeting.

OARP had a display table in the meeting room and we sold our calendars, lapel pins, tankards, postcards, and some copies of our Rail Plan. Thanks to Howard Harding, copies of the U.S. Congress' Office of Technology Assessment summary report on U.S. PASSENGER RAIL TECHNOLOGIES were available at no charge to everyone who wanted one. The promised OARP window decals were not ready in time. Decals were mailed to all who registered for the Detroit Meeting.

The NARP Region 6 Meeting was pretty well taken up with long discussion on the problems of handing the regional election; a fine presentation on Michigan's successful fight to lick the municipal speed restriction problem that has long bothered fast operation of Amtrak trains through the state; and the NARP election itself. Bob Kinkead, Kevin Gregoire and Tom Pulsifer served as NARP ballot tellers. Results were not announced at the March 17th Meeting because the Indiana ballots did not get out to their members in time. Results were sent to NARP on March 31st.

NARP REGION 6 ELECTION RESULTS: 6 Directors Elected

HOWARD HARDING	Akron, Ohio	51 votes
W. MIKE WEBER	Cincinnati, Ohio	50 votes
JOHN DELORA	Grosse Pointe Shores, Mich.	49 votes
WILLIAM GLASSER	Canton, Ohio	46 votes
NICHOLAS NOE	Indianapolis, Ind.	44 votes
DIETRICH BERGMANN	Grosse Pointe Woods, Mich.	44 votes

George Schlaepfer of Livonia, Michigan, was the seventh candidate. George lost his NARP seat this year to Dietrich Bergmann who was previously an unsuccessful candidate for the NARP Board. Bergmann is current Chairman of MichARP and by profession is a transportation consultant. OARP offers its congratulation to and support of our newly elected NARP Regional Directors!

Of the 31 OARP members who attended the March 17th Meeting, 23 rode Amtrak. On the LAKE CITIES portion of the trip we pretty much had the rear Amcoach to ourselves (we made up a good half of all the revenue passengers on board between Toledo and Detroit). Even Ohio Senator Bob Boggs enjoyed the trip and spent some time in the rear vestibule observing track conditions as the train neared the Detroit area. OARP's Brad Upham thoughtfully reproduced Conrail track maps and employee timetable pages covering the Toledo-Detroit route and distributed them to our members on the LAKE CITIES. Paul Laurel provided "car occupied" signs which were not needed due to plenty of space and a light load on the LAKE CITIES that day. The day was overcast and very cold; then bad weather that night (snow and sleet) made conditions quite bad for some of our people returning to their home communities, some having realistically put in a

22 - 24 hours day to demonstrate support for better rail passenger transportation services. The meeting site was well-chosen due to its proximity to Detroit's Amtrak station, but the "HOT" Mexican dinner served to us left everyone gulping pitchers of water! But, the dinner WAS good! A visit to Detroit that day by a 20th Century Railroad Club tour using a Santa Fe Superdome and a Milwaukee Skyview Observation Car was an added treat. Announced speaker Al Edelston from Amtrak was unable to come, so Ohio Senator Bob Boggs willingly filled in, updating everyone on both the state of things in Ohio and the status of the Midwest High-Speed Compact.

It was decided that next year's NARP Region 6 Meeting will be hosted by IndARP and held, if possible, in Fort Wayne. A total of forty attended this year's Meeting, most of whom were OARP members.

On March 22, 1984, the Internal Revenue Service granted the OHIO ASSOCIATION OF RAILROAD PASSENGERS exemption from Federal income tax under the provisions of the Internal Revenue Code Section 501(c)(4). However, because OARP is not an organization described in Section 170(c) of the Code, donors may not deduct contributions made to OARP. The IRS has required us to notify our members and contributors to this effect. We are still working to find a way that tax-deductible contributions could be made to benefit OARP. A full report on this will be made at the Annual Meeting in May.

OARP Pres. Tom Pulsifer was invited to participate in an April 9th workshop on Ohio Transportation Infrastructure/Rail which was held at the Sheraton Downtown in Columbus. Due to a conflict, Tom received permission for OARP's Bill Hutchison to attend in his place. This Workshop was part of the Celeste Administration's preparation of a Strategic Plan to guide Ohio's future development.

A FORMAL OARP PRESENTATION TO OHIO'S HIGH-SPEED RAIL TASK FORCE IS TENTATIVELY SCHEDULED FOR JULY 9TH IN COLUMBUS!

Details are yet to be worked out. OARP will outline our overall position as set forth in our Rail Plan; explaining we do not oppose public/private financing (as long as it benefits Ohio), and explaining that our Report was written before the recent Florida developments and Amtrak's breakthrough regarding work-rules and handling of Auto-Train. In addition we plan to report our views on Dedicated Right-Of-Way for future passenger rail service. The High-Speed Task Force meetings are normally held the second Monday of each month, usually in Columbus at the downtown Sheraton, and while these meetings are not usually publicized they are open if you are interested in attending, listening and observing the various presentations and discussions. You may call OhioDOT/Rail at 614-275-1389 for information.

JOHN CICCARELLI IS APPOINTED OARP YOUNGSTOWN COORDINATOR

Your OARP President has appointed John Ciccarelli as OARP Regional Coordinator for Youngstown. John has worked closely in the past with Doug Hudson in Warren and with things moving forward at this point in terms of getting Amtrak service to Youngstown soon, it was felt that OARP should have a contact person there. John and his wife Debbie attended the Detroit Meeting in March and got there via the LAKE SHORE and LAKE CITIES trains.

We will approve this appointment at our OARP Annual Meeting in Marion on May 12th.

John's address and phone:

105 Morris Avenue
Girard, OH 44420

216-545-2973 (evenings best)

TO HELP YOU CONTACT YOUR OHIO LEGISLATORS...

OARP's OHIO LEGISLATIVE DIRECTORY to the 115th General Assembly 1983-84, Second Session IS AVAILABLE FROM OARP and there is no charge for it.

All we ask is that you send a self-addressed business-letter size envelope with a 20¢ stamp affixed. This helps expedite processing your request and saves OARP postage costs.

The DIRECTORY also lists all the OHIO MEMBERS OF THE U.S. CONGRESS. Maps are included showing all the State as well as the Congressional Districts.

OARP's WASHINGTON GUIDE to the OHIO CONGRESSIONAL DELEGATION and OFFICIALS OF AMTRAK will be available by mid-May. Again, no charge. A business-letter size self-addressed envelope with a 20¢ stamp affixed will expedite processing. Both the GUIDE and the DIRECTORY will assist YOU in contacting your Legislators!

GOODBYE & GOOD LUCK, FRED! WELCOME, SUSAN!

Our good friend at Amtrak Regional Marketing & Sales FRED FRAYER has left Ohio and is now working out of Atlanta, Georgia, selling Amtrak in the Southeast!

Fred, we will miss you but we do wish you good luck and best wishes in your new assignment in Atlanta!

And... OARP takes this opportunity to welcome SUSAN RICE who has taken over Fred's "territory" which included most of the southern half of Ohio. Your OARP President has already been in contact with Susan and we are looking forward to working with her.

Susan works out of the Amtrak Indianapolis office. The Cincinnati Amtrak Sales office has been closed and the 921-5588 phone number should no longer be used.

You can reach Susan Rice at:

Amtrak Sales Office
P.O. Box 1485
Indianapolis, IN 46206

317-263-0531

GARY STUPKA is Amtrak's Sales Representative for northern Ohio. His office is still in Toledo's Union Depot at 415 Emerald St., Toledo 43602 and Gary may be reached by calling 419-244-4142.

And, OARP has learned that JOE POLLARD has returned to our area as Amtrak District Sales Manager, headquartered in Detroit. In the mid-70's Joe was the Regional Sales Manager in Cincinnati.

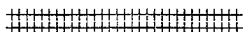
CANDIDATE SURVEY RESULTS

Your OARP is pleased to offer you a new membership service: the specific views of political candidates -- national and statewide -- on passenger rail matters.

Listed below in several self-evident categories, are the responses of over 170 candidates who personally replied to our questionnaire sent in early April.

Of particular interest to us also, are the many comments written by the respondents in addition to the checked question responses. These indicate to us the degree of support the OARP advocacy position has among the candidates in general, and the incumbent legislators in particular. There will be more details of this, along with selected quotes, in upcoming issues of the "6:53".

We hope you will find this section useful to you as you make your choices for the May 8th primary and that you will vote as a better-informed citizen with the help of our guide!



Section 1: Candidates for PRESIDENT of the UNITED STATES

Responses were received from candidates Glenn, Hollings, Jackson, McGovern, Mondale and (via the FRA) Reagan. After many frustrating and expensive OARP personal follow-up contacts with the Hart campaign offices, they finally proved to be too uncooperative, saying "things were just too hectic" for them to respond to OARP.

The responses of current candidates Jackson, Mondale and Reagan are presented herewith.

The Questions Asked . . .

1. For several years now, the present Administration has chosen to push for lower Federal subsidy amounts for Amtrak. What priority do you give to Amtrak funding, and do you think the government has done a good job to establish and maintain our national rail passenger system?
2. At present, the states must pay for all Amtrak intrastate service revenue deficits. Do you support this policy or do you feel a comprehensive interstate rail network with intrastate feeder lines warrants whole or partial Federal support?
3. The airlines and the trucking industry continue to receive substantial direct and indirect Federal subsidies not reported as income whereas rail must pay for all costs incurred. Are you aware of this, and how do you feel the government can be more equally supportive of competing modes of transportation?
4. Many sections of the country are now planning the new high speed 150+ mph systems. Even though House Bill #4308 establishes a Federal study group for these, what would you see your Administration doing on a national basis to plan for future long term mobility options in an energy conscious society?

#1 JACKSON: A major concern of the Jackson Campaign is to revitalize the infrastructure of the US economy. The past attempts to support Amtrak have proven successful in preserving the minimum essentials of a vast national rail network. The government has not done a good job in preserving a well developed rail network. Any decline in federal subsidies could lead to closing certain lines and would be detrimental to the economy because it would isolate communities from low cost rail transportation. I am also against this because it could have important negative impacts on local and regional economies. In addition, it would lead to more inefficient energy utilization by promoting an increase in air and auto transportation.

#1 MONDALE: Federal support for AMTRAK has reached a stable sustainable level which by law requires that AMTRAK provide 50% of all operating costs from its own revenues. AMTRAK, because of past federal investments, in both capital and operating programs and because improved management is meeting that goal. [Last sentence set exactly as we received it.] The current administration, while providing the required operating subsidy, has been shortsighted in providing capital funding for AMTRAK. It has consistently underfunded AMTRAK's capital needs and is renegeing on the commitment to complete the Northeast Corridor Improvement Project. This is a shortsighted and dangerous policy. Failure to make necessary and beneficial capital investments in the short run will ultimately result in reduced operating and safety characteristics of the system or increased costs in the long run. I believe that AMTRAK funding should provide for an adequate level of long term capital expenditures and that the Northeast Corridor Improvement Project should be completed.

#1 REAGAN: This Administration gives a high priority to continuing our national rail passenger system. The system is in better shape than ever: complaints are down; on-time performance is up; ride quality has improved and new service is being initiated.

#2 JACKSON: I support a comprehensive plan for rail transportation in the US. At present there is a potential for disagreements between states concerning the financing of intrastate feeder lines because commuters live in one state and use the system in another, this can lead to unfair sharing of the rail system deficits. As is currently the case in New York and Connecticut. Since my aim is to preserve a strong national rail system and expand its coverage to help revitalize the economy a coordinated national plan for Amtrak is needed rather than a program that depends on state financing of rail deficits.

#2 MONDALE: The essential role of AMTRAK is to provide a quality national rail system that provides needed service on a fiscally sound and affordable basis. For infrastructure services, in addition to the main route structure, the 403(b) Program provides that states fund 45% of the operating program in the first year and 65% after that and 50% of capital costs. The administration has tried to cut this program further. I believe that the current program represents a fair partnership and has been operating effectively in recent years. I also understand that AMTRAK has entered into contractual relations with a number of private computer systems [sic] and state authorities. I believe that the principal of federal support for an interstate rail system as the highest priority is correct. Current federal budget deficits restrict program expansion to at best, modest increases beyond our current commitments.

#2 REAGAN: In fact, states currently pay only part of intrastate service deficits. This Administration strongly supports a national system, but feels that intrastate additions should be paid for by the principal beneficiaries primarily States and localities receiving service.

#3 JACKSON: I am aware of the inequities in government support through both direct and indirect federal subsidies for other modes of transportation. I believe this has contributed to the demise of our rail transportation system by making other modes of transportation more profitable than rail transportation. Certainly the government should give railroads a fairer share of federal funding. As president I will work to correct this imbalance by developing a national program to revitalize the nation's railroad.

#3 MONDALE: Equitable treatment and enhancement of the individual strengths of each mode of transportation should be the essence of our national transportation policy. Both highway and aviation transportation receive substantial federal support. But both of these modes are also substantial user fee funded and both have had recent user fee increases and over time a reduction in the use of general revenues from the U.S. Treasury. In large part, two rail programs, ConRail and Amtrak represented the bulk of federal rail assistance and were supported at ever increasing rates throughout the 1970's until improvements in operations, management, and a rationalization of service levels allowed for reduced or stabilized federal subsidy levels. In fact, ConRail no longer receives federal assistance and is a profitmaking railroad with six or seven suitors expressing interest in purchasing the company. Amtrak is another success story and is currently providing 57% of its operating costs from its own revenues.

#3 REAGAN: Most of the Federal funds used by the airlines and motor carrier industries are offset by taxes paid by the users of those industries. This is certainly not the case with rail passenger service. However, the Administration continues to support a Federally-assisted rail passenger system.

#4 JACKSON: High speed rail systems are very attractive in high income, heavily used corridors. They can attract venture capital funds while the rest of the rail system cannot. This leads to focusing new investment in rail transportation on systems for the well-to-do, rather than supporting the revitalization of the entire railroad system. As president I would work to revitalize all the parts of the national railroad system and utilize public funding to attract venture capital to other areas besides the high speed systems. I would also have the Department of Transportation evaluate the nation's long term mobility options in the future in conjunction with representatives of urban mass transportation systems, regional transportation networks and state transportation departments.

#4 MONDALE: High speed rail projects such as those successfully undertaken in Japan and France should be studied for introduction into the United States. These projects must be fully supportable on a service demand basis which should also be reflected in the support of the state and local governments. Where high speed rail capital investments are necessary for the economic growth of our communities and regions and where they enhance energy independence some federal subsidy may be warranted. Given our projected budget deficits, we must insure that only the best projects are supported and that they are then constructed at the lowest cost and with the least subsidy possible, assuming it is necessary at all. In any event, each project should have sufficient projected ridership and local participation so that federal operating subsidies would not be necessary.

#4 REAGAN: FRA supports, and is willing to facilitate, private sector development of advanced, consumer oriented high speed rail technology. FRA does not believe there is a role for Federal financial assistance in the

10

development of high speed rail at this time.

OARP 1984 CANDIDATE SURVEY continued on page 14

OARP's NEW MEMBERSHIP FLYER IS IN CIRCULATION

Reproduced on this page is OARP's new Membership Flyer (both sides shown) which we began using in mid-March. Attractively printed in blue and red on buff stock, OARP's new flyer can easily be mailed in a #10 envelope and can be displayed neatly in timetable/literature racks. The illustration of a modern passenger train with people waiting gets attention while the straightforward graphics encourages people to read the flyer.

Your OARP President worked with Don Omer & Associates of Dayton in designing this piece, with the printing done by Quality Graphics of New Carlisle. We've already recruited some new members using this flyer, so it's working!



OHIO ASSOCIATION OF RAILROAD PASSENGERS
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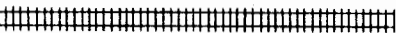
We're Ohio's only statewide citizens group working for improved and expanded passenger train services.

OARP's efforts are supported solely through membership dues plus extra donations of time, talents and dollars. We need YOU to help build a constituency FOR improved rail passenger transportation in Ohio!

OARP will help you . . .

- **KEEP INFORMED** with our bimonthly 6:53, bringing you news and concerns for action.
- **CONTACT DECISION MAKERS** with our handy State Legislative Directory and Guide to the Ohio Congressional Delegation in Washington.
- **RIDE AMTRAK.** We provide our members with up-to-date travel tips, information, timetables, plus our uniquely exclusive *Rail Travel Guide To Ohio.*
- **WORK LOCALLY.** Our network of Regional Coordinators throughout Ohio help organize local efforts to work on area concerns.

(actual size 8 1/2" x 3 5/8")



Yes! I want to be able to travel by train and I want to help OARP work for more and better rail passenger transportation services in and through Ohio.

Name _____
 Address _____
 City/State/Zip _____
 I'm enclosing my \$5.00 check/m.o. made payable to O.A.R.P. for my first year's membership.
 I can be active in OARP's ongoing work.
 Phone _____
 Send me a sample copy of the 6:53.

OHIO ASSOCIATION OF RAILROAD PASSENGERS
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On Monday evening, March 5th, 12 OARP members from the greater Dayton area "got involved" in support of public television. They worked the WPTD-TV "Festival 84" telethon from 7:30 until 11:00 and helped raise money for public broadcasting.

Pictured on the WPTD-TV studio set, from left to right; front row, BETTIE NICKELL, MANFRED ORLOW, MARY KAY HEFFERNAN, TOM PULSIFER, MALINDA WOLF, and MAGGIE MARTIN; back row, Linda Courtney [standing] of WPTD-TV, MINDY WOLF, ALLAN WOLF [hard at work!], AL WOLF, DAVID B. MARSHALL, JACK BECHER, and STEVE KARES.

We encourage OARP members to get involved in their communities in projects like this. There are benefits to be derived. Not only are you able to bring area OARP members together to support a worthy cause and also have an enjoyable get-together, but OARP in turn becomes noticed, recognized, and gains some publicity. And, of course, this helps us as an organization.

On "Festival 84", guest host Gary Calvert from Dayton's WHIO Radio interviewed several from our OARP group, not just about public television but also about trains!

Photographs courtesy of JOHN McCANN.



[left] OARP's President Tom Pulsifer tells WHIO's Gary Calvert some things about OARP and adds a pitch for citizen support for public broadcasting.

[right] Most of the OARP crew is busy on the phones and in filling out the pledge cards while Gary Calvert updates viewers on the status of the "Festival 84" telethon.



THE QUESTIONS: (All to be answered with Yes or No)

1. All transportation systems have as a goal a balanced transportation system. Do you feel we have one now in Ohio?
2. Do you feel that highway and airline transportation are self-supporting?
3. It seems Ohio is now on stable financial ground. Would you support legislation to make state funds (or federal) available to finance more and better rail passenger service for Ohio?
4. Would you support use of a portion of existing gasoline tax revenues to urban and intercity public transportation purposes, including rail, to help reduce our often-forced reliance on automobile travel?
5. Have you ridden a train within the last five years?

ANSWERS: X - YES blank - NO - - no response to question

Section 2: Candidates for U.S. CONGRESS from Ohio

ALL 19 Districts to be elected...

ITALIC indicates incumbent

Dist	Name		(1)	(2)	(3)	(4)	(5)
			Bal. System?	Self-Supp?	St/Fed Funds?	Gas/Tax f/rail?	Ridden Train?
1	MURDOCK	R-Cincinnati			maybe	X	
2	BARKLEY	D- "		X	X	X	
2	PORTER	D- "			X	X	X
5	LATTA	R-Bowling Green			X	X	X
5	SHERCK	I-Fremont			X	X	X
5	BENSCHOTER	I-Wayne			X	X	
6	KITZ	D-Cincinnati					
6	HOLMES	D-Hillsboro			X	X	X
6	SMITH	D-Sciotoville			X	X	X
7	GEEHAN	D-Yellow Springs			X	X	X
7	DeWINE	R-Cedarville			X	X	X
8	SCHULLER	D-Oxford			X	X	X
8	FRANCIS	D-Greenville			X	X	
9	VENNER	R-Toledo			?	X	X
10	BUCHANAN	D-Newark			X	X	
11	DONALDSON	D-Southington (withdrew)					
13	PATTON	I-Elyria	X	X			
13	RYAN	I-Lorain			X	X	X
13	PEASE	D-Oberlin			?	X	X
14	BENDER	R-Akron			X	X	
14	SEIBERLING	D- "			X	X	X
15	JAGER	D-Columbus			X	X	X
18	BURT	R-E.Liverpool				X	
19	GLEISSER	I-Lyndhurst			X	X	X
19	HOTCHEDORIAN	R- "		-	X	X	X
21	WOODALL	R-Cleveland		X	X	X	
21	NORRIS	Libt-Clv'nd			X	X	
21	MUSA	ScIst-Clv'nd			X	X	X
21	STOKES	D-Cleveland	X	X	X	X	X

Section 3: Candidates for the OHIO SENATE

Only EVEN NUMBERED Districts to be elected...

ITALIC indicates INCUMBENT

Candidates for the OHIO SENATE

Dist	Name		(1)	(2)	(3)	(4)	(5)
			Bal. System?	Self-Supp?	St/Fed Funds?	Gas/Tax Rail?	Ridden Train?
2	LUKENS	R-Middletown	-	X	?	X	X
6	HORN	R-Dayton			maybe		
6	TALBOT	D-Dayton			X	X	
8	WAGNER	D-Cincinnati			X	X	X
8	ARONOFF	R- "	X		X	X	X
10	HOBSON	R-Springfield				maybe	X
10	TACKETT	D- "			X	X	
12	CUPP	R-Lima	-	-	-	-	
14	SNYDER	R-Hillsboro			X	X	
16	WATTS	R-Columbus			?		X
18	BOGGS	D-Jefferson			X	X	X
20	OLEXO	D-Belmont			X	X	X
22	WOZNICKI	D-Garfield Hts.		X	X		
24	SUHADOLNIK	R-Parma Hts.			X		X
28	SIMUNEK	R-Rootstown			X	X	X
28	ROBERTO	D-Ravenna			X		X
30	SGALLA	D-Yorkville			X	X	X
30	VUKELIC	D-Toronto		X	X	X	
30	McKENNA	D-Brilliant			X	X	
32	LESKOVAC	D-McDonald			X	X	X
32	THOMPSON	D-Warren			X	X	X
32	CARNEY	D-Girard		-	X	-	-

Section 4: Ohio House of Representatives

ITALIC indicates Incumbent

Dist	Name		(1)	(2)	(3)	(4)	(5)
			Bal. System?	Self-Supp?	St/Fed Funds?	GasTax f/rail?	Ridden Train?
2	SHELDON	R-Ashtabula			X		
2	VAN TASSEL	R- "			X		
4	KAMMILER	D-Wadsworth			X		
4	VALENTINE	D- "			Fed.		
5	WATROL	D-Rossford					X
6	JACOBS	R-Cleveland			X?	X	X
10	BOURJAILY	D-Parma		X	X	X	
10	KREUZER	D-Parma			X	X	
11	PRINGLE	D-Cleveland			X	X	X
11	GARGANO	R- "	X	-	X	-	
12	JAMES	D-Cleveland			X	X	
12	TUFTS	R- "		X	X	X	X
13	GANIM	R-Seven Hills			X	X	
14	HEAD	D-E.Cleveland			X	X	
15	CAMPBELL	D-Cleveland			X	X	X
15	WOLF	I-So.Euclid			X	X	X
17	BERGANSKY	D-Bedford Hts.			X	X	
17	DeFRANCISCO	D- " "			X	X	
17	PETERSON	D-Maple Heights			X	X	X
18	SHEERER	D-Shaker Heights			X	X	

Ohio House of Representatives

Dist	Name	Ohio House of Representatives				
		(1) Bal. Sysm?	(2) Self- Supp?	(3) St/Fed Funds?	(4) GasTax f/rail?	(5) Ridden Train?
20	POTTENGER	R-Cincinnati	X	X	X	X
21	SCHMOLT	R- "		X	X	X
24	TRANter	D- "		X	?	X
24	BACHMAN	R- "			X	
25	RANKIN	D- "		X	X	
26	GEOGHEGAN	D- "		X	X	
27	BROOKS	D- "	X	X	X	
27	VanVYVEN	R- "		X	X	
28	THOMAS	R-Columbus		X		X
28	LELAND	D- "		X	X	
29	MILLER	D- "		X	X	X
30	STINZIANO	D- "		X	X	
35	DESHLER	R- "	X	X		
36	MCLIN	D-Dayton		X	X	
37	ORLETT	D- "		X	X	X
37	LOGAN	R- "		X	X	
39	HICKEY	D- "	?	X	X	
39	GARVEY	R- "		X	X	
42	TURNER	D-Akron		X	X	X
43	COOK	D-Cuyahoga Fls.		X	X	X
43	ROSS	R- "		X	X	X
44	MORGAN	D-Tallmadge	-	X	X	
45	JONES	D-Toledo				
46	CZARCINSKI	"		X		
46	CIRANNA	R-Toledo		X	X	X
46	LPINKSI	"	-	X	in use	
48	SINGER	D-Sylvania	-	X	-	
49	LICHTENWALTER	D-Sparta		X	X	X
51	COX	D-North Canton		X		
52	EVERLY	R-Youngstown		X	X	X
52	BENSON	D- "		X	X	X
52	TABLACK	D- "		X	X	
52	VOKOVICH	D- "		X	X	X
54	MARENO	R-Elyria		?	?	
55	CHEVALIER	D-Lorain		X	X	
55	KOZIURA	D- "		X	X	
57	FENING	R-Middletown		X	X	
58	CRETELLA	D-Girard		X	X	
60	TROY	D-Willowick		X	X	
61	HATHAWAY	R-Madison		X	X	X
62	HARTLEY	D-Springfield		X	X	
62	WARBINGTON	R-Sprngfld.		?	X	
63	NOME	R-Kent		X		
64	SWARTZ	D-Shiloh		-	-	
65	O'ROURKE	D-Wilberforce	X	X		
66	BANKER	R-New Richmond		X	X	X
67	GUTHRIE	D-Columbus		?	?	
67	CUNNINGHAM	R- "		X	X	

Ohio House of Representatives

Dist	Name	Ohio House of Representatives				
		(1) Bal. Sysm?	(2) Self- Supp?	(3) St/Fed Funds?	(4) GasTax f/rail?	(5) Ridden Train?
68	NETZLEY	R-Laura		X	X	
68	FOGT	D-Piqua			X	
68	WEAVER	D-Brookville			X	X
69	SKEEN	D-Akron			X	X
70	KOCH	D-Sandusky			X	X
70	MILBRODT	R-Oak Harbor				
72	TANSEY	R-Vermilion			X	X
73	BUCHY	R-Greenville	X	X		X
74	KOMLOSI	D-Chardon		-	X	X
75	LETTUS	D-Bellbrook			X	X
76	GOLDEN	D-Perrysville			X	X
76	VanMETER	R-Ashland				
77	MALOTT	D-Mt.Orab			X	X
77	SKOOG	R-Hillsboro			X	X
78	BAGBY	D-Lancaster			X	X
80	AGLER	R-VanWert	X	X	?	
80	WACHTMAN	R-Napoleon	X			
81	FORTENER	D-Coldwater			?	?
81	DAVIS	R-St.Marys			X	
83	RAINSBERGER	D-Mt.Sterling			X	X
83	CORWIN	R-Urbana			X	X
85	CONNER	R-Fremont			X	?
86	KUHN	I-Tiffin	X		X	X
86	LOUDENSLAGER	R-Morrill			X	X
87	COX	D-Delaware			X	X
87	LAWRENCE	R-Galena			X	X
88	SHOEMAKER	D-Bourneville			X	X
90	HOFFMAN	D-Crestline			X	X
91	MECHLING	I-Thornville				
91	KIEFFER	R-Zanesville				
94	SHEETS	D-Pomeroy			X	X
95	SECREST	D-Senecaville			-	-
96	SCHRAMM	D-Marietta			X	X
96	JOHNSON	R-New Concord			X	X
97	BINDER	R-Strasburg				
98	BERTRAM	D-Tiltonsville			X	X
98	WILSON	R-Steubenville			X	X
98	SPOZIO	D- "			X	X

Our grateful THANKS to MANFRED ORLOW for a lot of dedicated hard work and determination to see this Questionnaire project through. This is but one example of the kinds of tasks OARP must undertake in order to increase our effectiveness. Our THANKS also to our Regional Coordinators and especially to HOWARD HARDING for input on the Questionnaire itself.

BULLETIN!

OARP HAS JUST BEEN INFORMED THAT OhioDOT's DIRECTOR WARREN SMITH HAS REQUESTED AMTRAK TO DO A COST ANALYSIS AND RUN AN INSPECTION TRAIN OVER OHIO'S CLEVELAND-COLUMBUS-DAYTON-CINCINNATI CORRIDOR AS SOON AS POSSIBLE! GOOD NEWS!!

The OHIO AUTOMOBILE CLUB, which is a member of OARP's "TRAM (Travel Agent Member) Program" is sponsoring FOUR "RAILS TO THE GREAT WEST" TOURS this year — GREAT SOUTHWEST May 25 - June 6; GREAT CANADIAN August 4 - 17; GREAT NORTHWEST September 8 - 21; and GREAT CALIFORNIAN November 2 - 15. For full details contact an OAC office, or write Mr. Dan L. White, Director, Education & Industry Affairs/Travel Agency Services, The Ohio Automobile Club, 174 East Long Street, Columbus 43215. 614-225-6920.

FEATURES OF THE MICHIGAN LEGISLATION ON TRAIN SPEEDS

-- by John DeLora

The State DOT would inspect each passenger train route and determine appropriate speeds for passenger trains based on track conditions, closeness of populated areas to the track, grade crossing protection, etc. After determining the appropriate speed limit for each stretch of track, the affected jurisdictions would be notified and would have 30 days to file an objection with the State Transportation Commission. After receiving an objection, the Commission would hold a hearing on the matter and make a final decision as to the appropriate speed. Municipalities and townships could not pass any ordinances regulating train speeds that differed from the State-established speed limits. By allowing the cities to pass ordinances with train speed limits identical to the State speed limits, the cities could enforce the State speed limits under city ordinances and thus be able to keep the revenue received from fines imposed on violators.

AMTRAK'S CARDINAL UNDERGOES MAJOR RESCHEDULING

Just one day after the March 6:53 went to press OARP received a final copy of the CARDINAL's new schedule; not from Amtrak, but from the office of Congressman Tom Kindness.

6:30a	SuWeFr	Lv	NEW YORK	Ar	11:58p	WeFrSu	If the new CARD-
10:25a	SuWeFr	Lv	WASH.,DC	Ar	8:10p	WeFrSu	INAL schedule
11:59p	SuWeFr	Ar	CINTI.OH	Lv	6:18a	WeFrSu	works well it
12:10a	MoThSa	Lv	CINTI.OH	Ar	6:10a	WeFrSu	will fool many
7:30a	MoThSa	Ar	CHICAGO	Lv	9:00p	TuThSa	OARP people.

Who wants to

arrive at Penn Station two minutes before midnight on a Sunday night? And will the CARDINAL sleeping car porters follow current BROADWAY/CAPITOL practices and roust everyone out of bed well in advance of Chicago so they can have all the beds made up and exit the train along with the passengers at Chicago Union Station. You can be sure that OARP will be monitoring this latter concern closely because the CARDINAL could now be used by overnight business travelers between Cincinnati and Chicago. But not if you're going to be evicted from your roomette at 5:30 in the morning! The West Virginians now have their day train and we hope they'll fill it up because, unless we're really fooled, Cincinnati patronage won't do it. We'll see. But if the new schedule doesn't do what Amtrak thinks it will, you can be sure OARP will holler.

OARP'S CONCERN HAS APPARENTLY WORKED FOR LIMA PASSENGERS!

OARP has learned that Amtrak has no immediate plans to unstaff the station at Lima, Ohio. And, best of all, the new Amtrak timetables (April 29th) show that Lima does indeed handle checked baggage and that the station is open and staffed for both the eastbound and westbound BROADWAY/CAPITOL Amtrak trains. The Fall 1983 timetables erroneously showed that the station would not be staffed for all the trains and that checked baggage was not handled (although the agents continued to handle it for those passenger who knew that it would be handled for them). The "fuss" which OARP raised over strong rumors that the station might be closed have apparently roused enough strength to keep it open, although the daylight ticket office hours will not be restored. The office is open only between 10:00pm and 7:00am daily. OARP's account of the Lima situation in our January 6:53 resulted in an article by Hank Harvey in the Toledo Blade in late February. Some Amtrak officials were reportedly upset because OARP chose to make such an issue over the Lima situation. If "making a fuss" has helped to make conditions better for rail passengers who have to use nighttime train times, then we are glad we did it.

Obviously there is no guarantee that the Lima station will remain staffed "forever", but the situation appears quite safe at this point. OARP will, however, keep vigilant as to any future developments which could affect Lima, or any other station in Ohio.

VISITING CHICAGO ????

"A Celebration of Railroadng" is the

theme of Chicago's Museum of Science & Industry's salute to the 50th Anniversary of the first streamlined passenger train and the nation's railways, from May 26 through September 30. Exciting exhibit units, lectures, motion pictures and slide presentations, special tours and dining arrangements, and memorabilia enough to gratify the most avid train buff will be highlights of the gala summer-long extravaganza.

The Burlington's "Pioneer Zephyr", the first streamlined train that made the historic Chicago-Denver run at record speeds back in 1934, will be the focal point of the celebration. Guided tours of the train--on display at the Museum--will be available to the public during the summer.

Also featured will be the Museum's famous 3,000 sq. ft. scale model railroad, New York Central's famed "999", plus several other locomotives:

The Museum is located at 57th Street and Lake Shore Drive. Hours are 9:30am to 4:00pm weekdays, 9:30am to 5:30pm weekends and holidays. Admission and parking are free.

A schedule of five public lectures exploring the railroads' impact on American society, industry and technology will take place at 2:00pm on May 27 (William Schultz), June 10 (George Krambles), July 15 (Robert J. Casey), August 12 (Carl Condit), and September 9 (Richard Wilson). The lectures are also free to the public and will take place in the Museum's Little Theatre.

OARP members might consider a RAIL trip to Chicago this summer to take in this special "Celebration of Railroadng".

THE TEN LARGEST SMSA's WITHOUT
RAIL PASSENGER SERVICE.....

COLUMBUS, OHIO
Louisville, Kentucky
Nashville, Tennessee
Oklahoma City, Oklahoma
DAYTON, OHIO
Tulsa, Oklahoma
AKRON, OHIO
Northeast Pennsylvania
(Scranton area)
Allentown/Bethlehem/Easton,
Pennsylvania
Grand Rapids, Michigan

THE FIVE LARGEST SMSA's WITH
ONLY TRI-WEEKLY AMTRAK SERVICE:

Dallas-Fort Worth. Texas
Houston, Texas
Phoenix, Arizona
CINCINNATI, OHIO
San Antonio, Texas

*Amtrak's requested \$724 million
spending level for Fiscal Year 1985
and \$730 million for FY 1984 has
passed the U.S. House of Represent-
atives. The authorization for FY
1985 is \$44 million more than re-
quested by the Administration.*

*The City of Cincinnati has moved to
evict developer Steven Skilken from
Cincinnati Union Terminal and is
seeking \$27 million in damages to
pay for maintenance of the Terminal
for 30 years, the remaining portion
of Skilken's lease. The City main-
tains Skilken broke the lease, that
the conduct of Skilken in failing to
occupy the Terminal as an urban mall
constitutes a breach of the lease.
According to the City, upkeep, taxes
and utilities require a minimum of
\$500,000 annually for the Terminal
which is largely vacant.*

COME TO OARP's ANNUAL MEETING
SATURDAY, MAY 12TH
10:30AM - 4:30PM
IN MARION, OHIO

RAIL TRAVEL ADVISORY . . .

Rail travelers to New York
City should remember the
recent experience of OARP
member William S. Baker of
Westerville, Ohio:

*"The transfer from Penn Station
to Grand Central was awkward. It
was also an unpleasant experi-
ence because we were "hustled"
by a young man posing as a taxi
starter who approached us at the
top of the escalator from the
ticket window area, grabbed a
bag, led us past the taxi court
to 7th Avenue, hailed a cab,
then demanded \$9.95 for portera-
ge and taxi-starting! I argued
and my wife offered \$5 to get us
out of a difficult situation."*

While we regret the Baker's
unfortunate incident, we do
appreciate his bringing it
to our attention so we were
able to warn others of the
less desirable ways of the
Big Apple.

OARP has been advised by OhioDOT
Director Warren J. Smith that
Ohio Development Director Al
Dietzel is looking into OARP's
concern that no one on Ohio's
Travel & Tourism Board repre-
sents rail, though the bus and
airline industry is adequately
represented.

*Ronald Jedlicka of Pataskala, an
OARP member, has proposed that
Columbus and suburban Wester-
ville be linked by a light-rail
transit line utilizing the aban-
doned Conrail line in that tran-
sit corridor and urges COTA to
purchase the line. OARP's posi-
tion at this point is that any
available rail line should not
go to waste, especially if it
has the potential for light-
rail transit use. Jedlicka's
plan was released March 18th.*

BAGGAGE & EXPRESS #####

Congratulations to OARP member DAN BENZ, now residing on Long Island and recently named editor of ESPA EXPRESS of the Empire State Passengers Association. Benz is also a new member of the Association of Railroad Editors (ARE).

For your information, the 1984 Convention of the National Railway Historical Society is being held August 29 - September 3 in CINCINNATI. Six major steam-diesel powered rail trips are planned, plus other events. OARP hopes that many NRHS members will ride to and from Cincinnati on Amtrak's CARDINAL!

After years of bellyaching from the Regions, OARP has recently learned that NARP is finally considering the long-awaited establishment of uniform procedures for the conduct of its own elections. NARP's semi-annual Board Meeting took place in Washington April 26 - 28. It is expected that NARP Directors Harding, Weber and Glasser will report on this Meeting at our own OARP Annual Meeting on May 12th in Marion. Our friends with Railway Exposition in Cincinnati have requested technical-mechanical help in restoring the Amtrak E8A diesel locomotive (#456) they have acquired. The unit is ex-PRR #5888.

OARP's Howard Harding has had contact with Dave Blodgett, Manager of Rail Program Development for the Florida Department of Transportation in regards to operation and costs involved with the SILVER PALM which the State funds as a 403-b passenger train service. The information Mr. Blodgett has provided will assist OARP in working for development of additional rail passenger service in Ohio. THANKS to Mr. Douglas Trites of Unit Rail Anchor Company in Chicago for providing a supply of the 1984 RAILROADER'S GUIDE TO WASHINGTON for all OARP officers and regional coordinators.

CONGRATULATIONS to OARP member Paul T. Laurel of Toledo, who placed number two in the 1983 Amtrak/Century Club rail Mileage Contest sponsored by the 20th Century Railroad Club. Paul traveled 16,313 rail miles in 1983. Top winner George Strombeck of Illinois rode 21,845 miles. THANKS to John DeLora and Dietrich Bergmann of MichARP for providing OARP with details of the recent passage of the rail passenger speed limits bill in Michigan.

OARP member Homer Adams of Cleveland advises us that the Mad River & NKP Railway Society plans to run excursions from Sandusky to Columbus and return August 4th & 5th and that the Ohio Railway Museum will sponsor two round-trips from Columbus to Sandusky August 18th & 19th. Trips will use the N&W "J" #611 and take place during the Ohio State Fair. Write the Mad River & NKP at P.O. Box 42, Bellevue 44811, the ORM at P.O. Box 16243, Columbus 43216. You should enclose a stamped self-addressed envelope with your request for information.

In the wake of the March 15th grade crossing accident in Montana which derailed the EMPIRE BUILDER and sent 43 passengers to hospitals, the National Association of Railroad Passengers is calling on state and local governments to protect trains from high-way vehicles, particularly trucks. NARP has outlined a six-point program designed to improve safety measures at grade crossings. OARP's Sandusky Coordinator John Kempton continues to replace light bulbs at the Sandusky Amtrak Station (at his own expense) and recently presented a slide program on his Amtrak travels to an audience at the Sandusky YMCA in early April.

OARP ANNUAL MEETING & ELECTION OF OFFICERS MAY 12, 1984
 AT THE JOLLY MUSHROOM RESTAURANT IN MARION, OHIO
 \$10.00 PER PERSON STARTING AT 11:30AM BUFFET LUNCHEON

Due to the publication schedule for the May 6:53, an official Meeting Notice was mailed to all OARP members on April 12th. Others who'd like to attend should CALL TOM PULSIFER PRIOR TO MAY 10th [513-461-0464 9am-5pm weekdays, 513-372-9868 6pm-9pm & weekends] TO REGISTER. After May 10th, your cost will be \$12.00 instead of \$10.00. As of press time, we are expecting Marion Mayor Ronald Malone, Ohio Senator Paul E. Pfeifer (R-Bucyrus), and George Stanforth of OhioDOT/Rail to attend and participate. This meeting is NOT limited to OARP members only. Your attendance is encouraged. Call TOM!

MORE BAGGAGE & EXPRESS Look for a June or July start-up of a new Amtrak service, the WESTERN MICHIGAN LIMITED, between Grand Rapids and Chicago.

Amtrak's CAPITOL LIMITED gains a Slumbercoach (Washington-Chicago) starting May 15th. Starting April 29th, the eastbound and westbound BROADWAY/CAPITOL began running about 1 hour later than scheduled during the fall-winter period. A letter on intermodal transportation centers, by OARP's HOWARD HARDING, was published in the March-April 1984 issue of Metropolitan. OARP member HAROLD WOLFF suggests more cities should acquire their railroad stations and lease space back to Amtrak; thus the cities will have a greater interest in keeping Amtrak as an active tenant in their stations.

A good pro-light rail Letter-To-The-Editor by OARP member BOB BOYCE was published in the Columbus Citizen-Journal in late February. Columbus' COTA is seriously proposing a light rail transit line in the so-called "North Corridor" between Downtown and Worthington. BOYCE proposes another light rail link to the Port Columbus Airport.

Frequent Amtrak passenger, OARP member DAVE SHREINER suggests Gotham-bound people could save money by staying overnight at Host Inn in Lancaster, PA, just 5 minutes walk to the station. Sleep in. Walk out of the Host Inn by 6:15am and be in New York by 9:15am.

Our THANKS to BILL HUTCHISON, HOWARD HARDING and BRAD UPHAM for their reports on recent Ohio High-Speed Rail Task Force Meetings. We will always attempt to have a representative of OARP at all public Task Force Meetings. A formal presentation by OARP to the HSR Task Force is still slated for July 9th in Columbus.

Our THANKS to BOB BOYCE, DAVE LE-BOLD and DAVE RIDDLE for attending and reporting on recent COTA "Transit 80+" public meetings in the greater Columbus area and for keeping OARP up-to-date on developments involving the I-670 freeway project.

Tight space in this 6:53 precludes more extensive reports on transit-related happenings in greater Columbus. Again, OARP is on top of things and we will of course keep our members informed when significant developments take place.

CINCINNATI RIVER ROAD AMTRAK STATION HOURS (at press time): 9:00a-5:00p Mon-Fri (NOT open daytime on weekends!); 10:00p-6:00p on WB train nights; 11:30p-7:30a on EB train nights; CLOSED all night MON nite TUE morning. The train remains on a TRI-WEEKLY schedule.

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 _____
 Address _____
 City _____ Phone _____
 State / ZIP _____

CHECK HERE () if you can be active in the ongoing work of your OARP!

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
- SEND ME _____ SAMPLE COPIES of the 6:53 But, OARP would appreciate stamps, a self-addressed stamped envelope, or a donation to help defray postage expenses.
- 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!

