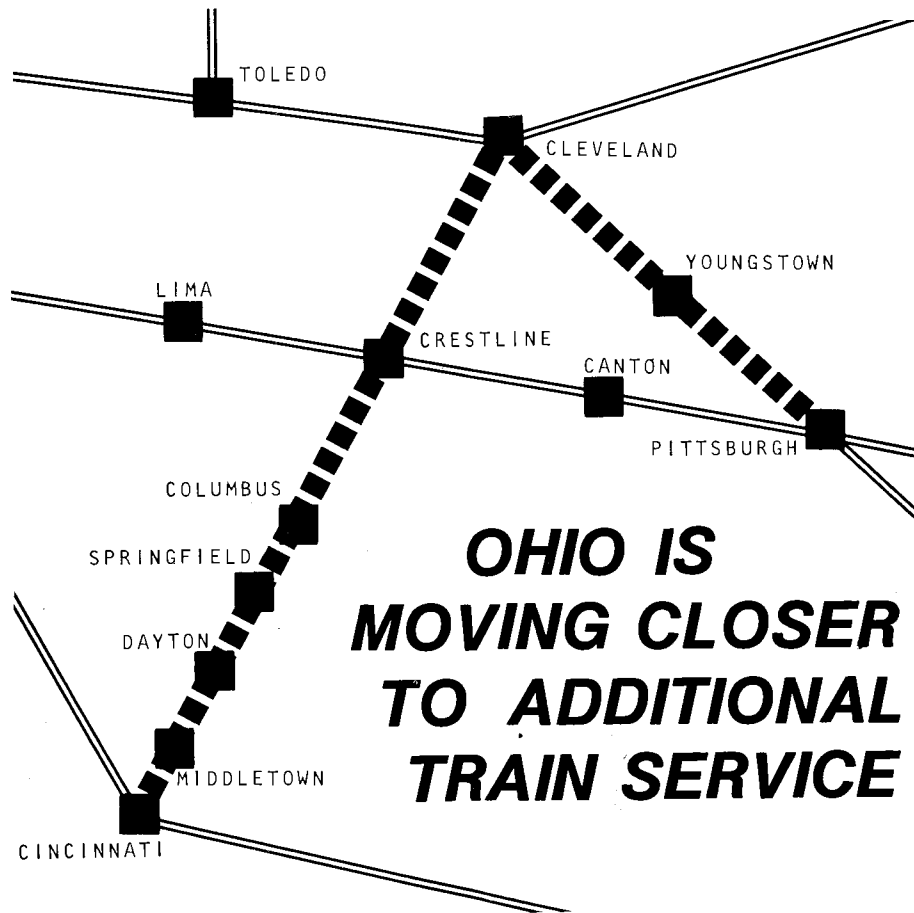


the 6:53



**OHIO IS
MOVING CLOSER
TO ADDITIONAL
TRAIN SERVICE**

July 1984

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

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

REGIONAL COORDINATORS ARE YOUR LOCAL CONTACT PERSONS:

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"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
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MANSFIELD Richard A. Fry, 59 Chilton Avenue, Mansfield 44907 419-526-3775

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CINCINNATI & SUBURBAN AREA *W. Mike Weber, 14 Joywood Drive, Cincinnati 45218 513-851-7959
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 David B. Marshall, 50 Villa Road, Springfield 45503 513-399-1947
 James Saunders, 1638 Marinette Drive, Springfield 45503 513-399-7406

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OHIO IS MOVING CLOSER TO ADDITIONAL PASSENGER TRAIN SERVICE!

There IS a feeling of optimism, at least right now. It does appear that, at long last, Ohio IS moving closer to getting additional rail passenger service operating. The stylized map on the cover of this issue of the 6:53 shows the two routes which have been or are being looked at and cost studies prepared.

On April 10-11, 1984, Amtrak ran its official inspection train in the Pittsburgh-Youngstown-Cleveland corridor. OARP has been able to obtain a copy of Amtrak's Operating/Engineering Task Force Study but we do not have yet the final cost study report.

In late April, OhioDOT Director Warren Smith requested Amtrak to do a cost analysis and run an inspection trip over Ohio's 3-C Corridor (Cleveland-Columbus-Cincinnati). Unlike the Pittsburgh-Cleveland inspection trip, which was interstate in nature, Amtrak has requested that the State of Ohio partially fund the 3-C Corridor inspection trip to the tune of \$3,500.

It is OARP's understanding that, at this time, there appears to be no problem in getting that \$3,500 through the bureaucracy. OARP is in contact with OhioDOT's Division of Rail Transportation Development on this. It is our understanding that the 3-C inspection trip will be made very soon after Labor Day. As always, when we find out the definite routing and schedule, we will in turn alert our officers and regional coordinators and, if possible, local media along the route.

OARP also understands that, in addition to the Conrail 3-C main line, the inspection train may look at the N&W (Cleveland-Lorain-Bellevue-Marion-Columbus) and the B&O (Columbus-Washington Court House-Cincinnati) as alternate routes. Alternate routes might be used, under trackage rights agreements, to get some freight traffic off of the prime 3-C (Conrail) line which obviously serves the main population centers. The 3-C Conrail line would directly serve Middletown, Dayton, and Springfield. By rebuilding a platform at Crestline, a connection would be made with Amtrak's BROADWAY/CAPITOL route and also serve nearby Mansfield.

The question frequently asked is "When will the new routes start up?" Amtrak and Ohio officials will not commit themselves at this point, but OARP understands that IF things fall into place (and that's a mighty big "IF" at this time) service on either or both routes could start up in about a year!

Of course, OARP has been pushing for additional rail passenger services for Ohio ever since OARP began in 1973. We will continue to cooperate with OhioDOT and Amtrak and continue to help work to achieve this much-needed additional rail transportation.

This would be an excellent time to contact your Ohio Legislators and let them know that additional service is being considered for Ohio and that you strongly support this!

We expect to have more information for you at the OARP Mid-summer Workshop Meeting on August 4th. We have made it a practice to keep all our officers and regional coordinators informed on developing matters (You can contact them for updates) and, if necessary, OARP will send out a special mailing to the membership.

The Amtrak Operating/Engineering Task Force Report on the Pittsburgh - Cleveland Corridor was issued in late April. Amtrak's evaluation of these routes was in response to PennDOT and OhioDOT who are considering 403(b) services which are supported, in part, by state funding. Both states prefer service via Youngstown if practicable. As a separate issue, the Northeast Ohio Areawide Coordinating Agency (NOACA) in conjunction with the Tower City Development, strongly supports the restoration of Amtrak service through the former Cleveland Union Terminal. This Report also addresses their proposal.

This Report is fairly lengthy and full of technical detail. From the Report it appears there are two potential routes between Pittsburgh and Cleveland; the direct Conrail route via Alliance which bypasses both Youngstown and Akron, and the Conrail route Pittsburgh to Youngstown -- B&O Youngstown to Ravenna Junction -- Conrail Ravenna Junction to Cleveland. While the state DOT representatives indicated that the routing via Youngstown is preferred, such routing would add approximately 40 minutes over the route via Alliance. The cost of restoring and operating the Ravenna connection will also add considerable expense. The station stop at Youngstown would be on B&O trackage. The Conrail main line between Pittsburgh and Cleveland offers the best alternative for service between the terminals; however, it bypasses the major population centers enroute. A preliminary estimate of schedule potential is 3 hours 25 minutes via Alliance and 4 hours 05 minutes via Youngstown, for an average speed of 41 mph and 34 mph respectively. These schedules contemplate three intermediate stops. The present terminals at Pittsburgh and Cleveland will not require any capital work, except for a storage and servicing track at Cleveland. Operation via Youngstown would require capital work at Ravenna and most likely some work at Center Street (Youngstown) to improve the track connections. It is believed that Conrail will insist upon some capital work to alleviate the congestion caused by freight trains working at Motor Yard and Bedford (on the Cleveland-Alliance portion). Based on discussions with Conrail, it is likely they will expect a traffic control system on both main tracks between Ravenna and Harvard, a distance of 31 miles.

Restoration of service through Cleveland Union Terminal would require restoration of approximately 3 miles of abandoned railroad access. Portions of the remaining 19 miles would have to be greatly upgraded and signalling rebuilt with three interlockings required. Although reroute of service through C.U.T. is only 2 miles longer than the existing Lakefront route, it will require approximately 25 extra minutes in the schedule. Staffing of the bi-level C.U.T. station would add to costs, along with higher maintenance costs in that facility. The Amtrak Report stated that, while Amtrak does not wish to understate the viability and the quality of the Tower City renovation project, Amtrak does not believe the cost of rerouting Amtrak trains via the C.U.T., as well as recurring incremental operating and maintenance costs, can be justified by Amtrak.

A full copy of this Report will be available for examination at OARP's Midsummer Meeting on August 4th.

OARP INVITED TO ADDRESS OHIO HIGH-SPEED RAIL TASK FORCE MEET

OARP has been invited to address the July 9th regular monthly meeting of the Governor's High-Speed Rail Task Force which is held at the Sheraton Downtown in Columbus. Bill Hutchison, Howard Harding and Tom Pulsifer will be making the presentation for OARP to the Task Force members and guests. We'll have a full report on this opportunity for OARP in the September issue of the 6:53. Our presentation will deal partly with our OARP Passenger Rail Plan released in 1983 and also with OARP's new Dedicated Right-Of-Way Proposal which is now being finalized. Members of the HSR Task Force have already been provided with copies of our OARP Passenger Rail Plan.

Throughout our presentation we will be stating that OARP is in favor of High-Speed Rail as a logical result of the development of conventional rail passenger service. We will emphasize that OARP is not talking about conventional service as an alternative to High-Speed Rail, but as a means of achieving it. We favor the development of dedicated rights-of-way for efficient passenger train service. We need to encourage Ohio to start building a market for HSR; to get Ohioans "thinking trains". With conventional service as a starting point, Ohioans will start to "think trains" and we see the start of a logical development towards a future HSR system. Chairman of the HSR Task Force is Ohio Senator Robert J. Boggs (D-Jefferson) who has been a member of OARP for several years and who frequently attends our meetings.

TRAILWAYS HAS ANNOUNCED that it plans to move into the Amtrak Lakefront Station in Cleveland before the end of July. The company is already at work renovating a section of the Amtrak facility, adding new ticket counters, a freight office and a bus loading area for passengers. Trailways will share the station's waiting room and restrooms with Amtrak. Trailways officials believe the move to the Amtrak station will help boost ridership because it will enable passengers to connect from one form of transportation to another under one roof. OARP hopes that the schedules of both train and bus will allow reasonable connections at Cleveland. OARP has always supported the concept of INTERMODAL connections. That is one important key to the success of public transportation, especially intercity rail, in Europe.

CLEVELAND AMTRAK RIDERSHIP IS UP 10% in the first three months of 1984, compared with the same period last year, according to Amtrak. 7,255 passengers arrived and departed Cleveland in the first quarter of 1984 compared with 6,601 passengers in the same quarter of 1983. Think what increase might take place if the east-bound LAKE SHORE departed Cleveland prior to midnight! Nationally, Amtrak reports its passenger traffic up 2.4% in the first quarter of 1984, compared with the first quarter of 1983.

PLAN NOW TO ATTEND & PARTICIPATE...

in OARP's MIDSUMMER WORKSHOP MEETING & SUMMERTIME BUFFET !!!
SATURDAY, AUGUST 4, 1984 starting at 10:30am
in MARION, OHIO at the Jolly Mushroom Restaurant

Yes, we're going back to Marion for our Midsummer Meeting; it was a good location and the food was good! This time we will have an appropriate SUMMERTIME BUFFET LUNCHEON for only \$6.00 per person. Use the registration forms on the next page and PLAN NOW TO ATTEND on August 4th. We're billing this as a WORKSHOP MEETING. It will give us an excellent opportunity to meet to discuss a variety of concerns, both in general session and in small interest groups which will organize plans for action to present to the wrap-up general session. In this way YOU can have a part in helping your Association set its future courses. Your input is important and this WORKSHIP MEETING gives you a better chance to be an active participant.

AGENDA: 10:00am Meeting Room opens
10:30am-12:00nn General Session in Meeting Room
12:00nn-1:00pm SUMMERTIME LUNCHEON BUFFET \$6.00
in the Dining Room
1:00pm-2:00pm Interest Group Session I
2:00pm-3:00pm Interest Group Session II
3:00pm-4:00pm Wrap-Up General Session
4:00pm Adjourn

The afternoon format is designed so you can participate in two interest groups, or just stick with one if you so desire. Included will be interest groups to work on developing FUND RAISING FOR OARP/MEMBERSHIP DRIVE, POLITICAL ACTION STRATEGIES, OARP PUBLICATIONS & NEW BROCHURE, RAIL TOURS.

Bring yourself and your input. Or just come to learn. Just because this is not a "formal" meeting with a guest speaker and door prizes and lots of freebies... don't stay away! We need to do some serious discussion and planning on the above topics (we've other concerns too which will be brought up) and August 4th is the day to devote to business at hand. You'll note that our Meeting schedule will allow attendees to observe the "State Fair Limited" pass through Marion on the N&W with 4-8-4 #611 on the head end!

The JOLLY MUSHROOM RESTAURANT is easy to reach. It's south of downtown on S.R. 423 (South Delaware Avenue) south of and within sight of the President Warren G. Harding Memorial, at the SUSSE CHALET MOTOR INN. As always, officers and regional coordinators will coordinate carpools; let them know if you need a ride, or if you have room for others to ride with you.

COME TO MARION, OHIO (AGAIN!) ON SATURDAY, AUGUST 4th, 1984!

REGISTER NOW FOR OARP'S
AUGUST 4th MIDSUMMER MEETING

=====

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

PHONE _____ \$6.00 per person
Make your check
or M.O. payable to "O.A.R.P." and mail to OARP, PO Box 653,
Xenia, OH 45385 so we receive it by August 2nd.

=====

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

PHONE _____ \$6.00 per person
Make your check
or M.O. payable to "O.A.R.P." and mail to OARP, PO Box 653,
Xenia, OH 45385 so we receive it by August 2nd.

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You should use the reservation coupons above to register for OARP's MIDSUMMER MEETING in MARION on AUGUST 4th, or, if you prefer not to destroy your 6:53, reproduce this page on a copier and send in your registration. THE DEADLINE FOR REGISTRATIONS IS THURSDAY, AUGUST 2nd. REQUESTS FOR REFUNDS WILL NOT BE HONORED AFTER THURSDAY, AUGUST 2nd.

Last-minute registrations may be telephoned to OARP Pres. Pulsifer before 9:00pm on Friday, August 3rd, and you may pay at Marion on Saturday. If you are not pre-registered, either by mail or by phone, your cost will be \$7.00 per person.

Your \$6.00 will include a nice summertime buffet luncheon including beverage, dessert, tax and gratuity.

COME TO MARION ON AUGUST 4th AND PARTICIPATE IN YOUR ASSOCIATION! YOUR PRESENCE AND YOUR INPUT ARE IMPORTANT TO US!

OARP'S ANNUAL MEETING ENTHUSIASTIC AND WELL-ATTENDED . . .

Nearly sixty OARP members came to our Annual Meeting on Saturday, May 12, at the Jolly Mushroom Restaurant in Marion, Ohio. A fine Buffet Luncheon featuring a choice of popular entrees was enjoyed by all. Our Meeting received good before and after coverage in the Marion Star. This has already prompted some inquiries from Marion area citizens interested in becoming members of OARP!

Immediately following the Buffet, our own Brad Upham introduced Ohio Senator Paul E. Pfeifer (R-Bucyrus) who freely admitted to us that he needs to learn more about the benefits of modern rail passenger services and how it can help Ohio. Pres. Pulsifer then introduced Robert Malone, Marion's City Services Director, who conveyed greetings from his brother, Ronald Malone who is the Mayor. Robert Malone told us about his experiences with Conrail and Amtrak. He serves as general chairman of the rail Machinists Union. State Rep. Walter D. McClaskey was also invited to be with us but sent his regrets due to a prior commitment.

Our main speaker was George Stanforth of OhioDOT's Division of Rail Transportation Development. George filled us in on the ongoing OhioDOT/Rail - Amtrak studies on the Pittsburgh-Cleveland and the 3-C Corridors, including his report on the Pittsburgh-Cleveland Amtrak inspection trip made in April. There were many questions from the audience.

Following a short break, Howard Harding reported on the recent NARP Directors Meeting held in Washington, DC. John McCann assisted in drawing names for a multitude of various "door prizes" donated for this Meeting. Our business meeting and annual election followed. Al Wolf conducted the election with the following officers duly elected to serve for 1984-85: Tom Pulsifer, President; Howard Harding, Vice-President; Bill Glasser, Secretary; and Fran Planner, Treasurer. John McCann was also nominated for Vice-President. Paper ballots were used.

In other action taken at this Meeting... John Ciccarelli of Girard, OH, was approved to serve as our new Youngstown Area Regional Coordinator. A \$75 travel reimbursement was approved so that Howard Harding could attend a Transportation Research Board Meeting in Philadelphia. This only partially reimbursed his expenses for travel. Following short discussion, the membership approved action in accordance with Article III - Section 1 of OARP's Constitution to set dues, effective January 1, 1985, at \$10 for new members, \$15 for renewals, and \$20 for Family Plan members.

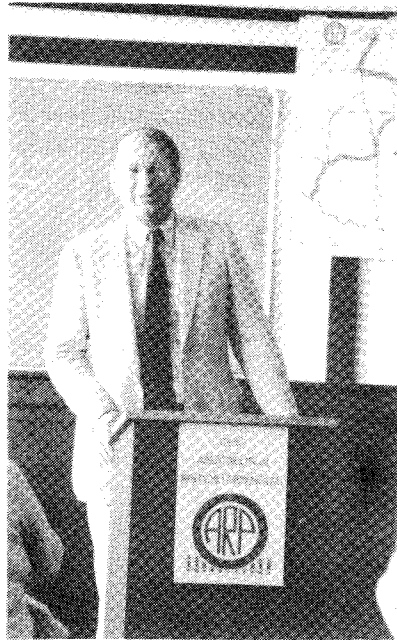
A motion from the floor was passed... that OARP urge OhioDOT/Rail and the Ohio Department of Development cooperate with the states on Pennsylvania, Indiana and Illinois to preserve and upgrade the "Panhandle" Rail Transportation Corridor for future rail freight and passenger service.

Pres. Pulsifer designated four committees and appointed chairpersons as follows to coordinate input in these areas:

- * Fund Raising for OARP John McCann
- * OARP Membership Drive Dave Lebold
- * Rail Tours Paul Woodring
- * New OARP Brochure John McCann

Members, especially those living along the LAKE SHORE LIMITED route were urged to take a few minutes to write Amtrak and once again urge improved train times for the eastbound LAKE SHORE at Cleveland. It was pointed out that Amtrak would soon be working on Fall schedule changes.

This Meeting was adjourned shortly after 4:30pm.



GUEST SPEAKERS AT OARP'S ANNUAL MEETING

Ohio Senator PAUL E. PFEIFER, R-Bucyrus (top, left) was introduced by Brad Upham and shared his thoughts on inter-city rail passenger service.

GEORGE STANFORTH (top, right) from OhioDOT's Division of Rail Transportation Development told us about the recent Amtrak inspection trip in the Pittsburgh-Cleveland Corridor.

Standing in for his brother the Mayor of Marion, City Services Director ROBERT MALONE (left) brought us greetings from Mayor Ronald Malone and shared with us some of his experiences as a former employee of both Conrail and Amtrak.

Thanks to John T. McCann for these photos of our guests.



You're visiting Washington, DC, and you want to stop by your Congressman's office with a concern about rail passenger service in Ohio.

You want to write Amtrak about a transportation planning concern and don't know to whom to address your letter.

OARP can help you with our recently published WASHINGTON GUIDE TO THE OHIO CONGRESSIONAL DELEGATION and on the back is a handy WASHINGTON GUIDE TO OFFICIALS OF AMTRAK. Addresses and local phone numbers are included in this handy publication. We compile this information from several sources available to OARP.

For a copy, send OARP a self-addressed, business letter size #10 envelope with a 20¢ stamp affixed to expedite processing your request. AND... at the same time, if you don't have one, ask for a copy of OARP's OHIO LEGISLATIVE DIRECTORY and we'll tuck that into the same return envelope for you.

YOU CAN GO BY TRAIN is the heading on OARP's attractive new membership flyer, but these don't do us much good unless YOU can help get them out where people will pick them up, read about OARP and passenger trains, and join our organization. Your OARP President would like to ship you some quantities of our OARP flyer and all you have to do is ask! A small donation to help our postage fund will also be appreciated; or, send us some postage stamps. We can always use postage stamps. Let's ALL work to get our OARP membership flyer into wide circulation.

OARP TREASURER'S REPORT
(as of May 11, 1984)

Previous Balance 10-18-83	\$ 294.91
DEPOSITS	\$5,695.25
DISBURSEMENTS	\$4,774.21
Balance on hand 5-11-84	\$ 921.04

At our May 12 Annual Meeting, Pres. Pulsifer used a chalkboard at the front of the meeting room to show a more detailed picture of our financial situation. (Some of this shows up in the photos of our guest speakers, elsewhere in this 6:53.) Tom showed that we had an additional \$755.50 to deposit. Added to the Balance on hand of \$921.04 this makes a total of \$1,676.54 in the bank. However, he listed in another column all known unpaid bills and anticipated expenses for the near future and this totalled \$1,936.24, putting us in the hole to the tune of \$259.70. Of course, we do not go into the hole; but this means we must hold some bills for payment when the treasury "builds up". And, obviously, we do not have any ready reserve to count on should an emergency arise. This chalkboard tally graphically showed that OARP's dues increase was clearly justified, especially with indications from our membership that we must clearly maintain and even increase our level of involvement with various projects and concerns. We are attempting to cut costs where we can. Since the May 12th Meeting Pres. Pulsifer has met with an official at OARP's bank (BANK ONE in Dayton) and we have worked out a way to significantly reduce the bank service charges being assessed monthly on our account. Your concern on this is appreciated.

NARP ASKING FRA TO SAFEGUARD PASSENGER FACILITIES ON CONRAIL

WASHINGTON, DC -- June 18, 1984 ---- "A provision that the buyer would continue to maintain Conrail facilities needed for passenger service" should be included in any agreement to sell Conrail, the National Association of Railroad Passengers (NARP) said today. In a letter to Federal Railroad Administrator John H. Riley, NARP President John R. Martin said that "the most obvious example is the BROADWAY/CAPITOL LIMITED mainline through Fort Wayne, Indiana, parts of which Conrail once planned to downgrade or abandon. We are concerned...that acquisition of Conrail by a private company...might once again threaten this line. This prospect would be particularly unfortunate, since the City of Fort Wayne will spend \$70,000 this summer" to study development of the station as an intermodal transportation center.

Martin also claimed that retention of the Fort Wayne line would benefit freight operations. He noted, "Conrail has...concentrated freight traffic between northern Illinois and Pennsylvania exclusively on the ex-NYCRR Toledo line. This line, however, can become congested or even blocked as a result of heavy traffic, maintenance of way work, and derailments. Retention of the Fort Wayne line reduces the vulnerability of freight operations to Toledo-line problems."

Conrail dispatches and operates more Amtrak trains than do any of Amtrak's twenty other contracting railroads.

OARP'S LEGISLATIVE SURVEY GETS MEDIA ATTENTION....

OARP's survey of Ohio Congressional and State Legislative Candidates (published in the May issue of the 6:53) did receive media attention. A feature article by Jim Bland appeared in the Dayton Daily News on May 4th. An OARP release along with a copy of our survey was also sent to the AP and UPI services for their use elsewhere in Ohio.

We did print up extra copies of the May 6:53, so if you'd like one or several, just ask and, if you will, send OARP a few postage stamps or a small donation towards postage.

OUR THANKS to Amtrak Regional Sales Reps SUSAN RICE and GARY STUPKA for helping secure adequate supplies of Amtrak timetables and brochures for our Annual Meeting and general distribution!

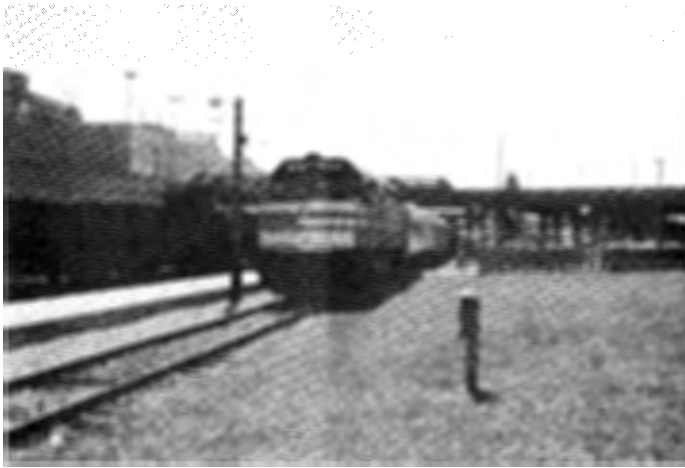
OARP has renewed its organizational membership in the OHIO ENVIRONMENTAL COUNCIL, based in Columbus. OEC serves as a clearinghouse for environmental information and unifying strategy for action regarding environmental concerns including transportation matters in Ohio.

PENNSYLVANIAN IS MAKING A PROFIT

OARP has learned that Amtrak's PENNSYLVANIAN, operation of which is supported in part by the Commonwealth of Pennsylvania under a 403(b) agreement, actually made a profit of \$34,328 in December of 1983. PennDOT officials are studying both the extension of this service to Youngstown and Cleveland, and the possibility of adding another Pittsburgh-Philadelphia-New York train.

OARP Pres. Tom Pulsifer rode the PENNSYLVANIAN from Harrisburg to Trenton on a weekday in early April and encountered a "good crowd" on board and the cars nearly filled before reaching Philadelphia. Don Bryan, PennDOT's Deputy Secretary, has predicted a bright future for the PENNSYLVANIAN services.

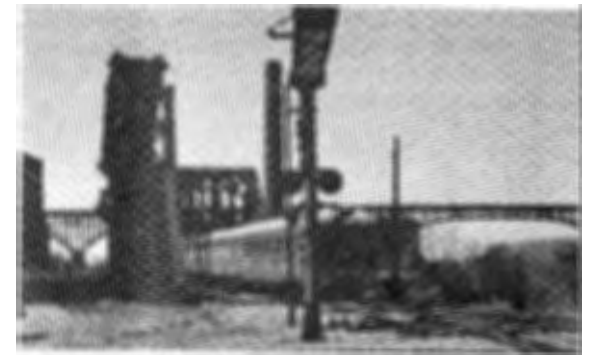
AMTRAK'S INSPECTION TRAIN VISITS CLEVELAND APRIL 10-11, 1984
Photos by OARP member Mark Adamcik



At the request of both PennDOT and OhioDOT, on April 10 & 11 of this year, Amtrak ran its inspection train over the Pittsburgh - Cleveland "corridor" checking out various route options for future Amtrak rail passenger service. The train, consisting of Amtrak F40 #367, a "Heritage" sleeper and Inspection Car #10,000, is shown [above] parked at the Amtrak Lakefront Station in Cleveland. The Amtrak, OhioDOT and the PennDOT officials also looked at Cleveland Union Terminal, including the approaches from the east and the west. Where the New York Central's "Great Steel Fleet" once rolled, the C.U.T. right-of-way is viewed [below] looking west from the West 25th Street RTA Rapid Transit station. The RTA "Red Line", operating between the Airport, Terminal Tower and Windermere, is at the right of the photo. Former NYC tracks are gone in this area; OARP understands at least 3 miles of track would have to be relaid from C.U.T. west. Remember, the NYC was once electrified through here between Linndale and East Cleveland stations.



The inspection Train has come up from Akron on the B&O Cuyahoga Valley Line and is shown here in "The Flats" under the Detroit-Superior Bridge. The bridge in the background carries the RTA "Red Line" and the C.U.T. right of way (ex-NYC)



The Cleveland TV news reporters interview Jolene Molitoris at the Cleveland Lakefront Amtrak Station. Jolene is Deputy Director of the OhioDOT's Division of Rail Transportation Development. Also on the train was George Stanforth of OhioDOT/Rail. Chessie and Conrail officials also rode the train along with the Amtrak, OhioDOT and Penn DOT officials.

LEGISLATIVE CORNER

MANFRED ORLOW, COORDINATOR
OARP POLITICAL AFFAIRS

Our political eye focuses this month on Washington again as a number of Amtrak bills are being discussed and voted upon in the next few weeks, including the major appropriations bill, H.R.3648.

There is no pending Ohio State House legislation affecting rail-road service at this time, but as you have read in other parts of this "6:53" issue, a number of events are nonetheless taking place which will directly affect the Ohio rail passenger in the very near future.

OARP is working on several legislative projects at the moment which require extensive research and documentation, but cannot be reported out at this time until more data and study have been done. We will keep you informed as to its progress however, in upcoming issues of your newsletter.

Listed below are several current bills that require action from Ohio's Congressional delegation---Sen's Metzenbaum and Glenn, and your U.S. Representative, who is listed in your OARP Legislative Guide that we hope you have handy. If you do not, send for a free copy or several, by including a stamped self-addressed envelope to: Legislative Guide, Ohio Assoc. of Railroad Passengers, P.O.Box 653, Xenia, OH 45385-0653. Include a small donation if you wish, but it is not necessary.

*Data on current Bills
courtesy of Cong. Tony
Hall's office (D-Dayton).*

CURRENT AMTRAK LEGISLATION

House Bills:

H.R.2429	Description: to require Amtrak to accept commuter tickets for passage on certain commuter lines.(see March '84 "6:53")
	Status: no action recently. Will probably die in committee.
H.R. 2764	Description: "Amtrak Improvement Act of 1983" This bill was discussed earlier also in the March "6:53" and has now been incorporated in H.R. 3648 discussed below.
	Status: pending Senate action as H.R.3648
H.R. 3648	Description: "Amtrak Improvement Act of 1983" (Florio D-N.J. sponsor) This major bill has been extensively reported in the March "6:53" also, but has since picked up numerous amendments.
	Status: Passed by Committee of the Whole House March 6, and placed on the Senate Leg.Calendar as # 689 for action. (continued)

H.R.3648
(con'd)

Amendments which have survived the House vote and passed on to the Senate:

1. to exempt any new fiscal '84 service from the cost provision outlined in the original version of H.R. 3648.
2. to undertake a study allowing only one person in each Northeast Corridor Amtrak locomotive.
3. to give New Mexico \$ 40,000 for a study of high-speed rail service between Santa Fe and Albuquerque; and \$ 35,000 to study a new rail line in N.E. New Mexico to carry coal and other commodities.
4. to restore rail passenger service between Tampa and St. Petersburg within 30 days of passage of this bill.
5. to provide funding for the U.S.Railway Assoc.(\$2.1 million) and the Federal Railroad Administration (\$11 million).
6. to provide for sanctions on railroads failing to report job vacancies with the Railroad Retirement Board.
7. to allow railroads to continue with their present accounting methods, while the ICC continues to study the problem.
8. to ensure that railroad employees are not subject to tax liabilities from more than one state at a time.

Senate Bills:

S.1117	Description: to authorize additional appropriations for Amtrak. (Danforth R-Missouri)
S.1118	Status: placed on Sen.Leg.Calendar 5/9/83.No action since, but some provisions in H.R.3648.
S.2537	Description: to amend the Fed.RR Safety Act of 1970 to authorized additional appropriations and for other purposes.(housekeeping measures-editor). Listed in March "6:53"
	Status: placed on Sen.Leg.Calendar as #890 under General Orders May 17,1984.
	Co-sponsors Danforth, R-Missouri; Packwood, R-Oregon;and Kassebaum, R-Kansas.

CALL YOUR LEGISLATORS

When a personal visit is not possible and you want your views heard, you should not be afraid to CALL YOUR LEGISLATORS. If they have district offices you may not even have to make a long-distance call. Legislators offices can provide services and information for you. You can call their office to find the status of a particular bill as well as to convey your opinions on legislation. Rail transportation activists can get to know the people who work in their legislators offices. This comes in handy for you and it lets your legislators know that there are people out there who are concerned about rail transportation issues! OARP's OHIO LEGISLATIVE DIRECTORY and our recently published GUIDE TO THE OHIO DELEGATION IN WASHINGTON can be of great help to you. Send to OARP for copies if you don't have them already. This is a way your organization helps you.

WHEN CALLING YOUR LEGISLATORS... Identify yourself by name and address within his/her legislative district.

If possibly, identify a particular bill by name, number or topic. You should briefly state what your position is and how you'd like your legislator to vote. You can ask your legislator's point of view on a bill or issue; but never argue or be abusive or threatening. Be firm and fair in obtaining a commitment to vote. And... be sure to thank your legislators for their service or past votes. It's good to be positive.

Sometimes legislators may ask you for further information. Try to provide it as quickly as you can, because the legislative cycle can sometimes move very fast during a session. If you wish to discuss your concerns more fully with your legislator, ask the secretary or legislative aide to relay your name, phone number, and the general time you'll be available to your legislator and ask that your call be returned. It's also a good idea to follow-up your phone call with a short letter summarizing your phone conversation. And don't forget the "thank you"!

OARP extends our sincere sympathy to Regional Coordinator JOE BROVE of Lorain whose mother recently passed away in Elyria. We also extend our sincere sympathy to the family of long-time OARP member HUGH BARBER who died March 22nd in Springfield.

Amtrak's eastbound CAPITOL LIMITED derailed near Dawson, PA, on May 29th injuring 24 of the 144 passengers aboard. None of the injuries were serious. Two locomotives and five cars derailed as the train hit a washed out section of B&O track alongside the rain-swollen Youghiogeny River. On April 26,

Amtrak's westbound LAKE SHORE LIMITED struck a loaded auto carrier stalled on a grade crossing in Vermilion, OH. None of the 268 passengers aboard the train were injured and the train was able to continue on after a short delay. The auto carrier and five new Fords on it were a total loss. The Amtrak locomotive received only superficial damage.

"BUT YOU SAID..." Yes, we were trying to plan to have our Midsummer OARP Meeting in Cleveland and include Congressman Dennis Eckart as the guest speaker plus include a charter trip on the RTA with the new Red Line cars but things just didn't work out. We'll be in Cleveland for our FALL MEETING. Watch for your September 6:53!

PERHAPS YOU CAN HELP...

Marshall Beck of Bombardier, Ltd., builder of the LRC train-sets used by VIA RAIL CANADA has contacted OARP with a request for OARP's help. Beck wants detailed information about alternative rights-of-way which might be used to provide rail passenger services in Ohio. He is particularly interested in alternatives to Conrail's 3-C Corridor route. In particular, he needs detailed maps, track or right-of-way diagrams, pictures showing track and right-of-way conditions, data on existing train volumes and ownership. Bombardier has already spent substantial money in Ohio without any commitment from Ohio officials. The company would like to make a formal proposal for LRC-based service in Ohio, but needs both requested data and some firm commitment from Ohio officials that they are willing to consider something less spectacular than TGVs or Shinkansens.

OARP can help with the former, but probably not with the latter, at least not directly. Please send any solid information you have -- of the type described above -- to HOWARD HARDING, who will assemble it and forward it in one package to Marshall Beck at Bombardier. Please remember: facts, not rumors; documented material, not pet theories; sharp photographs, not fuzzy snapshots; and accuracy, not flamboyancy. Howard Harding's address is 489 Overwood Road, Akron 44313.

OHIO STATE FAIR LIMITED

For the first time in 40 years a special passenger train will operate this year from northern Ohio directly to the Ohio State Fair. The "State Fair Limited" will operate from Sandusky and Bellevue directly to the West Gate of the Ohio State Fairgrounds in Columbus on August 4th and 5th. The "Limited" will leave Sandusky at 8:00am, Bellevue at 8:30am and arrive at the Fair at 11:00am. The "Limited" will depart Columbus at 6:30pm, arrive Bellevue at 8:30pm and Sandusky at 9:00pm. Your Fair admission is included in the price of the train ticket, which is \$38.00 for coach seats, \$28.00 for children. Premium coach and first-class rail accommodations are available at slightly higher cost. For details and tickets, contact the Mad River & NKP RR Society, Box 42, Bellevue, OH 44811 or call 419-483-2222 between 1:00pm-5:00pm. Send a self-addressed stamped #10 envelope with your request. Avoid the driving and parking hassle and ride the train to the State Fair this year!

The Mad River & NKP RR Society is once again sponsoring a WESTERN CANADA RAIL TOUR (August 3-19) at \$1,029 per person based on double occupancy, including 6,000 miles by Amtrak, VIA Rail Canada and the British Columbia Railway, also all hotels and local transportation enroute. Plus... a NEW ENGLAND AND CANADIAN MARITIMES RAIL TOUR (September 20-October 1) for \$855 per person, double occupancy; includes all hotels, transportation and tours enroute. The WESTERN CANADA TOUR originates at Bellevue and the NEW ENGLAND/MARITIMES TOUR originates at Sandusky. Call Bill or Ruth Fuehring (OARP member) at 419-483-6235 for complete information. These RAIL TOURS sponsored by the Mad River & NKP Society grow in popularity each year. Act now and assure yourself that you'll get to go!

With three and one half minutes until air time, Ohio Senator Robert J. Boggs, OhioDOT/Rail's Deputy Director Jolene Molitoris and OARP's President Tom Pulsifer discuss the format for the upcoming program with host Tom Wiebell of WOSU-AM in Columbus. The three discussed present and future rail passenger services for Ohio on WOSU's "Access" on April 25th. The 60 minute talk show covered a variety of topics and produced one benefit for OARP -- one of the callers, Donald Hollenback of Delaware, OH, decided to become a new member! Our thanks to member Bob Boyce of Columbus for arranging for OARP to participate on "Access" and also for this photo.



TRANSPORTATION PLANNER HOWARD HARDING ELECTED OARP'S NEW V-P

At your Association's Annual Meeting on May 12th, J. Howard Harding of Akron was elected as OARP's new Vice-President. Howard was nominated by, and succeeds, Rodger Sillars of Cleveland who has served as Vice-President of this organization since 1974. Rodg, who serves as Superintendent of the Community Responsive Transit Program for the Greater Cleveland RTA, has promised to remain an active member of OARP and will assist with special projects from time to time. We plan to honor Rodg for his ten years of service to OARP as our Vice-President at our Fall Meeting which will be held in Cleveland.



Howard Harding will continue to serve as OARP's Akron-Canton Area Regional Coordinator. He's also active with NARP and serves as one of NARP's Region 6 Directors. By profession, Howard is a Transportation Planner for AMATS in Akron.

Re-elected, unopposed, were your OARP Secretary, Bill Glasser of Canton; Treasurer Francine Planner of Xenia; and President Tom Pulsifer, also of Xenia. Our thanks to Al Wolf of Dayton who conducted the elections.

[Photo by John McCann]

The Cincinnati Chapter of the NRHS is inviting the public to ride six mainline passenger excursion trains which are being operated in conjunction with the 1984 Convention of the NRHS in Cincinnati, August 25 - September 3.

- Aug 25 / CINCINNATI-MUNCIE round trip behind NKP 2-8-4 #765 via B&O to Hamilton, NS to Muncie via New Castle.
- Aug 26 / CINCINNATI-INDIANAPOLIS round trip behind #765 via B&O to Hamilton then west thru Connersville, Rushville.
- Aug 30 / CINCINNATI-DANVILLE round trip behind N&W 4-8-4 #611 via SR mainline.
- Sept 1 / CINCINNATI-COLUMBUS circle trip behind diesels, N. via CR thru Dayton, Springfield, S. via B&O thru Wash. C.H.
- Sept 2 / CINCINNATI-RUSSELL round trip behind #765 via C&O thru Maysville, South Portsmouth.
- Sept 3 / CINCINNATI-WINCHESTER round trip behind SR 2-8-2 #4501 via L&N mainline.

For details, fares, schedules: write 1984 NRHS Convention, Dept. INFO, P.O. Box 36365, Cincinnati, OH 45236 and send a stamped, self-addressed #10 envelope; or call 513-896-5559 between 8:30am and 4:30pm, Mon-Fri.

BEHIND THE SCENES... OARP's Political Affairs Coordinator, Manfred Orlow is continuing to process the OARP Legislative Survey results (see the May 6:53) and has prepared a special packet of incumbent response statistics for use by Ohio rail transportation officials and the members of the High-Speed Rail Task Force. The information contained therein should be of a special benefit to them as they seek to respond to the will and the sentiments of Ohioans regarding the future of our state's rail passenger service development. All this work has required many hours of personal involvement and we are all grateful to Manfred for his most dedicated efforts on behalf of OARP and rail passengers statewide.

OARP DUES INCREASE IS APPROVED FOR 1985... OARP membership at our Annual Meeting on May 12th approved unanimously that we set our annual membership dues [effective Jan. 1, 1985] at \$10.00 (min.) for NEW members, \$15.00 (min.) for all RE-NEWALS, and \$20.00 (min.) for FAMILY PLAN. It was generally felt that the increase in dues should not prove an undue hardship to our members. The existing dues structure has been in effect for a number of years and has worked well. With costs of everything on the rise and in light of OARP's ever-increasing involvement in the push for more and better passenger rail services, there was a definite need to place OARP's treasury on a more stable foundation. The dues increase will coincide with the publication of OARP's new complete membership brochure, currently being developed.

Five members of Ohio's High-Speed Rail Task Force spent two weeks in Europe recently, at their own expense, riding trains including high-speed trains in England, France and Germany. Making the trip were HSR Task Force Chairman Sen. Robert J. Boggs, Ohio Rep. Ross Boggs who is a member of the Ohio House Transportation & Urban Affairs Committee, Blair Ross who is vice-president of American Electric Power Company, Robert Manning who is executive director of the Ohio Railroad Association, and State Rep. Vern Sykes who is also a professor of economics at Akron University. Robert Boggs was quoted stating, "Our trains can't compare with the speed and comfort of the European trains, but our trains are superior in dining, toilet and baggage handling facilities."

On May 15th the U.S. House Appropriations Subcommittee recommended that \$29 million be appropriated to renovate the Cleveland RTA rapid transit station in the Tower City complex and to study the feasibility of relocating the Amtrak terminal there at old Cleveland Union Terminal. Rep. Louis Stokes and Rep. Mary Rose Oakar lobbied for this money for the second phase of the Tower City project.

Several OARP members around the state have reported seeing an Amtrak P30CH locomotive heading a mixed consist of Amtrak and Chessie System official cars. OARP has checked into this and it appears that the Chessie System is leasing a P30CH and one or two "Heritage" cars from Amtrak to head up the Chessie official "Inspection Train". Amtrak's ALL ABOARD AMERICA FARES have been extended for sale through September 3rd, good for travel through October 2nd. One zone remains \$175, but two-zones rises to \$250 and three-zones rises to \$325. All Aboard Fares will not be honored in sleeping cars July 1 - August 19. Special Amtrak AUTO-TRAIN summer fares are on sale through September 5th, good through September 25. Round-trip fares are \$178 adult, \$98 child, \$250 automobile. Trip must be completed in 21 days. Starting June 17th new Amtrak dining car menus feature freshly prepared fish and chicken in addition to steak; also a children's dinner menu is now available. "First Class Service" has been expanded to sleepers nationwide, offering wine and cheese basket, evening sweets, and stationery (on top of morning coffee/tea/juice and newspaper). Only on the SILVER STAR/SILVER METEOR will meals also be included.

QUESTION: If APRIL showers bring MAY flowers, what does JUNE bring to OARP?

ANSWER: RUMOR-MONGERS!

A word of advice... if you should hear something that sounds just too good to be true; it probably is!

It may have something to do with the heat and humidity, but OARP has recently been blessed with the time and expense of checking out rail-rumors from certain individuals who refuse to check them out FIRST before informing the rest of the world. (No, Amtrak is NOT making plans to reroute the CARDINAL from Cincinnati to Chicago via Dayton and Lima!) Your reputation as a "reporter" and the reputation of your Association will be greatly assisted if YOU will CHECK IT OUT FIRST, especially if it really sounds too good to be true.

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

A D D I T I O N A L L Y . . .

- 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!

"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., AUG. 4, 1984
10:30am - 4:00pm in MARION

OARP MIDSUMMER WORKSHOP MEETING
& SUMMERTIME BUFFET LUNCHEON \$6.00

at the JOLLY MUSHROOM RESTAURANT in
the SUSSE CHALET MOTOR INN on SR 423
south of the Harding Memorial south
of downtown Marion, Ohio.

PARTICIPATE ACTIVELY IN YOUR OARP!



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