Ohio is moving closer to additional 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 stemming from the 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. It is OARP's understanding 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 is very valuable to the main passenger. Also, 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 big IF at this time), 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 Midsummer 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 petitions by the B&O and OH DOT 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 a routing would add approximately 40 minutes over the route via Alliance. With Conrail's desire to de-rout and operate trains more efficiently, such a reduction 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 estimated schedule potential is 3 hours 25 minutes via Alliance, 2 hours 30 minutes via Youngstown, an average speed of 44 mph and 4 hours 05 minutes via Youngstown, an average speed of 39 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 Cleveland, 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 understand the potential for 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 "S".

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 right-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 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 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 eastbound 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 !!!
SUNDAY, 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 WORKSHOP 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-1:000pm 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 PUBLICATION & 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!
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 intercity 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.
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-NC&ER 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.

OARP has renewed its organizational membership in the OHIO ENVIRONMENTAL LEGISLATIVE 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.

Pennsylvania 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.
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.
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 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.

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.

Senate Bills:

S.1117 S.1118

Description: to authorize additional appropriations for Amtrak. (Danforth R-Missouri)

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 authorize additional appropriations and for other purposes. (housekeeping measures-editor). Listed in March "6:53"


Co-sponsors Danforth, R-Missouri; Packwood, R-Oregon and Kassebaum, R-Kansas.

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 ($1 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.
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 legislator's 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 Region Coordinator JOE BROGE of Lorain whose mother recently passed away in Elyria. We also extend our 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 Youghiogheny 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 6-31 newsletter.

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 their 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 flamboyance.

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 3-19. The "State Fair Limited" will operate from 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, $44.00 for Premium 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 9:00am-5:00pm. Send a self-addressed stamped envelope with your request. Avoid the driving and parking hassle and ride the train to the Fair this year!

The Mad River & NKP RR Society is once again sponsoring a WESTERN CANADA RAIL TOUR (August 3-19) at $829 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 $955 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 RR Society grow in popularity each year. Act now and assure yourself that you'll get to go!
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, Buecheville.
Aug 30 / CINCINNATI-DANVILLE round trip behind N&W 4-8-4 #611 via SR mainline.
Sept 2 / CINCINNATI-RUSSELL round trip behind #765 thru 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.

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 RENEWALS, 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.
A special $50 million income-tax refund to Ohio taxpayers was approved on June 27th. A typical family of four would receive a refund of $11.00. If only a portion of that tax refund could have been designated to help fund improved rail passenger service in Ohio... OARP member Dave Shreiner reported he heard Eastern Airlines boss Frank Borman state on the June 24 David Brinkley program on ABC that the Government should buy Chicago - Florida Amtrak customers airline tickets cheaper than subsidizing the trains. Shreiner immediately wrote to Borman and to Brinkley. Seems to be that Mr. Borman is having trouble comparing apples to oranges...

OARP's Bill Hutchison reports Conrail is laying all new welded rail on the Cleveland-Buffalo line (LAKE SHORE route) through Ashtabula and it appears that super-elevation on the curves is increased. This would allow higher train speeds and could well benefit the Amtrak operations on that route. It is estimated that a good percentage of the 700 to 800 registrants for this year's NRHS convention in Cincinnati will ride Amtrak's CARDINAL to and from the event. OARP hopes to get permission to place a "Welcome To Cincinnati" display poster at the River Road Amtrak Station for the duration of the NRHS convention. OARP members Dave and Donna Shreiner recently tried Amtrak's AUTO-TRAIN southbound and reported "outstanding service, beat ever seen on Amtrak." And Dave should know because he travels extensively for his business, using Amtrak if at all possible. Dave reported the A-7 leaves Sanford 28 minutes early and they were driving away in their car within 20 minutes of the train's arrival! Amtrak is having a "Collector's Sale" on various gift items with some prices as much as 50% off. Sale ends September 30th. Write Amtrak Collector's Sale, P.O. Box 7717, Itasca, IL 60143 for descriptive brochure and order form.

OARP member Bob Boyce reports that the Central Ohio Transit Authority has asked Conrail for the "right of first refusal" to purchase the old C&O right-of-way from 17th Avenue in Columbus out to Westerville for a transway. Use of light-rail is one option. Also, the - Ohio Regional Planning Commission is expected to release this fall its study on the Columbus transit corridor. One option for this route is a light-rail system. Bob also reports that as a result of 45 community meetings held by COTA throughout the Columbus area, local taxpayers want COTA to spend their anticipated $51 million surplus on light-rail transit, enclosed walkways in the downtown area, and expanded bus operation beyond 1986. OARP's Dayton Area Regional Coordinator Al Wolf is spending nearly one month in Europe and riding a lot of trains, including the HST in England and the TGV in France. In Al's absence, OARP member Bob Schwenke (770 Segal Court, Centerville 45458) is filling in on the Dayton area OARP concerns. Al expects to be back in Ohio by July 16th. OARP member Clarence Cross and his wife recently went by Amtrak to Phoenix and back to attend the Convention of the American Institute of Architects. Clarence reported to us that ridership on Amtrak's EAGLE was really up to maximum -- that in each direction the 14-car train was just about up to its full capacity, and that they really enjoyed their trip. The Cincinnati Post on April 30 ran an excellent feature article on the CARDINAL with color photos.

We reported in the May 6:53 that Ohio Senator Robert Boggs rode Amtrak's LAKE SHORE LIMITED and CITIES to go to the March NARP/OARP Meeting in Detroit. The Ashtabula-Star-Beacon reported: "Boggs was delighted last weekend with his trip to Detroit for a meeting with the National Association of Railroad Passengers, an advocacy group promoting rail passenger service in the country. He took the Lake Shore Limited which he said "is the best Amtrak revenue raiser" from Cleveland to Detroit and back. "I was surprised to see how many passengers were on it. I ate breakfast in the dining car, which was very nice -- no plastic tableware or paper napkins." His only complaint is there is only one train a day on the line." (OARP thanks the Star-Beacon for reprinting this item.) Conrail is expected to soon complete a $5.3 million project of upgrading its line between Cincinnati and Columbus. Most improvements have been made in the area between London and Alton at the south end of Buckeye Yard in Columbus.

On June 19th the U.S. House of Representatives passed legislation allowing five states (Ohio-Indiana-Illinois-Pennsylvania-Michigan) to form a council to study the feasibility of high-speed rail passenger service. The bill was passed on voice vote and sent on to the U.S. Senate. The Transportation Department has said it is willing to assist in the study. The Compact would not receive any Federal funding.

Amtrak has announced it expects to post a sharp gain in ridership this Fiscal Year, which ends October 1st, from the year-earlier period when the carrier hauled more than 19 million passengers on its national network. Amtrak says that "fares wars" among airlines in the past year have really hurt its business. Amtrak says that "fares wars" among airlines in the past year have really hurt its business. This year, however, since the airline rivalry is less intense, officials said Amtrak ridership for the past seven months has been running 6.2% stronger than the year before. Officials have reported a 25% jump in reservations for summer travel. The increase is attributed to the ALL ABOARD AMERICA FARE program, however, all increased fares on all other fares increased fare increases of 4%. Amtrak expects ridership fares to cover 56% of its operating costs this year. Federal and local officials recently launched a $61.6 million program to rehabilitate Boston's historic South Station which is used by Amtrak, MBTA commuter rail, the MBTA subway, Greyhound and commuter buses. Funding consists of $29.5 million from the Federal Railroad Administration, $73 million from the Urban Mass Transportation Administration, and the remainder from the MBTA, state and local agencies.

The last remaining segment of the former NATIONAL LIMITED route between Dayton and Indianapolis, west out of Dayton to Dodson has been converted by Conrail to the Chessie System. Chessie always had trackage rights over that portion of the ex-PER line to reach its own line from Dodson to Arcanum and Greenville. From Dodson to just east of Richmond, and from Centerville to the east side of Indianapolis the tracks are gone. OARP member Mike Kaplan reported riding a two hour late LAKE SHORE LIMITED on May 26th from Springfield (MA) to Boston because Conrail insisted on putting a slow freight ahead of the Amtrak train west of Albany and the LAKE SHORE was unable to regain much lost time. According to MassARP President (also an OARP member) Kevin Gregoire, plans exist for Conrail to single-track much of the former Boston & Albany mainline in Massachusetts, but that there is a renewed interest in rerouting a few Boston-New York Amtrak runs via Hartford-Springfield-Worcester so this move may preserve the double track between Springfield and Boston. The population base is higher on this "Inland" route than on the "Shoreline".
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. Rose Boggs who is a member of the Ohio House Transportation & Urban Affairs Committee, Blair Ross who is vice-president of American Electric Power Company, Robertann Mann 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 Oaker 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 23. 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). 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 CAR-DINAL 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.
"the 6:51" 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!

24