

# the 6:53



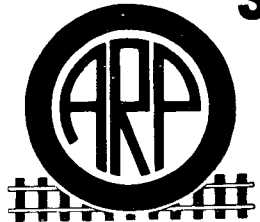
DAYTON, OHIO

Tom Pulsifer photo.

**THRUST FOR EXPANDED AMTRAK  
RAIL PASSENGER SERVICE  
FOCUSES ON OHIO'S "3-C" CORRIDOR**

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**GREAT NEWS FOR OHIOANS**

**THE PUSH FOR ADDITIONAL AMTRAK SERVICE IN OHIO NOW FOCUSES ON THE CLEVELAND - COLUMBUS - CINCINNATI CORRIDOR**

Since the inception of OARP in 1973 one of our most major goals has been to help get Amtrak service into Ohio's "3-C Corridor" between Cleveland, Columbus, Springfield, Dayton and Cincinnati. There is now some good news! It appears now that this goal could be realized in one to two years!

Here's what's happening:

- \* The OhioDOT is working to include money for Amtrak 403(b) service in the 1985-1986 Biennial Budget!
- \* Amtrak will operate an inspection train in the "3-C Corridor" September 19 - 20 - 21!
- \* OhioDOT/RAIL is talking about 2 - 3 round trips per day in the "3-C Corridor" and OARP understands Conrail is agreeable to this level of service over this route!
- \* Amtrak appears enthused over the prospects of "3-C Corridor" service and OARP understands they're already talking about through cars between Cincinnati and New York via Cleveland and the LAKE SHORE LIMITED!

The Amtrak inspection train, consisting of an F40 diesel engine, a 10-6 "Heritage" sleeper and Track Inspection Car #10000 will depart Cleveland September 19th at 8:00am and operate via Conrail to Columbus and Cincinnati. Arrival in Columbus is expected before noon and Columbus departure is set for 1:00pm. The train will be parked overnight at the River Road Amtrak station in Cincinnati. On Thursday the 20th the train will depart Cincinnati at 8:00am and run to Dayton via the Chessie (B&O) via Hamilton. Arrival in Dayton should be around 10:30am and at that point a Conrail crew will take over for the trip to Columbus via Springfield. The departure from Dayton is scheduled for 12:30pm. The train will remain overnight in Columbus. On Friday the 21st the train will depart Columbus at 8:00am via the Norfolk Southern route up through Marion and Bellevue, then over through Lorain and Rocky River to Cleveland. The train will interchange to Conrail at "MAYFIELD Crossover" and then run deadhead to Pittsburgh via Conrail through Alliance.

The inspection train carries Amtrak officials, OhioDOT and OhioDOT/Rail officials, and officials of the railroad over which it operates. All OARP officers and regional coordinators were informed of the schedule of this special train in advance. OhioDOT's Communications Department planned to issue a statewide release to all media on this Amtrak inspection trip. OARP also made press contacts in various cities along the route to further encourage increased visibility of this event. A full report on this three-day inspection trip will appear in the November 6:53.

What about the Pittsburgh - Cleveland service? As you know,

Amtrak operated an inspection trip over various lines in the Pittsburgh-Youngstown-Cleveland Corridor in mid-April of this year. OARP understands that high capital costs have forced this projected Amtrak service to the "back burner". We are told that, apart from operating subsidy, nearly \$15 million in capital improvements would be required; including traffic control system improvements on the Conrail line between Harvard (Cleveland) and Ravenna [to expedite handling faster passenger train(s) on a double track line frequently clogged with slow freight trains] and improvements to the interlocking at Center Street (Youngstown). That capital money is not available. And for just one passenger train a day, one could argue that that kind of expenditure is not justified. Your OARP President feels that if Cleveland could become a "mini-hub" for Amtrak; with long-hauls, "3-C" trains, extension of "Empire Service" from Buffalo, additional Cleveland-Detroit-Chicago frequency, and extension of the "Pennsylvanian" from Pittsburgh -- then extensive capital improvements would be well justified. Amtrak has already indicated to Ohio officials that they feel implementing "3-C" service at this time would be the most efficient and effective and has the highest potential for success. Other services could then fall into place.

Your OARP President was notified in mid-July that OhioDOT/RAIL was planning to include 403(b) funding in the upcoming budget for 1985-1986, and was asked to attend a meeting in Columbus which he and Manfred Orlow did on July 26th. Although the amount of money for the 403(b) service in the budget cannot yet be made public, we understand it is to be based on preliminary Amtrak estimates for the "3-C" service. OARP was asked to support this budget item and your President has indicated to OhioDOT that we would and that we would help line up a wider constituency of support.

Knowing that Governor Celeste would be in Dayton on August 29 for his "Capitol For The Day" program, your OARP President and Manfred Orlow requested a five-minute meeting with him through Montgomery County Commissioner Paula MacIlwaine. After a flurry of phone calls we were informed that such a meeting would be impossible; however, as it turned out we DID get a meeting -- a 30-minute one -- with OhioDOT Director Warren Smith, OhioDOT/RAIL's Jolene Molitoris, also Lloyd Wallace and Marilynne Kappelletti of OhioDOT! We had a frank and enlightening meeting. We commended the Celeste administration for taking the first steps to action on the "3-C" service and promised that OARP would help in any and all ways we could. We voiced the concern that near-term implementation of the "3-C" service by the Governor would be a visible sign to all Ohioans that the Celeste administration is concerned about our quality of life, energy usage, and is committed to doing something about them through planning and action. We were told that the Governor is interested in the "3-C" service and that he does favor both private sector support along with some public funding. Manfred Orlow presented Warren Smith with a copy of an update study he had just completed for OARP on how other states handle their 403(b) funding. Copies were also sent to the Governor and to Sen. Boggs

who chairs the Governor's High-Speed Rail Task Force. Jolene Molitoris of OhioDOT/RAIL borrowed a lot of the data OARP received from the various states to photocopy for their reference files on 403(b). You see, even though OARP is a volunteer effort; we are providing significant assistance in the push for added rail passenger services in Ohio!

A media event initiated by Tom Pulsifer and Manfred Orlow in Dayton on July 12th produced a totally unexpected statewide bonanza for our cause! Tom knew that Chessie's inspection train was to come through Dayton that morning with its leased Amtrak locomotive and 10-6 sleeper. Manfred contacted a friend at the Dayton Newspapers who, in turn, sent out a photographer to "catch" the train as it entered Dayton Union Station. We tied the presence of the Amtrak engine in with the upcoming "3-C Corridor" inspection trip in September. It must have been a slow news day, but that was good for us. By noon the Dayton radio and TV newscasters were telling people "Amtrak's going to look at the "3-C Corridor"! The newsphoto of the train and accompanying story were circulated by the AP wires all over Ohio! The phones at OhioDOT and OhioDOT/RAIL "rang off the walls" with further inquiries from reporters all across the state! One OhioDOT official later told your OARP President; "It was overwhelming. I never realized there was that much interest and support out there for Amtrak in Ohio. I think it's convinced some of us to move ahead with the feasibility study for the trains."

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#### OARP PROVIDES RAIL INPUT ON THE GOVERNOR'S STRATEGIC PLAN

On the morning of July 24th, OARP President Tom Pulsifer testified at a public hearing on Governor Celeste's Strategic Plan, "Toward A Working Ohio". The hearing, held at the County Administration Building in Dayton, was one of five such held in various parts of Ohio. We submitted some suggested changes and additions to the draft copy of the Plan, reflecting the importance of rail transportation as a key element in Ohio's future. We addressed the State's responsibilities on the infrastructure and energy concerns. We urged that this Strategic Plan include the benefits to be derived from a revitalized rail passenger and freight transportation system for Ohio's future. We also submitted a specially prepared Legislative Survey Summary and a summary copy of OARP's Passenger Rail Plan for Ohio. The survey summary was prepared by Manfred Orlow based on the data used for the presentation in the May issue of the 6:53. The hearing was not well attended -- only five persons testified -- but it did receive good media coverage and your OARP President was interviewed by several radio stations. A transcript of Tom's testimony is available from OARP. Kindly send a business letter size [#10] self-addressed stamped [20¢] envelope with your request. We understand that, out of the five hearings, on "Toward A Working Ohio", other than our participation at Dayton's hearing, rail matters [freight] were addressed at only one other hearing, the one at Cambridge.

## OARP MAKES PRESENTATION TO GOVERNOR'S HIGH-SPEED TASK FORCE

On July 9th, OARP's Bill Hutchison, Howard Harding and Tom Pulsifer were invited by Ohio Sen. Robert J. Boggs to make a presentation to the Governor's High-Speed Rail Task Force. This was held at the Sheraton in downtown Columbus. Several other OARP members were in the audience. Pres. Pulsifer began with introductory remarks in which he stressed that OARP favors high-speed rail as a logical result of the development of conventional rail passenger service; that conventional rail passenger service is not an alternative to high-speed rail, but a necessary means of achieving it. He also urged, several times during his remarks, that we need to get Ohio moving on passenger trains.

He then introduced Howard Harding and Bill Hutchison who provided an overview of OARP's 1983 Passenger Rail Plan for Ohio (which had been previously submitted to each member of the Task Force for their study) and then introduced our recently completed Dedicated Right-Of-Way Proposal which serves as one of a series of supplements to our OARP Passenger Rail Plan. Our presentation was aided by maps and charts prepared by Howard and Bill.

Our presentation was well-received by the High-Speed Rail Task Force and further dialogue ensued over lunch at the Sheraton's "21 Club". We take this opportunity to thank Senator Boggs for inviting OARP to state its case before the High-Speed Rail Task Force.

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## EASTBOUND LAKE SHORE LIMITED MAY LEAVE CLEVELAND LATER YET!

That's unfortunately the latest word we've gotten from an Amtrak source. It appears that, when the new timetable comes out at the end of October, the eastbound LAKE SHORE will be scheduled out of Cleveland at 1:54am, ten minutes later than at present. OARP has continually urged Amtrak to help provide more attractive train times for this service. We feel it should leave Cleveland, eastbound, no later than midnight and provide a "before noon" arrival in New York City. Amtrak says the LAKE SHORE schedule is set to provide better service to Upstate New York. Well, Cleveland has but one train a day and the Empire Corridor has several to choose from. That should make a difference; but it doesn't seem to. OARP members, especially those from northeastern Ohio, are still requested to help keep the pressure on Amtrak that the present eastbound LAKE SHORE schedule at Cleveland is unacceptable. Keep writing! Address your letters either to Amtrak Pres. W. Graham Claytor, Jr. or to Eugene N. Eden [V.P. - Passenger & Operating Services] at 400 N. Capitol St., N.W., Washington, DC 20001. Tell them you'd use the LAKE SHORE more if it provided a more useful schedule.

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We extend our sincere sympathy to member RICK PRIEST upon the recent death of his father in Toledo. Rick, who now works for Amtrak as lead agent at Elkhart, served in OARP's early years as our Toledo Area Coordinator.

## LEGISLATIVE CORNER

BY MANFRED ORLOW

THE POLITICS OF OHIO 403(b) SERVICE: In this 6:53 we explain the various steps of the Governor's request for state subsidy funds for intrastate Amtrak service. The budget process is always a long one, involving many hundreds of people along the way from now until late next Spring when both Houses of the Ohio General Assembly must vote on the entire State Budget for the next Biennium (1985-1986).

SEPTEMBER At this time OhioDOT's Division of Rail Transportation Development (Deputy Director Jolene Molitoris and staff) is busily working on its request for state funds to carry out the entire Ohio rail program during the next two years. Not only are freight line activities involved, but also the Governor's High-Speed Rail Task Force and the proposed 403(b) program described elsewhere in this issue. This will become a part of the total OhioDOT budget request under Director Warren J. Smith.

OCTOBER-NOVEMBER In October the requests of all state agencies will be reviewed and "marked up" by the Governor's Office of Management and Budget (OMB). This is a critical time for most agencies, as there will be strong pressure from OMB officials to continually keep spending down, especially for new items. HOWEVER, OARP FEELS THIS IS A GOOD OPPORTUNITY FOR YOU TO EXPRESS YOURSELF DIRECTLY TO THE GOVERNOR (THE HON. RICHARD F. CELESTE, GOVERNOR, THE STATE HOUSE, COLUMBUS, OHIO 43215) ABOUT HOW YOU FEEL ABOUT THE RAIL ITEMS IN THE BUDGET SUBMITTED BY THE OHIO DEPARTMENT OF TRANSPORTATION. You should tell the Governor, briefly, that you want additional rail passenger services in Ohio, that you will use the new services, and that you believe it will in the long run help Ohio's socio-economic position in the Great Lakes region. After careful study, including a review of all the many correspondences and lobbying efforts, the OMB in late November will recommend a complete budget package to Governor Celeste to in turn introduce for passage into the Ohio Legislature.

JANUARY-FEBRUARY The start of the new year will see the convening of the new 116th General Assembly of Ohio with one major change from before... maybe. The election this November may have elected a few more Republicans to the Ohio Senate. If this is so, then the entire leadership of that body will become Republican as they become the majority party. As you know; we now have a Democratic Governor, a Democratically-controlled House (62-37) and a Democratically-controlled Senate with a majority of one (17-16). If the Senate control changes, the entire leadership and all committee chairpersons will immediately shift over to new Republican appointees. Should this be the case, Governor Celeste will have a much more difficult struggle to keep his budget intact and passable. As usual, your OARP will help keep you informed along the way as how all this will affect rail matters.

MAY-JUNE 1985 This is traditionally the time that the administrations have chosen to introduce their budgets to the Ohio General Assembly; first to the House for debate, hearings and passage; then to the Senate for the same treatment. It would be highly unusual at this point in the process to expect the two houses to agree to the same version of the Governor's Budget Bill; so, most likely, a Conference Committee will need to iron out the differences before the Budget can

become law. AT THIS TIME, YOU'LL NEED TO CONTACT YOUR LOCAL REPRESENTATIVE, OR SENATOR, COMMITTEE CHAIRPERSONS, AND LEADERS OF BOTH HOUSES. WE'LL ELABORATE LATER AND GIVE YOU SPECIFIC NAMES AND ADDRESSES.

MID-JUNE - JULY 1 The Conference Committee must now reach agreement, but not unanimously, on the final Budget Bill to be voted upon by both the Senate and the House and then signed into law by the Governor. Should an agreement not be reached by June 30th (the end of Ohio's fiscal year), an interim budget will be quickly passed to provide for ongoing state services at the current levels of funding.

JULY 1, 1985 The new budget is in place and Ohio begins its fiscal year.

HOW YOU CAN HELP: As you read this or any other factual publication, you are becoming a more informed citizen, capable of making a wiser decision about how your tax dollars should be spent. Communicate this new knowledge to your decision-makers whenever you can. It will ALWAYS be most welcome!

The new initiative of the Celeste Administration to provide Amtrak 403(b) "3-C Corridor" service is an ideal opportunity for you to voice your opinion by letter or in person about the amount of the subsidy, the proposed routing and levels of service, the type of funding proposed, and even whether or not you feel this is something our state should be involved with. If you want to mention in your letter that you are an OARP member, fine; but this is not necessary in order to be heard. Everyone in the entire budget process is anxious to hear from you as an individual, not just part of a lobby group. Our recommendation is to keep your communication short, but write as often as you like, especially to your own Representative and Senator. You'll be a better citizen for doing it!

PLANNED FOR OUR NOVEMBER 6:53: WHO WILL CARRY GOVERNOR CELESTE'S TRAIN PROPOSAL THROUGH THE OHIO LEGISLATURE?

OARP's DOUG HUDSON of Warren will be representing OARP in Niagara Falls, NY, on September 14th at the day-long NEW YORK HIGH-SPEED RAIL PASSENGER SERVICE CONFERENCE which is involving input from many different groups and organizations and sponsored in part by the EMPIRE STATE PASSENGERS ASSOCIATION. Doug will be urging extension of Amtrak "Empire Service" from Buffalo to Cleveland. Ironically, OARP understands some Amtrak officials in New York have been talking about the same thing! Doug will report on this CONFERENCE in the November issue of the 6:53.

A REMINDER: Your OARP dues are not tax-deductible; however we are working on a way we can receive tax-deductible donations, but as of yet we do not have IRS approval. We will advise you on developments.

PLANNING AHEAD... The 1985 NARP Region 6 (Ohio-Michigan-Indiana) Annual Meeting will be held on SATURDAY, MARCH 16, 1985 at the HOLIDAY INN DOWNTOWN in FORT WAYNE, INDIANA. This location is, we are told, within walking distance of the Amtrak Station allowing attendees to arrive and depart via Amtrak's BROADWAY LIMITED/CAPITOL LIMITED. IndARP is arranging and will host the 1985 Meeting.

OARP INVITED TO PARTICIPATE IN HIGH-SPEED RAIL ROUTE PLANNING

-- by Howard Harding

[On August 21, OARP's VP Howard Harding participated in a route planning session with Rick Butch of OhioDOT/Rail, Larry Jacobson and Zoltan Boscaj of Dalton-Dalton-Newport, and representatives of Rackoff Engineering, consultants for the Ohio HSR Task Force.] Our meeting was held in the Akron office of Dalton-Dalton-Newport. The purpose was to explore ways to include Akron in the main service corridor between Cleveland and Columbus. Rick Butch invited me to participate because I know Akron area rail lines. Recent events seem to have made inclusion of Akron in the main rail service corridor more feasible. Chief among these recent events is the announcement by Chessie that they will probably abandon their Cleveland-Akron line through the Cuyahoga Valley. This line could then provide a conflict-free route for high-speed passenger trains. But at each end of the Valley there are serious problems which may render the route useless. At the northern end the problem is the severe difference in elevation between the Valley Line and Cleveland Union Terminal. At the southern end in Akron the Valley Line does not connect to rail lines which could be used to get the trains to Columbus. After much discussion and examination of detailed topographic maps, Rick, Larry and Zoltan discovered a possible access route between the Valley and C.U.T. Then I showed them where a loop track used to connect the Valley Line with the B&O/Erie rail line which extends west and south through Akron toward Columbus. These possible connections do not totally solve the problems associated with use of the Valley Line. A larger problem is that the maximum speed that may be economically achieved through the Valley is about 70 mph. Although that is twice the current maximum speed allowed on the Valley tracks, it is substantially slower than could be achieved on a direct Cleveland-Columbus route, and also slower than possible speeds between Akron and Mansfield. Thus the time penalty suffered by including Akron would be great and it is highly uncertain that the added Akron ridership would equal or exceed the Cleveland ridership which would be lost. Ridership studies being prepared for the HSR Task Force by Transmode may settle this. The real significance of this meeting, from OARP's perspective, is that we were asked to contribute to a possible solution to a service development problem. And we were able to help. This increased participation in the planning process, and resulting dialogue, can only be beneficial both to OARP and to the Task Force process. It demonstrates that OARP can constructively contribute to the official process and that we and the Task Force can learn from each other.

CLEVELAND has MORE than a great orchestra! On Saturday, October 20, 1984, the FALL MEETING of your OARP will be held in downtown CLEVELAND at STOFFER'S INN-ON-THE-SQUARE and concluding with a CHARTER RAIL TRIP on the NEW "TOKYU" CARS on the RTA's Red Line. PLAN NOW TO COME!



OARP's MIDSUMMER 1984 MEETING

Photos by John T. McCann



MUCH BENEFICIAL DISCUSSION AT OARP'S MIDSUMMER MEETING —

Thirty-one OARP members and guests attended OARP's Midsummer Meeting which was held at The Jolly Mushroom Restaurant in Marion on Saturday, August 4th. Rather than to divide into interest groups, everyone participated in all discussion. The room was set up in conference style to facilitate participation. Although this meeting was to be an informal one there was an agenda of various areas to be covered, and we followed it quite adequately and adjourned, on time, at the appointed hour of 4:00pm. A nice summertime buffet luncheon was enjoyed by all.

Only one formal item of business was acted upon. OARP members in attendance voted unanimously by voice vote to go on record in opposition of the "Symms Amendment" (U.S. Sen. Steven Symms, R-Idaho) It guaranteed every state a minimum 5% of the annual authorization from the Mass Transit Account (MTA) of the Highway Trust Fund. It would allow a state to even divert MTA funds to highway use under certain conditions. Your OARP, the Reagan Administration, the American Public Transit Association, and others opposed the Symms Amendment. The U.S. Senate followed OARP's recommendation by soundly defeating it, 62 to 35!

Pres. Pulsifer opened our meeting with several news updates, chief of which were that OhioDOT plans to include monies for Amtrak 403(b) trains in the State Biennial Budget and that the Amtrak Inspection Train would operate in the "3-C" Corridor in mid-September. The remainder of the morning session was devoted primarily to general discussion on this topic; how OARP can help, how OARP can work to help make things happen, and how OARP can get involved. Following the buffet we reconvened (after giving out a small number of door prizes--a tradition of almost every OARP meeting) to discuss four basic areas; Political Action Strategies, Fund Raising, OARP Publications, and Raitours and Outreach Opportunities.

Some key points arrived at by consensus: A good political action strategy is for individual OARP members to get involved locally in politics as a volunteer. You have best access to the decision-makers and, of course, every little bit helps. OARP will not sponsor rail excursions which might be interpreted as "fantrips"; however, we will work on sponsoring occasional trips/tours using Amtrak and, when we get services into Ohio's "3-C" Corridor, the opportunities for trips/tours will increase tremendously. Members should help more to increase OARP's visibility in their communities in various ways; keeping materials on display in libraries, participating in shopping mall displays available to non-profit organizations (OARP is, you know), participating on local radio talk shows, etc. Increasing OARP's outreach to others will bring others in to OARP. It was voiced, somewhat reluctantly, that there be no 1985 OARP color calendar unless costs could be drastically cut. We have not yet finished paying off the bill for the 1984 OARP Calendars. It was felt the money should be put to working in various ways to get Amtrak 403(b) services into Ohio.



MEMBERS OF OARP ARE ENCOURAGED BY CELESTINE ADMINISTRATION INITIATIVES TOWARDS RAIL PASSENGER SERVICE IN OHIO'S "3-C CORRIDOR" LINKING CLEVELAND WITH COLUMBUS, SPRINGFIELD, DAYTON AND CINCINNATI.

FROM THE DAY OARP WAS BEGUN IN 1973, ONE OF OUR MAJOR GOALS HAS BEEN TO GET RAIL PASSENGER SERVICE IN OHIO'S "3-C CORRIDOR".

AT LAST, THERE IS MOMENTUM TOWARDS ACHIEVING THAT GOAL; THUS PROVIDING OHIOANS WITH A VIABLE MASS TRANSPORTATION ALTERNATIVE TO THE PRIVATE AUTOMOBILE, LIMITED INTERCITY BUS SERVICE AND EXPENSIVE AIR COMPUTER SERVICE IN OHIO'S PRIME INTRASTATE TRANSPORTATION CORRIDOR.

Right: Amtrak 7308 7706 heads a passenger train east out of Dayton Union Station, across Main Street and past downtown Dayton. Amtrak service to Dayton and Columbus ended on October 1, 1979 with passage of the final west-bound NATIONAL LIMITED, a New York City - Kansas City train. This photo was taken by OARP's President Tom Pulsifer (from the building where he works) on July 22th, 1984. Although the train pictured here is a Chooie System official train, this photo symbolizes the capability of rail to provide quality downtown to downtown intercity transportation.



#### CAPITOL LIMITED PASSENGERS TO GET THROUGH CAR TO FLORIDA

Effective with the end-of-October timetable change, Ohioans will be able to ride a through coach to Florida, operating daily on the CAPITOL LIMITED/SILVER STAR. The coach will operate between Chicago and Tampa and will be switched from one train to the other at Washington, DC, Union Station. Amtrak officials predict this operation would produce a long-term avoidable profit of \$332,000 annually. Amtrak will evaluate its impact upon ridership after it has been in operation for several months. The CAPITOL LIMITED operates with the BROADWAY LIMITED through Canton, Crestline and Lima.

#### OARP PRESIDENT APPOINTED NON-VOTING MEMBER OF HSR TASK FORCE

The first order of business at the August 16th meeting of the Governor's High-Speed Rail Task Force was to recommend that the Task Force seat a representative from the Ohio Association of Railroad Passengers as a non-voting, participating member of the Task Force. Chairman, Ohio Senator Robert J. Boggs commented that from OARP's July 9th presentation, "They are highly and uniquely qualified to participate in the proceedings and this would help to expand the base and information network regarding the Task Force's activities". The Chairman asked for a motion to seat Tom Pulsifer, President of OARP, as a participating but non-voting member of the Task Force. The motion was moved, seconded and passed.

Amtrak plans to expand its AUTO-TRAIN service to daily operation starting October 15th, with trains leaving Lorton, VA, and Sanford, FL, daily at 4:30pm and arriving at their destinations the next morning at 9:30am. Amtrak has moved more than 50,000 passengers and their automobiles on AUTO-TRAIN in its first ten months of service.

Several OARP members noted that the September 3rd issue of PEOPLE Magazine carried an article about Amtrak Employee of the Year, Onboard Services Chief Charlie Fike; plus an interview with NARP's Assistant Director Barry Williams which stressed that despite this summer's spate of wrecks, Amtrak is a safe way to travel.

Rails Diversified Of Ohio, Inc., P.O. Box 1567, Stow, OH 44224 will sponsor a special passenger train excursion from Akron to Pittsburgh and return on Sunday, September 30th. This train will be led by Chessie's gold-painted diesel GM50. Trip includes a four-hour lay-over in downtown Pittsburgh. For information call 216-688-9942 between 9:00am and 4:00pm, Mondays thru Fridays. OARP has received a check for \$83.58 from the Michigan ARP, representing Ohio's share of the March 17, 1984 Region VI NARP meeting proceeds. The meeting was held in Detroit.

A fine letter-to-the-editor urging a return of Amtrak service to Columbus appeared in the Columbus Dispatch on July 24th. It was written by OARP member CHARLES M. HORN of Lockbourne, formerly of Carrollton, OH. The same edition of the Dispatch carried an Amtrak ad promoting the All Aboard America fares AND listed the "800" number so central Ohioans could at least call for more information.

Greyhound is filing petitions to end even more service within Ohio, making more smaller cities and towns inaccessible by public transportation. Several sharp-eyed OARP members have spied newspaper legal notices in the finest of fine print outlining the proposed cutbacks; ending bus service to Bellefontaine, Urbana, Wilmington, Washington Court House and Lebanon, among other smaller cities. Greyhound favors routes utilizing only the Interstates.

Thanks to OARP member BILL FUEHRING of Bellevue, OH, two OARP representatives rode the STATE FAIR LIMITEDS on August 4th and 5th and made OARP and Amtrak materials available to the passengers. These passenger excursions were sponsored by the Mad River & NKP RR Society. OARP's Toledo Area Regional Coordinator BILL HERNDON worked the train on the 4th and MARK ADAMCIK from Cleveland worked the train on the 5th. We've already recruited a couple of new members as a result of our presence on these passenger trains.

It appears that when the I-670 Expressway is built into downtown Columbus in 1985 the Swan Street Amtrak Station will have to be razed. The modern structure, now utilized as a precinct station for the Columbus Police, was built to serve Amtrak's NATIONAL LIMITED after old Union Station was demolished to make way for the Ohio Center project.

Another former Pennsylvania Railroad mainline in Ohio may soon be severed and rendered useless as a through line. On July 31 Conrail applied to the ICC to abandon the portion of its Columbus-to-Cincinnati mainline between South Charleston and Xenia. This line was used regularly by Amtrak's NATIONAL LIMITED until this train was discontinued on September 30, 1979.

And... Chessie System has announced its intent to abandon most of its Cleveland-to-Akron Cuyahoga Valley Line within three years. Chessie has alternate access to Cleveland.

OARP EXTENDS OUR SINCERE SYMPATHY to the families of OARP members FLOYD ACTON of Columbus and WILLIAM S. BAKER of Westerville. Mr. Acton passed away in late June and Mr. Baker in early August. Both were active OARP members.

OARP received a nice note from Julia Underwood of Columbus whose husband, OARP member VERN UNDERWOOD passed away earlier this year. She wrote, "Thank you for your kind expression of sympathy following Vernon's homegoing. His association with you folks and anything connected with railroads meant much to him. Please pass along my thanks to all of his railroad friends."

Amtrak has announced the 1983 winners of its GOLDEN SPIKE AWARD given to Amtrak authorized travel agents who met or exceeded specified sales goals during 1983. OARP lists here, in descending revenue sales order, the GSA winners in Ohio; with those in CAPS having been GSA members for 5 years or more: AKRON AAA [Akron], AAA WORLDWIDE [Cincinnati], COLUMBUS AUTO CLUB [Columbus], JOHN BENN TRAVEL [Cincinnati], AAA Portsmouth Travel [Portsmouth], OHIO MOTORISTS ASSOCIATION [Cleveland], VIP Travel [Cleveland], Hayes Travel Agency [Perrysburg], WOOSTER AAA [Wooster], Shelby County Motor Club [Sidney], Bryan Travel AAA [Bryan], and Barney Rapp Travel [Cincinnati]. OARP congratulates the GOLDEN SPIKE AWARD winners!

OARP recently updated its listing in the Public Speaker's File of the Warder Library serving Springfield and Clark County at the invitation of Michael Gear, reference librarian. This is a good way to become further involved in your local community, by offering to speak to other organizations about rail passenger service and the need for more and better intercity passenger trains. Listing in a speaker's file costs nothing and it does result in invitations to tell others about passenger trains. If you can do this, we encourage it. It not only benefits OARP, but more importantly, it helps further our cause and gets others involved.

OARP member GREG THORSON was been working for Amtrak this summer, in dining car service out of Chicago. Greg is from Willoughby, Ohio.

Starting with the end of October timetable change, Amtrak plans to upgrade service on the New Haven-to-Springfield line and restore "Inland Route" through service to Boston. This will also link Wellesley, Framingham and Worcester to Amtrak's Northeast Corridor for the first time since 1975. The "Inland Route" serves a larger population base than does the traditional "Shoreline Route" through Providence and New London.

## RADIO / TV "PSA's" IN OARP's FUTURE

OARP members JOE TAYLOR of Springfield and BILL GLASSER of Canton have expressed willingness to assist with the production and distribution of OARP public service announcements to radio and TV stations in Ohio. The PSA's would be a generic appeal to viewers and listeners who wish to help promote the mode of rail passenger transportation.

A luncheon meeting was held in Springfield on September 6th (involving Joe Taylor, Tom Pulsifer, Manfred Orlow and Dave B. Marshall) to refine plans for a radio PSA, with which we will start, to be available for use by selected stations in the first quarter of 1985. We will have an update on this project at our OARP Fall Meeting on October 20th. Time and talent have been donated, but OARP must provide the hardware so there will be some cost involved to OARP.

Joe Taylor and Bill Glasser are radio station executives in their respective cities.



Please remember that general inflation affects your OARP just as it does you, your household, your business. OARP's DUES STRUCTURE WILL CHANGE [by vote of the membership in May 1984] EFFECTIVE JANUARY 1, 1985. The minimum for a NEW membership will be \$10.00. The minimum for any RENEWAL will be \$15.00 and a FAMILY membership will be \$20.00. We are getting closer to getting Amtrak service into Ohio's "3-C Corridor", but this will not come about without hard work and intense involvement on OARP's part; especially next Spring when the Ohio Budget is debated in the Legislature. Your support will be needed more than ever! And part of this support must be in the form of a healthy OARP treasury. As you read this issue of the 6:53 you'll see things are happening and that your OARP is involved in these happenings. We must have the resources available to move quickly when necessary. At present our treasury can easily meet current expenses, but there is no reserve to use even if we needed to get a special communication out to everyone. We'd have to ask individuals to foot the expense until they could get reimbursed. Your extra donations to OARP at this time are welcomed. One member, MIKE KAPLAN, was one of the Ohio Lottery "instant winners" and he donated his winnings to OARP. Every little bit helps. We have not asked our membership for extra donations for some time. Now we are in a position where we must begin building a reserve into our organization's treasury.

"I'm asking you to consider the possibilities for improved rail passenger service for Ohio and how we can help effect these improvements through a stronger OARP."

— OARP Pres. Tom Pulsifer

## BAGGAGE AND EXPRESS

OhioDOT's Division of Mass Transportation is looking at use of UMTA funds for a commuter rail demonstration project in Ohio. The Chessie line between Delaware-Powell-Worthington-Columbus is being considered for a trial of the British Leyland RAILBUS. OARP's Dayton Area Regional Coordinator AL WOLF reports that starting September 1, 1984 all Scheduled Airline Ticket Offices (SATO) on U.S. Air Force Bases (over 400 locations in the U.S.) will be authorized agents for Amtrak tickets and reservations for both official and unofficial travel. Al reports that this should help Amtrak recapture a sizeable share of the huge DOD travel market. Several OARP "spotters" are keeping tabs on CARDINAL ridership which was dismal until about mid-June when it really took off. During the Summer a lot of people made the Sunday round trip from Cincinnati to White Sulphur Springs, a long but scenically outstanding ride. Amtrak has done some promotion of the CARDINAL and has issued a graphically outstanding full-color CARDINAL route brochure touting the daylight ride through the New River Gorge and across the Appalachians. The Cincinnati Amtrak agents report that the midnight train time of the CARDINAL, coupled with the tri-weekly operation, confuses many passengers as to which day/night the westbound train actually runs. Passengers are always showing up on the "wrong" night; either a night early, or they miss it.

Nationally-known transportation writer Dan Cupper of Harrisburg, PA, has joined the staff of Pennsylvania's High-Speed Intercity Rail Passenger Commission as executive editor. Cupper spent ten years with the Harrisburg Patriot-News and has written articles for transportation publications including Mass Transit and Passenger Train Journal. OARP members DAVE and DONNA SHREINER recently participated in a Ohio State University Alumni Tour of Europe which featured a Paris-to-Venice ride on the famed ORIENT EXPRESS. Apart from the tour segments, the SHREINERS managed to work in several extra rides on both high-speed and low-speed trains in Europe. Ohio Governor Dick Celeste proclaimed Thursday, August 16th as HIGH-SPEED RAIL DAY at the Ohio State Fair. This day featured a visit by Robert W. Blanchette, President of TGV Co., a Washington-based corporation involved in selling the French TGV high-speed train in the U.S., along with members of Ohio's High-Speed Rail Task Force. A model of the TGV train was on display at the Fair. Thanks to Joe Pollard, Amtrak's District Sales Manager [Detroit] and OhioDOT/RAIL, Ohio State Fair visitors to the Masheter Building could avail themselves of current Amtrak timetables and literature. A "hospital train" of wreck-damaged Amtrak equipment moved through western Ohio on Saturday, July 28th on its way to Beech Grove by way of Deshler and Hamilton. The train consisted of a Chessie diesel, 2 gondolas, a damaged Amtrak F40, a Conrail gondola, a second damaged F40, a flat car, two Amtrak passenger cars and a Chessie caboose. This movement was spotted by OARP member JOHN DILLMAN of Lima at 7:00am and by MIKE DLABAY as it passed Dayton at 9:30am. The August NRHS excursions and other trips in Ohio gave some OARP members chances to ride some non-Amtrak but potentially future Amtrak routes. Of special interest; Hamilton-to-Indianapolis [B&O], Cincinnati-to-Columbus [CR] and Columbus-to-Belleuve [NS]. Riders reported track conditions on all three as surprisingly good. OARP's Hamilton Area Regional Coordinator JOHN WILSON reported a generally very positive feature article on Amtrak in the Hamilton Journal-News on August 22nd. The article also gave local information on catching the CARDINAL at Hamilton. Trailways is finally into the Amtrak Lakefront Station in Cleveland (early August) but from hasty perusal of the bus schedules, intermodal connections are not too good at this time. We should work on this situation. How the other modes survive: Taxiway and lighting improvements at Ohio's Madison County Airport (private aircraft only), which cost a mere \$547,000, are part of a mere \$1 million modernization program for this airport alone! Remember, each of Ohio's 88 counties has an airport. Amtrak's new PERE MARQUETTE service inaugurated August 5th between Grand Rapids and Chicago is reportedly surpassing expectations according to MichARP observers. For once, Amtrak has provided some excellent, localized, route specific newspaper ads for the communities served along the train's route. Maybe Amtrak is now realizing that when you tell people where the train runs, when it runs, and how much it costs... people WILL ride it. Amtrak's GULF COAST LIMITED, a 403(b) run jointly funded by Louisiana, Mississippi and Alabama has had its life extended until December 15th and rail passenger advocates along the Gulf Coast are working hard to keep this train running permanently. Florida rail advocates report, however, the Miami-to-Tampa SILVER PALM [another 403(b) train] is in trouble and may be discontinued by November. ARP members are leafletting this train.

OARP SEEKS SIERRA CLUB SUPPORT FOR  
OHIO RAIL PASSENGER SERVICE GROWTH ——— by Howard Harding

At OARP's August 4th Meeting, OARP members present agreed that to succeed in getting legislative approval for expanded state-funded rail passenger service, we will need many allies. Thus, shortly after our meeting, I met with Sierra Club leadership to seek their support. The first meeting was with leaders of the Akron Area Portage Trail Sierra Club, a group which I helped organize eleven years ago. The Portage Trail Group's Executive Committee voted to ask me to present the issue to Sierra Club's State Executive Committee for consideration. A subsequent telephone discussion with Pete Clapham, Sierra Club Lobbyist Committee Chairman, produced agreement that the question of Sierra Club support for rail passenger service funding would be discussed at the November State ExCom meeting. Pete indicated he felt it would be appropriate for the Sierra Club lobbyist to work on the issue, but the final decision must be made by the full fifteen-member Executive Committee.

Between now and the November Sierra Club meeting, OARP must assemble a package of materials supporting the case for Sierra Club's involvement in this issue. And we will need to be ready to supply information to their lobbyist for use during the legislative battles on Ohio's budget. His expertise will measurably improve our chances of succeeding. The Sierra Club, the only environmental group with a full-time lobbyist in Columbus, is a respected force in the legislative process. That respect has been earned by hard work and extensive/expensive preparation of accurate information before attempting to directly influence the legislative process. Ohio Sierra Club has about 10,000 members in our State. These 10,000 have varied backgrounds, even broader perhaps than do OARP members. The overlap of our memberships is small; but, by working together, both groups expand their range, and thus their potential influence. There is already agreement among us that one key to a cleaner environment is better transportation and that a major component of better transportation is more urban and intercity rail passenger service. Our working together should expand our area of shared concerns. If you doubt the benefits of this, just think how much stronger our cause will be with 10,000 additional vocal supporters in Ohio! And remember that NARP's national membership is only 11,000! Numbers CAN make a difference, and the Sierra Club has the numbers we need to succeed in our cause. Their 10,000 members are most likely to help us if we help them. So, as we begin this campaign for state funding of rail passenger service, it will help greatly if we all are open to requests for reciprocal help from the Sierra Club.

OARP's "DEDICATED RIGHT OF WAY PROPOSAL" NOW AVAILABLE.....

OARP's Bill Hutchison and Howard Harding have completed work on this supplement to OARP's 1983 PASSENGER RAIL PLAN. This DEDICATED RIGHT OF WAY PROPOSAL reviews the advantages and disadvantages of a dedicated right of way to the success of any high-speed rail passenger system, and recommends possible alternative solutions which OARP feels may be most attractive from the standpoints of usefulness and cost-efficiency here in Ohio. This report, including maps, has 13 pages. We'll send you a copy by first-class mail for \$1.25, which includes printing cost and shipping cost.

PLAN NOW TO ATTEND AND PARTICIPATE IN . . .

OARP's FALL MEETING

ON SATURDAY, OCTOBER 20, 1984

AT STOUFFER'S INN ON THE SQUARE

ADJACENT TO UNION TERMINAL IN CLEVELAND, OHIO

\$14.00 PER PERSON

INCLUDES COMPLETE LUNCHEON & CHARTER RTA RAIL FIELD TRIP

AGENDA: 10:00AM REGISTRATION, DISPLAYS, CONVERSATION OVER COFFEE AND ROLLS PROVIDED COURTESY OF BOMBARDIER, LTD., MANUFACTURERS OF THE "LRC" TRAINS.

10:30AM WELCOME TO CLEVELAND

\* 10:45AM GUEST SPEAKER: U.S. CONGRESSMAN

DENNIS E. ECKART [D-11TH]

\* 11:30AM PRESENTATION BY BOMBARDIER, LTD. ON THE LRC TRAIN AND POTENTIAL FOR OHIO'S "3-C" RAIL PASSENGER SERVICE CORRIDOR.

\* 12:30PM LUNCHEON: ROAST CHICKEN WITH HERB BUTTER  
GARDEN TOSSED SALAD  
THREE VEGETABLES  
ROLL AND BUTTER BEVERAGE  
PLUS APPLE STRUDEL FOR DESSERT

DOOR PRIZES — SPECIAL AWARD PRESENTATION

1:30PM OARP BUSINESS MEETING INCLUDING UPDATE REPORT ON THE PUSH FOR "3-C" SERVICE.

\* 2:30PM SPECIAL CHARTER RTA RAIL FIELD TRIP

OARP WILL BE ONE OF THE FIRST GROUPS (IF NOT THE FIRST) TO CHARTER ONE OF THE NEW JAPANESE HEAVY RAIL TRANSIT "TOKYU" CARS FOR AN INSPECTION TRIP OVER THE RTA'S RED LINE. WE WILL TRY TO INCLUDE (BUT CANNOT PROMISE) A PHOTO STOP AND TIME TO INSPECT THE INTERMODAL FACILITIES AT THE HOPKINS AIRPORT STATION.

The above agenda may well attract the best attendance yet at an OARP Meeting. Although our Meeting will start at the time indicated above and with the RTA charter trip ending at or about 4:30pm, we may have to make some adjustments with intervening events. A complete agenda will be available for you when you arrive between 10:00 and 10:30 that morning.

As always, OARP 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. #48 and #49 will be met at CLEVELAND by advance pre-arrangement only; contact Jim Stevenson.

PLAN TO COME TO CLEVELAND ON OCTOBER 20th!

# 67X Van Aken

Blue Line

# 67AX Shaker

Green Line  
Rapid Transit

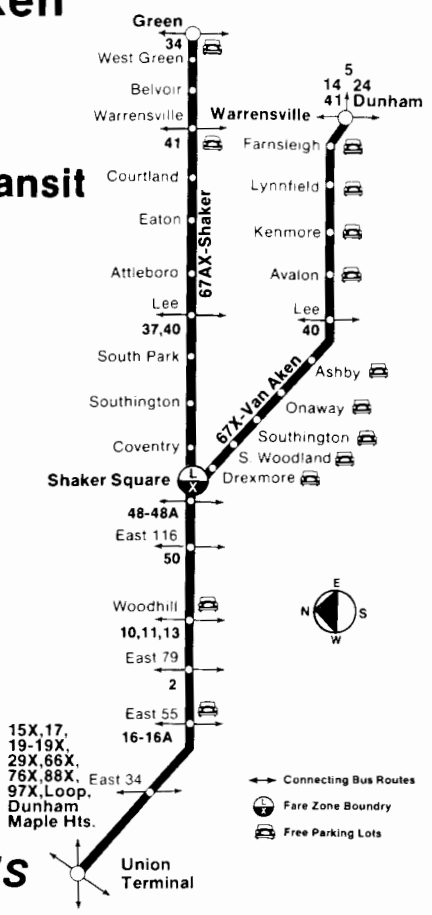
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Red Line  
(Airport/  
Windermere)  
Rapid Transit

- 1 WINDERMERE
- 2 SUPERIOR
- 3 EUCLID - EAST 120
- 4 UNIVERSITY CIRCLE
- 5 EAST 105 - QUINCY
- 6 EAST 79
- 7 EAST 55
- 8 CAMPUS
- 9 PUBLIC SQ. **STOUFFER'S**
- 10 WEST 25 - LORAIN
- 11 WEST 65 - MADISON
- 12 WEST 98 - DETROIT
- 13 WEST 117 - MADISON
- 14 TRISKETT
- 15 WEST PARK
- 16 PURITAS
- 17 BROOKPARK
- 18 AIRPORT

Free parking available at these RTA Rapid Transit Stations

FOR GREYHOUND SERVICE AT PURITAS - W. 150 CALL GREYHOUND 781-1400



To Everyone Attending our OARP FALL MEETING in Cleveland on Saturday, October 20th.....

WE STRONGLY SUGGEST THAT YOU PARK AT AN OUTLYING RTA RAPID TRANSIT STATION AND TAKE THE RED LINE, GREEN LINE OR BLUE LINE TO UNION TERMINAL - PUBLIC SQUARE. THE FARE IS \$1.00. THE RED LINE RUNS ON 15 MINUTE HEADWAYS, THE GREEN OR BLUE LINES ON 20 MINUTE HEADWAYS ON SATURDAYS. STOUFFER'S INN ON THE SQUARE IS ADJACENT TO TERMINAL TOWER (UNION TERMINAL) ON CLEVELAND'S PUBLIC SQUARE.

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

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

Address \_\_\_\_\_

City \_\_\_\_\_ Phone \_\_\_\_\_

State / ZIP \_\_\_\_\_

Mail this page with your check/m.o. to OARP MEMBERSHIP SERVICES P.O. BOX 653

REGISTRATION FORM FOR OARP'S FALL MEETING IN CLEVELAND .....

NAME \_\_\_\_\_ COST: \$14.00 PER PERSON

ADDRESS \_\_\_\_\_ MAKE CHECK OR M.O. PAYABLE TO OARP

CITY/STATE/ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ MAIL THIS TO:

OARP MUST RECEIVE YOUR REGISTRATION FOR THIS MEETING NO LATER THAN WEDNESDAY, OCTOBER 17, 1984!

OARP FALL MEETING P.O. BOX 653 XENIA, OH 45385

Please use the RESERVATION COUPONS above to register for our OARP FALL MEETING in Cleveland on Saturday, October 20, 1984. If you prefer not to destroy your 6:53, reproduce this page on a copier and send in your registration. REQUESTS FOR REFUNDS WILL NOT BE HONORED AFTER WEDNESDAY, OCTOBER 17th.

LAST-MINUTE REGISTRATIONS may be telephoned to OARP Pres. Tom Pulsifer before 9:00pm on Friday, October 19th and you may pay at Cleveland on Saturday morning. If you are not pre-registered by either mail or phone, your cost at the door will be \$16.00 per person. We're encouraging early pre-registration for this OARP Meeting so we can serve you better. Receipts (if you need one) will be available at the Meeting.

**67X Van Aken**  
Blue Line

**67AX Shaker**  
Green Line

**Rapid Transit**

**66X** Red Line  
(Airport/  
Windermere)  
Rapid Transit



OARP's FALL MEETING on OCTOBER 20, 1984 will include a FIELD TRIP over the CLEVELAND RTA's AIRPORT-WINDERMERE "RED" LINE using the brand new Japanese-built Tokyu HRV cars just now being placed into service by the RTA. The new 60-car fleet will partially replace the 1955 vintage "St. Louis" cars which are still in service on the Rapid Mainline. The Tokyu prototypes came onto RTA property in April and have been extensively tested over the line between the new East 55th St. Shops and Brookpark Yard on Cleveland's West Side. Final assembly of the Tokyu cars is being done by General Electric at a local facility.

OARP is chartering a special train for our inspection trip over the RTA "Red" Line. This trip will be included in the cost for the Fall Meeting. You'll not want to miss this one!

photos: Mark J. Adamcik



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State / ZIP \_\_\_\_\_

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ADDITIONALLY . . .

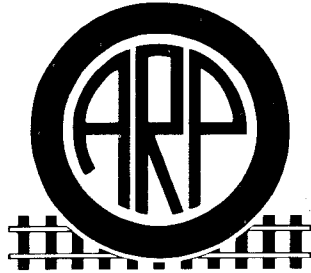
- SEND ME \_\_\_\_\_ OARP LAPEL PINS @ \$3.50 each, postpaid.
- SEND ME \_\_\_\_\_ OARP GLASS TANKARDS @ \$5.00 each, postpaid.
- SEND ME \_\_\_\_\_ 1984 OARP CALENDARS @ \$1.00 each, postpaid (Quantity prices: 10/\$6, 15/\$7, 20/\$8, 25/\$9, 30/\$10, 40/\$11, 50/\$12, 60/\$13, 75/\$14, 100/\$15)
- SEND 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 <sup>6</sup> each in any quantity, postpaid. (Shows LAKE SHOPS <sup>6</sup> 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: OCTOBER 20, 1984  
 10:30am - 4:30pm  
 OARP FALL MEETING in CLEVELAND  
 at STOUFFER'S INN-ON-THE-SQUARE

- \* U.S. CONGRESSMAN DENNIS E. ECKART
- \* CHARTER FIELD TRIP ON THE RTA RED LINE USING BRAND NEW TOKYU CARS
- \* PRESENTATION BY BOMBARDIER, LTD. ON THEIR LRC TRAIN
- \* COMPLETE LUNCHEON
- \* UPDATE ON OHIO'S "3-C" CORRIDOR



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