

# the 6:53

**GOVERNOR'S BUDGET:**

**NEW HIGHWAYS** ..... **\$ 1.9 BILLION**

**PASSENGER RAIL** ..... **\$ 0**

*OARP Organizing Strategies*

=====  
**AMTRAK THREATENED WITH \$0 FUNDING!**  
=====

**OARP/NARP/MichARP/IndARP**

**JOINT MEETING IN FORT WAYNE**

**RESCHEDULED TO MARCH 9th!**

*Details inside...*

**January 1985**

**issue #62**



Official Publication of the  
OHIO ASSOCIATION OF RAILROAD PASSENGERS

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

REGIONAL COORDINATORS ARE YOUR LOCAL CONTACT PERSONS:

"REGION 216" NORTHEASTERN OHIO  
 CLEVELAND James Stevenson, 192 Franklin Drive, Berea 44017  
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 YOUNGSTOWN John D. Ciccarella, 105 Morris Avenue, Girard 44420  
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 ELYRIA-LORAIN Joseph F. Brove, 3902 Valley View Drive, Lorain 44053  
 "REGION 419" NORTHWESTERN OHIO  
 TOLEDO Bill Herndon, 2525 Parkwood, Toledo 43610  
 LIMA John H. Keller, Sr., 721 Woodward Avenue, Lima 45805  
 SANDUSKY John L. Kempton, 1954 E. Oldgate Road, Sandusky 44870  
 MANSFIELD Richard A. Fry, 59 Chilton Avenue, Mansfield 44907  
 "REGION 513" SOUTHWESTERN OHIO  
 CINCINNATI & \*W. Mike Weber, 14 Joywood Drive, Cincinnati 45218  
 SUBURBAN AREA Ronald D. Garner, 1884 Kress Road, Mount Orab 45154  
 HAMILTON John K. Wilson, 356-G Thomas Boulevard, Hamilton 45013  
 DAYTON Albert E. Wolf, 1497 Melrose Avenue, Dayton 45409  
 SPRINGFIELD & David B. Marshall, 50 Villa Road, Springfield 45503  
 CLARK COUNTY James Saunders, 1638 Marinette Drive, Springfield 45503  
 "REGION 614" CENTRAL & SOUTHEASTERN OHIO  
 COLUMBUS & Brad Upham, 3233 Dale Avenue, Columbus 43213  
 CENTRAL OHIO Alex Heingartner, 205 West Lincoln Avenue, Delaware 43015  
 OHIO VALLEY Craig Colley, 324 Star Route, Stout 45684

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## TEMPORARY SETBACK FOR RAIL PASSENGER ADVOCATES IN OHIO

- \* Despite a successful 3-C Corridor inspection trip in September which Amtrak officials termed one of the most positive such trips in its history...
- \* Despite much positive press and editorials in Ohio...
- \* Despite over 300 (OARP is told) letters written to Governor Celeste by citizens who want 3-C Corridor passenger trains...
- \* Despite success by one OARP member in talking with the Governor on a Cleveland radio call-in show, with the Governor expressing interest that one citizen "was so well informed" about the proposed 3-C Corridor service...
- \* And despite several last-minute telegrams and communications with the Governor...

OHIO'S GOVERNOR MADE HIS RECOMMENDED STATE BUDGET OFFICIAL ON JANUARY 28th AND -- UNFORTUNATELY FOR OHIO PASSENGER RAIL ADVOCATES -- THERE IS NO MONEY IN THE ADMINISTRATIVE BUDGET FOR AMTRAK SERVICE IN THE CLEVELAND-COLUMBUS-CINCINNATI CORRIDOR.

Needless to say, we're disappointed. However, this doesn't mean the game is over. OARP can and will pursue the legislative initiative approach to get the funding into the budget. But... this WILL mean a lot of hard work by OARP members and activists in the months ahead.

The work will not be easy. But when we succeed, the reward will be great for Ohio for this state will truly be moving toward a more balanced transportation system with modern passenger trains linking our major cities. Thanks to the office of State Sen. Robert Boggs, himself an OARP member, we now have a copy of the Transportation Section of the Governor's Budget for reference purposes.

Those of us who listened closely to Governor Celeste's State-Of-The-State Address on January 16th learned first-hand of his desire to spend \$1.9 BILLION on NEW HIGHWAY CONSTRUCTION in Ohio! His address mentioned rail only once, that in connection with miles of unused trackage within the Ravenna Arsenal in northeastern Ohio which the Governor proposes to convert into a huge, state-of-the-art, high-tech industrial park.

What has happened to a balanced transportation system in Ohio? The Governor's road-building budget is the largest highway construction program since the late 1960's. Some of the roadwork will include \$129.5 million for 5.7 miles of I-670 linking downtown Columbus with Port Columbus Airport (a prime corridor for mass transit!), a \$13.3 million bypass for Jackson on the Appalachian Highway, a \$3.5 million interchange on U.S. 52 at South Point, and \$19.2 million to complete I-670 between the Scioto River and Grandview which will help bring many more vehicles right into downtown Columbus.

In a January 5th letter to OARP Pres. Pulsifer, Governor Celeste hinted that passenger rail would not be in his budget. He wrote, "Difficult decisions must be made since Ohio's general revenue funds are not sufficient to cover the costs of all worthy existing and recommended new programs in Ohio."

By mid-December OARP was aware of two concerns... (1) The Governor's Office of Management and Budget (OMB) had recommended a low priority level of 18 for passenger rail. We believe that part of the reason for this was due to the other concern; (2) The question of legality of Amtrak 403(b) service under Ohio's Con-

stitution had been raised. OhioDOT Director Warren Smith and the Rail Development Division seemed convinced by a 1981 (?) letter from Ohio's Attorney General to the Ohio Rail Transportation Authority saying that the "credit of the state" shall not be given (that is, paid) to a private corporation. OhioDOT appears to view Amtrak as a private corporation. The U.S. Code, Title 31, sub-chapter VI, section 9101 clearly identifies Amtrak as a mixed-ownership Government corporation.

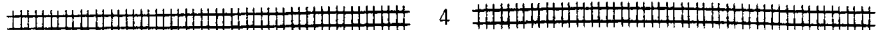
It appeared to OARP that, as a result, communications on this matter between Amtrak, OhioDOT and the AG's office were at a standstill. OARP attempted to get things moving, perhaps too late to be effective for the finalization of the Governor's budget; but, nevertheless, we tried. At latest report, we understand communication on this matter has begun and the resolve of the Constitutionality question is once again in the AG's hopper. Thanks to Howard Harding, Manfred Orlow and Tom Pulsifer for concentrating on this matter with a lot of lengthy phone calls and follow-up correspondence.

Problem? Ohio certainly contracted with Amtrak, and paid \$3,500.00 in state funds, for Ohio's share in the operation of the Amtrak inspection train in Ohio for three days in September. Total cost was \$7,000.00. We are not aware that this met any problem due to Ohio's Constitution! Unfortunately for OARP, now that the Governor's budget is official, it must be supported AS IS by OhioDOT/Rail. As there is no funding, OhioDOT/Rail cannot now push for the 3-C Corridor Amtrak service. This means that the statewide thrust to support a legislative initiative to get funding into the budget is really up to OARP. OARP is still working with OhioDOT/Rail and we are in communication with Amtrak officials in our ongoing attempts to get Ohioans moving in the 3-C Corridor on passenger trains.

The original OhioDOT/Rail request was \$10.3 million. This would have included two daily round-trips and also provided Ohio's share of capital costs as well as purchase of train equipment for future expansion of services. The final amount was reduced to \$6.7 million and OARP feels this is a reasonable estimate of operating subsidy for two daily round-trips plus Ohio's share of capital (station, trackage improvement) costs which Amtrak has estimated at \$3.9 million. We can use this \$6.7 million figure in dealing with the State Legislature. The first question they will ask is, "What's the cost?"

Remember, Ohio is the only highly industrialized state without a unified and balanced transportation system including intercity rail passenger service. Columbus is the largest metropolitan area in the U.S. lacking Amtrak rail passenger service. Amtrak itself cites great passenger potential in the 3-C Corridor, estimating more than 300,000 passenger trips would be made each year. The 3-C Corridor would represent a very visible commitment by Governor Celeste to a large and active constituency which has been urging such action since the beginning of his administration. Much citizen and media response has been generated since serious investigation of Amtrak 403(b) service was begun last year by OhioDOT. Crowds of citizens turned out all along the route of the inspection trip in September. Support is broad-based and exists throughout Ohio, not just in the Corridor. Because of rail's positive effect upon urban centers, city officials and developers from Cleveland, Columbus, Dayton and Cincinnati have already expressed great interest in and support for getting Amtrak running in Ohio's 3-C Corridor NOW!

HERE'S WHAT YOU CAN DO NOW TO HELP . . . .



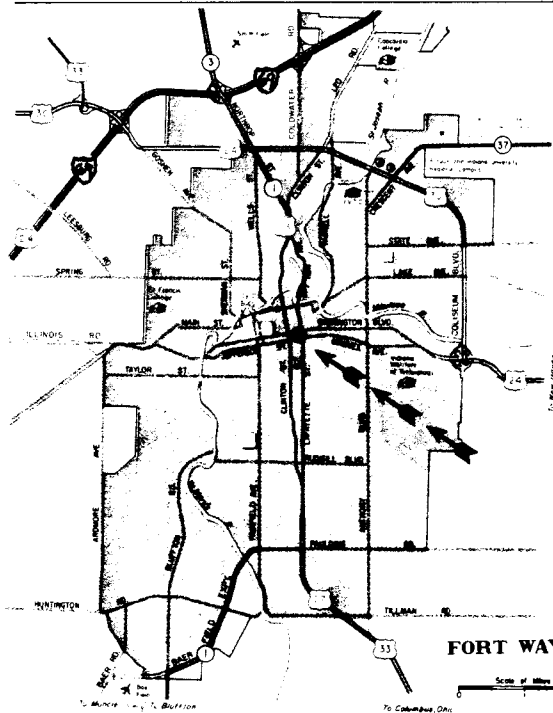
OARP is asking ALL OHIO MEMBERS to, once again, WRITE LETTERS!  
Write The Hon. Richard F. Celeste **URGE THE GOVERNOR TO SUPPORT A LEGISLATIVE AMENDMENT TO INCLUDE PASSENGER RAIL SERVICE FOR OHIO'S 3-C CORRIDOR IN THE BUDGET!**  
Governor of The State of Ohio  
State House  
Columbus, OH 43215

And...  
Write or Call YOUR State Representative and Senator. **ASK THEM TO SUPPORT A LEGISLATIVE INITIATIVE NOW BEING ORGANIZED TO INCLUDE FUNDING FOR PASSENGER RAIL SERVICE IN OHIO'S 3-C CORRIDOR IN THE BUDGET.**

Please send copies of the responses you get to OARP.

REMEMBER... Keep your letters **short**, simple and to the point. Typewrite if possible; otherwise **handwrite** neatly and legibly. Lengthy, rambling, multi-topic, multi-paged letters tend to get ignored, as do form letters.

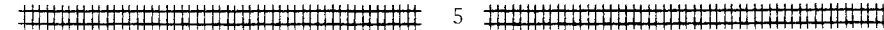
We're counting on your letters to help OARP reach one of our long-awaited goals. Your letters DO make a difference. We do thank everyone who wrote letters in November and December to the Governor and OhioDOT Director Smith. Now, Governor Celeste needs to know you still support and will work for the 3-C Corridor trains. And your elected State Legislators need to be assured the same thing. Be sure to tell them you want the passenger trains and that you will use the service!



THIS MAP WILL HELP THOSE DRIVING TO FT. WAYNE FOR THE MARCH 9th OARP/NARP/IndARP /MichARP MEETINGS.

OARP member AL MLADINEO, former NARP director and authorized Amtrak travel agent at 'Round The World Travel in Cleveland has offered to coordinate carpools from the Cleveland area to Ft. Wayne March 9th. If he can get 15 or more he will arrange a group trip on Amtrak's BROADWAY LIMITED from Canton or Crestline. The RT group fare from Canton will be \$70, \$40 RT from Crestline. Contact AL immediately by calling 216-432-2233 (days).

SEE YOU IN FT. WAYNE!



OARP SPECIAL PROJECT IN 1985 — THE RE - TRAINING OF OHIO

OARP has put together a special project proposal to inform Ohioans about what subsidized Amtrak intercity rail passenger service will mean to them; and how specific groups of the public -- both travelers and officials -- will be affected by this mode of transportation. The special project goal is to reach all Ohioans with factual information and encourage them to communicate their personal opinions -- for or against the use of state funds -- to the members of the Ohio General Assembly and to the Governor before the budget is voted upon.

Actually, this special project is really an extension of what OARP is doing already. The first step would be to gather and develop project-specific informational materials to use in the educational campaign. Various media would be considered, with each being developed for a specific purpose, such as mailings, handouts, newsletter inserts, radio and TV tapes. Another step would be to identify the various types of public which will be affected by the new Ohio intercity passenger trains. OARP will work with their leadership by scheduling forums to bring about an active interchange of ideas and concepts about the impact of the modern passenger train. Materials to be developed would include leaflets, brochures, posters, handouts, news releases, direct mail supplies, as well as film segments, video and audio tapes.

A project budget of \$20,000 has been set. The proposed resources include chambers of commerce in cities along the Ohio 3-C Corridor route, organizational and corporate support. Now that donations to OARP are tax-deductible, we are in a better position to request and receive assistance from various resources.

OARP's Political Affairs Coordinator, Manfred Orlow has been undertaking the bulk of the most necessary preliminary work on this OARP Special Project. There's been a lot of paperwork and letter writing and telephoning already. We all owe Manfred a round of sincere thanks for his diligent work on this!

Our first meeting regarding this project with a chamber of commerce was with Dayton's and that meeting took place at 7:30am on the 15th of November. As a direct result of that meeting, we were invited to present our special project proposal to a group of CofC transportation/community affairs representatives from chambers around the state in a meeting at the Ohio Chamber of Commerce headquarters in Columbus on the 16th of January. Tom Pulsifer and Manfred Orlow handled both of these meetings.

Many of our officers and regional coordinators will be serving as contactpersons for the project proposals which have already been sent to the chambers, various organizations and corporations. We've already received favorable responses from some of the resources! A separate bank account is being established for this special project. OARP members who wish a copy of the project proposal may send a self-addressed #10 (Business Letter size) envelope with a 39¢ in postage affixed [22¢ stamp + 17¢ stamp].

**Here we go again . . .**

**NO FUNDS FOR AMTRAK  
IN REAGAN'S RECOMMENDED BUDGET!**

Budget Director David Stockman appeared on ABC-TV's "This Week With David Brinkley" on January 13th and made it clear that the White House intended to submit a budget with NO Amtrak funding. He was right! President Reagan's proposed budget, submitted to Congress February 4th, contains \$0 for Amtrak! If adopted, this would mean the end of intercity rail passenger service throughout the U.S.

However, with help from ALL rail passenger advocates, it appears that Amtrak might survive with no service cuts. Congressional hearings on Amtrak funding will probably be in late March or in April. But, the sooner we all can show broad support for rail passenger service, the better. Not only do most legislators remember the strength of the rail passenger movement in 1981, they respect Amtrak's subsequent performance -- with federal grants declining, service quality improving, and the percentage of costs covered by commercial revenues increasing...

\* Federal grants dropped 24% from \$896 million in FY81 to \$684 million in FY85.

\* The revenue-to-costs ratio rose 17%; from 48% in FY81 to 56% in FY84. Amtrak projects 58% for FY85 which would mean a 21% improvement from FY81 to FY85.

Amtrak was required by law, starting in FY82, to have a revenues-to-cost ratio of at least 50%. Amtrak achieved 53% that year and, as noted above, reached 56% two years later. Congress is unlikely to kill a program which has turned in such a solid financial improvement -- especially while service quality improved and negative mail about Amtrak from constituents declined.

There is some support in Congress for a plan to freeze programs at their FY85 levels. This is not to be confused with the freeze discussed earlier by some administration officials in which total government spending would be frozen but individual programs such as Amtrak might still be killed to offset increases in defense and interest on the national debt. The program freeze would yield \$684 million for Amtrak in both FY85 and FY86 and a very small FY86 capital investment budget.

Capital improvements in recent years have made possible Amtrak's improved service and financial performance. To maintain a minimum level of capital investment and insure that performance won't falter in the future, Amtrak should get at least \$700 million in FY86, 22% below the FY81 appropriation, 2% below FY84 and the same as FY83. As the Heritage equipment becomes too worn out for daily use, new replacements will be needed. Fortunately,

Amtrak plans to retain the best Heritage cars to increase capacity during peak travel periods. A "zero" budget, as President Reagan has proposed, is actually impossible because huge labor protection payments would be owed the idled employees. Similarly, any meaningful reduction below \$684 million would force either a total shutdown or ruinous service cuts, since Amtrak incurs heavy infrastructure or "start-up" costs before any service is operated. Once these overhead costs are met, service can be increased significantly at relatively little added cost. But a relatively small subsidy reduction would produce very large service reductions. At a December 5th Cabinet Meeting, Transportation Secretary Elizabeth Dole openly questioned the Reagan-Stockman decision to eliminate Federal subsidies for Amtrak. She was rebuffed by Secretary of State George Schultz who suggested that the Federal Government ought not to be in the passenger railroad business. Some may recall that Schultz was Nixon's budget director at the time of Amtrak's birth.

Rail passenger advocates must help work to see that the Senate Republican budget does include Amtrak funding. This budget has yet to be written, notwithstanding some press reports that it includes no money for Amtrak. Senate Majority Leader Robert Dole's (R-KS) reference to Amtrak on the January 9th MacNeil/Lehrer News Hour suggests, however, that getting into the Senate Republican budget may not be easy. With your support, the National Association of Railroad Passengers in Washington will also be working for Amtrak funding in the House Democratic budget and any House Republican alternative budget that may be drafted. NARP serves as the organized voice of rail passenger advocates in Washington, DC, with headquarters close to Capitol Hill.

IT IS IMPORTANT FOR EVERYONE TO UNDERSTAND THAT...

\* Amtrak service is assured through September 30, 1985; and

\* Amtrak service is likely to continue indefinitely.

These points are very important to employees' morale, and to maintaining continuing healthy sales for Amtrak in the face of news coverage that amounts to negative advertising. For example; the December 10th issue of Newsweek captioned one photo, "Amtrak: Is The End Of The Line In Sight?" Precisely because so much of Amtrak's revenue comes from the marketplace, a public debate over Amtrak's fate would be more costly than in the case of many other federally funded programs.

YOU MUST JOIN THE BATTLE TO HELP SAVE AMTRAK:

We're counting on ALL OARP MEMBERS to WRITE LETTERS. You need to write to YOUR U.S. CONGRESSMAN and BOTH U.S. SENATORS from your state. Ohioans, write to:

\* Senator JOHN H. GLENN UNITED STATES SENATE  
\* Senator HOWARD METZENBAUM WASHINGTON, DC 20510

\* (Your Congressman) U.S. HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

WHEN YOU WRITE... Emphasize that Amtrak is NOT a program running out of control -- that federal grants have declined and the percent of costs covered by commercial revenues has been rising. Urge FY86 funding of at least \$700 million which would compare favorably with the FY84 level of \$716 million. Ask your legislators, especially Republicans, to defend Amtrak publicly. You need to pay special attention to educating NEW legislators who didn't experience the great 1981 fight and may not know the extent of public support that Amtrak enjoys.

YOU SHOULD ALSO... Try to generate similar letters and personal contacts from mayors and other state and local officials, chambers of commerce, corporation executives, as well as "plain folks" who are your friends. You should also write letters-to-the-editor, participate in radio call-in shows, talk with Amtrak employees when you travel by train, talk with passengers and prospective passengers, and even talk to reporters.

VISIT YOUR LEGISLATORS IN PERSON when they return to their districts/states. Telephone and write to them! If you have difficulty finding how to reach your U.S. Representatives and Senators by phone, ask OARP for assistance.

If your legislator merely produces a wishy-washy response on the Amtrak question, be sure to write, or call, again and let him or her know that you are not satisfied. We're aware that some legislators are already sending out forthright replies. Make sure your "fence-sitting" legislators know that you know some of their colleagues are writing good replies!

Do not assume any legislator is on our side this year unless he or she has specifically confirmed this. The good news is that many legislators believe a "line-item" freeze for FY86 makes sense. This would give Amtrak \$684 million, enough to run all existing trains and a small capital program. The bad news is that some of the same legislators have intimated that they would accept unprecedented cuts in domestic programs--including the elimination of Amtrak--if President Reagan would accept unprecedented defense budget cuts. Seek from both your Senators and your Representative strong support of Amtrak without any such complicated footnote.

FOCUS ON THE POSITIVE... Amtrak has done and bettered everything that Congress has ever asked it to do. Federal grants are down and cost recovery is up.

A FEW LETTER-TIPS... Keep it simple and to the point. Long rambling, multi-topic, multi-paged letters tend to be ignored. Typewrite if possible; otherwise handwrite neatly and legibly. Send copies of your letters and the responses you get to OARP, and to NARP (see pg. 2). Don't generate form letters for others to sign and send as these, too, tend to be ignored.

[THANKS to NARP for much of the material in this article!]

## OHIO SIERRA CLUB FORMALLY JOINS FIGHT FOR PASSENGER TRAINS!

We're pleased to report that OARP now has the strong support of the 9700-member Ohio Sierra Club chapter for our campaign for state funded rail passenger service. On January 13, 1985, at their regular bi-monthly meeting, Ohio Sierra Club leaders voted unanimously to endorse state funded rail service. They also approved having their Columbus lobbyist devote part of his time and effort to securing passage of legislation needed to authorize the state funds.

Acting on a proposal by J. Howard Harding, OARP's Vice-President and a founding member of the Portage Trail Group of the Ohio Sierra Club, the Executive Committee agreed to:

- (a) Endorse use of state funds for rail passenger service;
- (b) Publicize this endorsement through the *Ohio Sierran* newsletter;
- (c) Urge Ohio Sierra Club members to support the rail issue; and
- (d) Authorize, when the need arises, their paid lobbyist to help inform legislators about the advantages of rail passenger service.

The need arose immediately, so on Tuesday, January 16th, the Sierra Club lobbyist, Ron Good met with Governor Celeste's staff to inform them of The Executive Committee's support for rail and to ask whether or not the needed funding would be included in the new Administrative Budget. Celeste's aides, however, would neither confirm nor deny its inclusion in the Budget.

Ron Good's lobbying activities are guided by the Chapter's State Government Liaison (SGL) Committee. Every two months, members of this Committee review with Ron Good the issues of concern to the Sierra Club which are under consideration by state government. These issues are ranked in order of importance to the Sierra Club and by their position on the Administrative or Legislative Agenda. This ranking, once approved by the full Executive Committee, is used to guide the time and money Ron Good spends on lobbying efforts.

At its January 13th meeting the SGL Committee recommended inclusion of rail passenger service funding within the overall budget category and ranked that issue at the very top of its Administrative Agenda for January and February. As a legislative issue, rail service was ranked slightly lower since legislative action is not expected immediately.

Other high-priority issues include the replacement of Bob Maynard as Ohio EPA Director; meeting with Republican legislative leaders; meeting with Governor Celeste to discuss his environmental record; protecting ground water supplies; creation of a state-level Superfund for hazardous waste clean-up; and environmental education.

Securing Sierra Club support for rail service improvements began shortly after OARP introduced its large-scale proposal for a statewide service network in January of 1983. OARP's V-P, Howard Harding has continued to work with Sierra Club leaders while efforts were made to get new service started on at least one route. In July 1984, once OARP knew that OhioDOT's Rail Division was seriously considering inclusion of funding for Cleveland-Columbus-Cincinnati service in its recommendations to the Governor, Howard requested time to address the Sierra Club Executive Committee and seek its support. A very busy Sierra Club agenda and unexpected political developments pushed Howard's presentation back from August to November, then to January. Meanwhile, with the help of Manfred Orlow, Doug Hudson, Brad Upham and Bill Herndon of OARP, Howard began contacting each of the local Sierra Club groups around Ohio to get their support for Ohio Sierra Club Chapter endorse-

(continued...)

ment of state funded rail passenger service. The unanimous January vote was thus a result of much work by many people.

The Sierra Club is the only Ohio environmental group which employs a full-time lobbyist in Columbus. Ron Good is known and respected by members of the Ohio General Assembly -- and by the Governor's staff -- as a dedicated and effective advocate of the issues of concern to the Sierra Club. His efforts will add immeasurably to our impact on the up-coming legislative session. Ron's salary and expenses are underwritten by donations from Sierra Club members and from an annual, statewide series of programs on environmental issues which are open to the general public. OARP members who may be interested in helping support the Sierra Club lobbyist, or in knowing more about the Sierra Club, may call or write Howard Harding. His address and phone number appear in the OARP DIRECTORY on page 2.

## PLEASE PATRONIZE THESE AUTHORIZED AMTRAK TRAVEL AGENTS WHO ARE MEMBERS OF OARP:

AKRON	CHIMA TRAVEL BUREAU, INC.	216-867-4770
CANAL FULTON	MASSILLON AAA TRAVEL	216-854-6616
CINCINNATI	AMES TRAVEL SERVICE	513-651-1700
CINCINNATI	CAROUSEL TRAVEL	513-451-4660
CLEVELAND	'ROUND THE WORLD TRAVEL AGENCY	216-432-2235
FAIRBORN	HERITAGE TRAVEL, INC.	513-879-5444
FINDLAY	MCDOWELL TRAVEL AGENCY, INC.	419-422-6151
MASSILLON	MASSILLON AAA TRAVEL	216-833-1084
PIQUA	MIAMI COUNTY AUTO CLUB	513-773-3753
SANDUSKY	SANDUSKY TRAVEL SERVICE, INC.	419-626-4633
SIDNEY	AAA WORLD-WIDE TRAVEL	513-492-3167
TROY	MIAMI COUNTY AUTO CLUB	513-339-0112
WEST CHESTER	WEST CHESTER TRAVEL, INC.	513-777-6770

THIS DIRECTORY will become a regular feature of each issue of the 6:53, and we expect that this listing will be growing. There are slightly over 300 authorized Amtrak travel agents in Ohio. For \$25.00 annually, which includes an OARP membership, an authorized Amtrak travel agent can be listed in this directory in the 6:53 which is published six times a year. OARP calls this our "TRAM" (TRavel Agency Member) PROGRAM. Previously we listed the TRAM agencies in OARP's RAIL TRAVEL GUIDE TO OHIO, however, the RTG had very limited circulation. the 6:53 is widely circulated and well read and this regular TRAM DIRECTORY will help acquaint more rail travelers with OARP TRAM travel agents who can help serve them, especially in cities and towns where there is no Amtrak station ticket office.

Our thanks to Amtrak's District Sales Manager Joseph L. Pollard (Detroit) who has graciously provided us with an updated listing of the authorized Amtrak travel agents in Ohio. They will receive this issue of the 6:53 plus a follow-up special mailing regarding this new DIRECTORY feature of our organization's publication. Authorized Amtrak travel agents who wish to join OARP and be listed in this DIRECTORY should send a \$25.00 check, made payable to the OHIO ASSOCIATION OF RAILROAD PASSENGERS, or O.A.R.P., and mail this to OARP, P.O. Box 653, Xenia, OH 45385. Please refer any inquiries on OARP's "TRAM" PROGRAM to OARP Pres. Tom Pulsifer (at the same address) or call 513-461-0464 (days) or 513-372-9868 (evenings). The DIRECTORY listings are limited to the CITY, the BUSINESS NAME of the Agency, and the PHONE NUMBER.

OARP REPRESENTED AT OHIO ENVIRONMENTAL COUNCIL ANNUAL RETREAT

Every January, the Ohio Environmental Council initiates a retreat for member organizations to solicit suggestions for what the OEC's program priorities, organizational goals and key services should be for the coming OEC year which runs April through March.

Your OARP is one of 75 organization members of the OEC which is headquartered in Columbus. The 1985 retreat was held on Saturday, January 12th near Westerville and OARP was represented by member Dave Lebold of Columbus. Dave reported that, in addition to OARP, the following organizations were represented; Audubon Society, Ohio Railroad Association, Izaak Walton League, Ohio Parks & Recreation Association, Wildlife Society, American Legion, League of Women Voters, and the Sierra Club.

During the Retreat, Dave spoke about OARP and what we are doing. OARP's goal of expanded intercity rail passenger service and support for local mass transit more than complement OEC's drive for a cleaner, quieter, safer and better environment for all Ohioans. Dave suggested, in a follow-up report to your OARP President, that for OARP to benefit more from our OEC membership, we must communicate and be more active with the OEC and the other member organizations. They are strong and well-organized in the State House, sponsor meetings and seminars we could benefit from, publish useful information, and could help put us in touch with important contacts. Dave feels OARP needs to become more visible within the OEC.

The OEC comprises 75 groups and some 500 individuals supporting an improved environment for Ohio. Services provided by the OEC include legislative lobbying and bill-writing, a monthly "round-table" with related state agency heads, efforts to keep member organizations informed about legislation affecting their specific interests, an annual Legislative "Gala" and the organizational member retreat. The OEC has a full-time staff of two, plus a part-time intern, and works from funds derived from membership dues, sale of publications, fund raisers and grants.

Individual OARP members interested in membership in the Ohio Environmental Council (\$20/year) may write their Executive Director, Stephen Sedam, 1500 W. Third Avenue, Columbus, OH 43212, or all 614-486-4055.

OARP's OHIO LEGISLATIVE DIRECTORY WILL BE READY IN MARCH ....

Once again, OARP has arranged with Lawhead Press in Columbus for 2000 copies of the new OHIO LEGISLATIVE DIRECTORY to be printed for OARP's use and distribution. Since there have been quite a number of changes in the new 116th General Assembly (from the 115th - 2nd Session), OARP will mail a copy of the new OHIO LEGISLATIVE DIRECTORY to every OARP member in Ohio. We expect the DIRECTORY to be ready early in March. Out-of-state OARP members may request a copy by sending OARP a self-addressed #10 envelope with a 22¢ stamp affixed.

DUES & DONATIONS TO OARP ARE NOW TAX - DEDUCTIBLE IN 1985 ...

In a January 8th, 1985 ruling, the Internal Revenue Service has determined that the Ohio Association of Railroad Passengers is exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code. Additionally, OARP is now treated as a publicly supported organization described in section 590(a)(1) and 170(b)(1)(A)(vi).

This means that all donors may deduct contributions to OARP as provided in section 170 of the Code. Individuals who itemize their Federal income tax returns may deduct their OARP membership dues and additional donations to OARP. This will help reduce their tax liability and it will help OARP by encouraging additional donations to help fund our ongoing efforts to work for improved rail passenger transportation services in Ohio.

OARP is incorporated with the Secretary of The State of Ohio as a non-profit association. Our thanks to OARP's Officers, and special thanks to Manfred Orlow and to Fran Planner for the many hours of work required filling out the many forms and providing the proper documentation required by the IRS, helping OARP acquire our new tax-deductible status. This is certainly going to help make more opportunities available to OARP and increase our base of funding.

OARP REGIONAL COORDINATOR'S ARTICLE IS PUBLISHED IN "RAIL CLASSICS" .....

Congratulations to OARP's Youngstown Area Regional Coordinator JOHN D. CICCARELLI! John's illustrated article on the Pittsburgh & Lake Erie's one remaining passenger train was published in the January 1985 issue of Rail Classics. This publication is often available at larger newsstands or at hobby shops and back issues may be had by sending \$3.00 to RAIL CLASSICS, Back Issue Dept., Challenge Publications, Inc., 7950 Deering Avenue, Canoga Park, CA 91304. The same issue features a John Uckley article on Ohio's Toledo Terminal Railroad.

1985 OARP CALENDARS — WE STILL HAVE A GOOD SUPPLY SO GO AHEAD, ORDER SOME FOR YOURSELF AND SOME TO PASS ON TO OTHERS. HANDY 9" x 12" SIZE WITH A PHOTO OF THE AMTRAK OHIO 3-C INSPECTION TRAIN AT COLUMBUS. JUST 10¢ EACH IN ANY QUANTITY PLUS MINIMUM \$1. DONATION TO HELP COVER MAILING COSTS.

A REMINDER TO MEMBERS: Starting January 1, 1985, OARP's DUES STRUCTURE CHANGED. A NEW membership is now a minimum of \$10.00 for your first year's membership in OARP. Membership RENEWALS are now a minimum of \$15.00 per year. You may continue to enroll additional FAMILY MEMBERS to help swell our rolls for an additional \$5. per family member per year, new or renewal. Extra contributions of dollars and postage stamps are ALWAYS appreciated!



## PHOTO SECTION



OARP's FALL MEETING at Stouffer's Inn On The Square in CLEVELAND on Saturday, OCTOBER 20th, 1984.

[Left] U.S. Congressman DENNIS E. ECKART from Ohio's 11th District addressed our morning session. Congressman Eckart is a Democrat from Mentor, Ohio.



[Above] OARP's Cleveland Area Regional Coordinator JIM STEVENSON of Berea welcomes everyone to our OARP FALL MEETING.



[Above] Bombardier's Marketing Director MARSHALL BECK included slides and a film in his presentation on the LRC Passenger Train.

[Below] OARP President Pulsifer presents a plaque to RODGER SILLARS of Cleveland in appreciation of his ten years service to OARP as our Vice President. Rodg, who works for the Cleveland RTA, hosted our charter trip on the RTA's "Red" line using a 2-car train of the new Tokyu cars.



ALL PHOTOS BY JOHN T. McCANN.

[Right] Members and guests view the E. 55th St. RTA Yards from the large windows of the new Tokyu cars on our chartered special train.



[Left] OARP's special train at Windermere Station on the east side. Tracks to the left are the Norfolk Southern (ex-NKP) main line between Buffalo and Cleveland.

[Right] Layover time at the Airport Station allowed time to inspect the facilities there, including a set of older "Airport" cars on a regular service train on track 2.







**West Chester Travel**

PRESENTS

# A Capitol/Crescent Rail Tour

SPONSORED BY



Come join us for a fabulous one week circle trip via Amtrak. You will enjoy the beauty of Washington, D.C. at Cherry Blossom festival time and then journey south for some old fashioned southern hospitality in fabulous New Orleans. The final leg of our journey will take us to the windy city of Chicago for a day of sightseeing or shopping before boarding our trains for the trip back to Ohio.

## TOUR HIGHLIGHTS INCLUDE:

- 7 Day Fully Escorted Tour.
- Travel Via 3 Amtrak Rail Routes.
- 2 Days and 2 Nights in Washington.
- 2 Days and 2 Nights in New Orleans.
- Full Day in Chicago.
- Gray Line City Tour of Washington.
- Gray Line City Tour/Riverboat Cruise in New Orleans.
- New Orleans Plantation Tour.
- Deluxe Hotel Accommodations With Ideal Locations In Each City.
- Travel Via Your Choice of Comfortable coach Seats or First Class Sleeping Car Accommodations.

## DAY BY DAY ITINERARY

### Thursday, April 18th

*Lake Shore Limited*/*Yankee Clipper* passengers and *Capitol Limited* passengers will depart their home cities this evening.

NOTE: Passengers using the *Lake Shore* will make a station transfer in New York City via Amtrak's dedicated bus service for their connection with the *Yankee Clipper* to Washington.

### Friday, April 19th

*Cardinal* passengers depart home cities in the morning today for the daylight ride to Washington.

Due to our different arrival times in the Nation's Capital today, passengers will make their own arrangements for transfer from Union Station to our hotel, the J.W. Marriott. The hotel is located at 1331 Pennsylvania Avenue, within easy walking distance of most major attractions and adjacent to the Metro Center Metrorail Station.

### Saturday, April 20th

A 2 hour Washington City Tour is scheduled for this morning to help get you acquainted with what to see and do in the city.

The afternoon and evening is free to enjoy all that Washington has to offer at this very beautiful time of year.

### Sunday, April 21st

This entire day is free to leisurely enjoy the Capitol city or perhaps catch a train to Baltimore to see the magnificently restored Pennsylvania Station, B&O Transportation Museum or Harborplace on the waterfront.

In the late afternoon we will transfer from the hotel to Union Station to prepare for our 6:30 P.M. departure aboard Amtrak's *Crescent*.

### Monday, April 22nd

After a good night's sleep on the rails and a beautiful daylight ride through the South, we will arrive in New Orleans in the early evening. Here we will transfer to the

fabulous New Orleans Marriott Hotel. The evening is still young and the famous French Quarter is right outside our door!

### Tuesday, April 23rd

Today's activities will include a combination city tour and riverboat cruise aboard the *Natchez*. Enjoy lunch while cruising the Mississippi.

There is plenty of time to take a ride on the famous New Orleans streetcars through the beautiful Garden District of the city.

The evening is free to try out some New Orleans style cooking and to sample some of that famous New Orleans jazz.

### Wednesday, April 24th

Our Gray Line tour today will take us up historic River Road to view the many antebellum plantation homes. We will tour Houmas House and San Francisco Plantation and enjoy a real Cajun lunch.

In mid-afternoon we will transfer from our hotel back to the train station for our 4:45 P.M. departure aboard the train the song made famous — *The City of New Orleans*.

### Thursday, April 25th

Our train is scheduled to arrive at Union Station in Chicago at 10:45 A.M. this morning. Your day is free to explore the many sights and shopping delights of the Windy City. Be sure to visit the world's tallest building, the Sears Tower, which is only two short blocks from the station.

In the evening, we will depart Chicago aboard *The Broadway Limited*, *Lake Shore Limited*, and *The Cardinal* for our return to the Buckeye State and the end of what we are certain will be a very memorable vacation on the rails. ALL ABOARD!!!

## COST OF TOUR

Per Person, Double Occupancy	\$495
Per Person, Single Occupancy	\$635

Reservation Deposit of \$100 per person is due by February 1, 1985 to ensure space. Final payment is due by March 15, 1985.

## INCLUDED IN THE PRICE

- Round Trip Coach Rail Fare.
- Four Hotel Nights, including all taxes and baggage handling.
- One Way Transfer in Washington.
- Round Trip Transfers in New Orleans.
- All Sightseeing Tours.

NOTE: Amtrak sleeping car

accommodations are available at additional cost for all or part of the itinerary. Please contact us for details if you are interested.

Prices for children are less if traveling with their parents and occupying the same hotel rooms. Please contact us.

## TOUR OPERATOR'S RESPONSIBILITY

West Chester Travel, Inc. is the agent of the tour participant only. West Chester Travel, Inc. does not act as agent or principal, either disclosed or undisclosed, for any company, individual or any other entity whose services have been utilized in the planning and execution of this tour. West Chester Travel, Inc. is not the owner or operator of any of the suppliers of services and the companies, individuals or other entities supplying services to this tour are independent contractors.

In the absence of negligence on the part of West Chester Travel, Inc., the agency shall not be liable for any personal injury or property damage as a result of acts or omissions by any carrier, hotel, motel, restaurant, sightseeing company, or any other supplier of services to this tour. West Chester Travel, Inc. shall not be responsible for delays or substitution of equipment, accommodations for services by suppliers beyond the control of the agency.

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# OHIO / NATIONAL ACTION PLANS

## MAIN THRUST OF MARCH 9th MEETING

### WE NEED YOUR PARTICIPATION!

JOINT MEETING on SATURDAY, MARCH 9th, 1985

Ohio Association of Railroad Passengers  
 Indiana Association of Railroad Passengers  
 Michigan Association of Railroad Passengers  
 NATIONAL ASSOCIATION OF RAILROAD PASSENGERS / REGION SIX

at the HOLIDAY INN / DOWNTOWN in FORT WAYNE, INDIANA  
 300 East Washington Boulevard  
 (219-422-5511)  
 Free Parking Fort Wayne is on Eastern Time

TIMETABLE FOR THE DAY...

- 8:30am - STATE ASSOCIATION MEETINGS Coffee available  
 Ohio ARP [IMPORTANT STATE STRATEGY MEETING!]  
 Indiana ARP  
 Michigan ARP
- 11:00am - Cash Bar
- 11:30am - LUNCHEON / GUEST SPEAKER TO BE ANNOUNCED
- 1:00pm - REGION SIX NARP MEETING  
 GUEST SPEAKER: BARRY WILLIAMS, Asst. Director  
 of NARP from  
 Washington, DC
- 4:30pm - Adjournment

Our good friends in the INDIANA ASSOCIATION OF RAILROAD PASSENGERS are arranging and hosting this year's joint meeting. Because of the serious threats to the future of rail passenger service involving both the Federal Budget and the State of Ohio Administrative Budget we're already expecting record attendance at this year's joint ARP meeting. By sending in your registration before March 1st you'll not only save two dollars, but also help IndARP adequately coordinate meeting arrangements with the Holiday Inn/Downtown. The OARP Meeting (from 8:30am-11:00am) will focus almost entirely on efforts to get adequate funding for passenger rail service into the State Budget through legislative initiative. As this will be a very important OARP strategy meeting, attendance is strongly encouraged, especially by OARP officers and the regional coordinators. As always, OARP officers and regional coordinators will coordinate carpools to/from Ft. Wayne. Contact them if you need a ride, or can offer space to others. If you can, use Amtrak's BROADWAY/CAPITOL from Canton, Crestline or Lima to/from Ft. Wayne on Saturday, March 9th.

REGISTRATION FORM for MARCH 9th MEETING in FORT WAYNE, IND.

\$10.00 per person(\*). NAME \_\_\_\_\_  
 Make your check or M.O. payable to the ADDRESS \_\_\_\_\_  
 INDIANA ASSOC. OF R.R. PASSENGERS. CITY \_\_\_\_\_  
 Mail to: PAUL ARDEN/IndARP STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 380 S. HOWARD ST. GARY, IN 46403 PHONE NUMBER \_\_\_\_\_  
 before March 1st!  
 (\*) After March 1st the cost per person will be \$12.00. OH

REGISTRATION FORM for MARCH 9th MEETING in FORT WAYNE, IND.

\$10.00 per person(\*). NAME \_\_\_\_\_  
 Make your check or M.O. payable to the ADDRESS \_\_\_\_\_  
 INDIANA ASSOC. OF R.R. PASSENGERS. CITY \_\_\_\_\_  
 Mail to: PAUL ARDEN/IndARP STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 380 S. HOWARD ST. GARY, IN 46403 PHONE NUMBER \_\_\_\_\_  
 before March 1st!  
 (\*) After March 1st the cost per person will be \$12.00. OH

ARRIVING / DEPARTING FORT WAYNE ON AMTRAK #40 / #41 ? ? ? ?  
 By pre-arrangement only, IndARP's PAUL ARDEN can arrange for courtesy shuttle service between the Amtrak Station and the Holiday Inn/Downtown. Contact Paul at 219-938-2449 after 9pm (ET) weekdays or anytime on weekends; or write him at 380 S. Howard Street, Gary, IN 46403. The Holiday Inn is about 3-4 blocks from the Amtrak Station in Fort Wayne.

SPECIAL RATES AT THE FORT WAYNE HOLIDAY INN / DOWNTOWN have been arranged in connection with the MARCH 9th MEETING. Interested persons should make arrangements with PAUL ARDEN of IndARP. Write him at 380 S. Howard Street, Gary, IN 46403 or call him at 219-938-2449 after 9pm (ET) weekdays or anytime on weekends. SPECIAL RATES: \$38.50 Sgl. \$46.50 Dbl.

LAST MINUTE REGISTRATIONS will be accepted through the evening of Thursday, March 7th. Call PAUL ARDEN of IndARP at 219-938-2449 after 9pm (ET) weekdays on anytime on weekends. Remember, however, EARLY registrants benefit from the \$10.00 luncheon rate. After MARCH 1st, the luncheon rate is \$12.00 per person. REQUESTS FOR REFUNDS NOT HONORED AFTER MARCH 1! Questions on MEETING ARRANGEMENTS? Call PAUL ARDEN.

## BAGGAGE & EXPRESS

The MAD RIVER & NKP RAILROAD SOCIETY (c/o Ruth Fuehring, 14026 East County Road 34, Bellevue, OH 44811) has just announced their 1985 Rail Travel Program including 5 escorted rail tours: TORONTO WEEKEND, April 19-21; ALASKAN ADVENTURE, June 8-23; CHURCHILL & NORTHERN CANADA, September 21-29; DELTA QUEEN, October 3-7; and MEXICO, November 1-13. Write for detailed information, or call 419-483-6235. Additionally, the Society again plans to operate its State Fair Limited, August 10-11, from Cleveland and Bellevue to the Ohio State Fair and return.

"On Track", an illustrated article on high-speed passenger trains, was the feature article in the Cleveland Plain Dealer Magazine on Sunday, December 16, 1984. The article, by Josh Martin, focused on Ohio's push for a high-speed passenger rail system.

A photo of Amtrak's 3-C Corridor Inspection Train, taken by OARP's JOHN McCANN, was published in Passenger Train Journal's December 1984 issue.

MIKE WEBER's January 20th "BLIZZARD TRIP" on Amtrak's CARDINAL brought out 24 hardy rail passengers despite the severe cold that day. The group had to turn back at Hinton (instead of White Sulphur Springs) due to schedule problems. Ridership on both CARDINALS was reported to be very good; the westbound train had all-Heritage equipment. That same train "died" the next morning in Richmond, Indiana, and was towed on to Peru by a Chessie freight diesel whereupon all passengers were bussed on to Gary and Chicago, arriving six hours late.

Three OARP members, JIM STEVENSON, MARK ADAMCIK and BILL HUTCHISON all had rebuttal letters to a Cleveland Plain Dealer anti-Amtrak editorial published in later editions of the PD. Additionally, BILL's letter was reprinted on the front page of Amtrak's in-house publication the CLIPS on January 18th.

OARP member ED KIPP of Cincinnati reports that The Greenbrier resort at White Sulphur Springs, WV is now working on package programs specifically designed to coordinate with Amtrak's tri-weekly CARDINAL schedule and seasonal rates. The Greenbrier has been advertising in Cincinnati newspapers this winter, promoting getting there and back on Amtrak!

Cincinnati's famed Union Terminal has been proposed as the new home for both Cincinnati's Museum of Natural History and Cincinnati's Historical Society. The building is still under the control of developer Steve Skilken of Columbus.

A feature article on OARP and its president by Dean Shipley appeared in two editions of the Dayton Daily News on January 16 and 23. The article brought in at least one new member to OARP.

Amtrak ridership in fiscal 1984 was up 4.8% over the previous year and totaled 19.9 million riders. The COAST STARLIGHT posted a ridership gain of 21.4%; Seattle-Portland corridor runs were up 71.6% and traffic in the Northeast Corridor gained 18.7%.

OARP's MANFRED ORLOW and TOM PULSIFER were interviewed on Dayton's WHIO REPORTS, a 30-minute public affairs program broadcast December 30th on WHIO radio.

OARP understands that the sale of Conrail will probably go to the Norfolk Southern Corporation, a rail holding company of the Norfolk & Western and the Southern Railway.

OARP was prominently mentioned in a write-up about Ohio's 3-C Corridor which appeared in UTU NEWS on December 15, 1984.

Several OARP members have reported that Ross Rowland's steam locomotive #614, which spent most of January hauling coal trains between Hinton and Huntington, WV, in a test program, actually hauled Amtrak's CARDINAL one day early in the week of January 27th. This run was televised on NBC-TV and the freight runs with #614 were televised by CBS NEWS.

OARP member AL MLADINEO reports a train-truck collision near the Cleveland Hopkins Airport on December 21st caused the westbound LAKE SHORE LIMITED to be delayed an hour and ten minutes. The connecting LAKE CITIES was held at Toledo for through passengers. The Plain Dealer reported the only ones inconvenienced were a few motorists waiting at the grade crossing where the accident occurred, ignoring 615 passengers!

Another Erie Railroad passenger station has been abruptly demolished by Conrail. On December 17th the Erie depot in Niles, OH, was leveled by wrecking crews despite talk by the local historical society to save it. The structure was considered to be a prime example of late 19th Century architecture and served as an active rail passenger station until 1977.

OARP's DOUG HUDSON of Warren, OH, has become a member of the citizens advisory board of EDATA, the Eastgate Development and Transportation Agency which coordinates transportation planning in the greater Youngstown area. Doug is asked to report on Ohio/National/OARP matters at each monthly meeting of the board.

Again this year, OARP set up its display table at the Dayton RR Show on Thanksgiving weekend at the Montgomery County Fairgrounds. Our THANKS to members JOHN McCANN, BOB REED, MANFRED ORLOW, JOHN EDMINSON, CARL & FRAN PLANNER, RAY KLINE and TOM PULSIFER who worked the Show. The second table, with surplus Amtrak and RR timetables for sale, did not go over too well and barely made enough to cover the table rental charge.

Ohio Congressman Mike Dewine (R-7th District/Cedarville) chose to return to Capitol Hill in style, on Amtrak's CARDINAL out of Cincinnati on Sunday, January 13th. Congressman Dewine is one legislator who does use rail transportation whenever possible. He was the guest speaker at OARP's Fall Meeting in Springfield, Ohio, in 1983.

OARP understands that Conrail will soon have contractors demolish the deteriorating platform canopies, stairwells and baggage elevator shafts at Dayton's Union Station; hopefully sparing track 3 which would need to be used for the proposed 3-C Corridor passenger service.

Conrail's Carrothers Branch (Bucyrus-Tiffin-Toledo), which has seen detour movements of Amtrak's LAKE SHORE and BROADWAY/CAPITOL in recent years when regular routes were blocked, is being downgraded. The Branch lost its through traffic late in November and portions may be abandoned.

OARP's "hometown" now finds itself on the end of a stub-end "branch". On January 1st Conrail took its Xenia-South Charleston line out of service with the last "through" freight passing thru Xenia about 12:30am on December 27th. This line was the regular route of Amtrak's NATIONAL LIMITED until it was discontinued in 1979. Once a busy railroad junction, Xenia now sees only once-a-week local service out of Dayton.

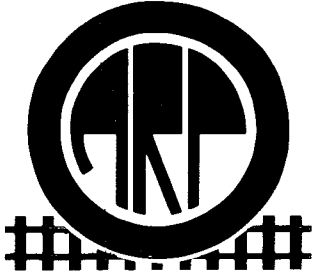
Amtrak increased most of its basic rail fares by 2% on December 1, 1984 to adjust revenues to keep pace with inflation and assist efforts to improve the company's revenue-to-cost performance.

"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 \$10 (min.) for NEW MEMBERS and \$15 (min.) for all renewals. There's a handy membership coupon printed in this issue. ALL ABOARD!

NEXT MEETING: JOINT ARP MEETING

SATURDAY, MARCH 9th, 1985  
 HOLIDAY INN / DOWNTOWN  
 in FORT WAYNE, INDIANA

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 details in THIS ISSUE of "the 6:53"



HUTCH B M  
 BILL HUTCHISON, JR.  
 5851 SOUTH RIDGE WEST  
 ASHTABULA OH 44004

OH. ASSN RPT PASSES ?  
 LEAGUE OF W. VOTERS ?

ATTY GEN OFFIC ?  
 MON. MEETING ?

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