

the 6:53



"TODAY SHOW" SPECIAL AT CINCINNATI'S YEATMAN'S COVE. John McCann photo

OARP "3-C" CORRIDOR PROPOSAL STILL ON TRACK

Support Steadily Increasing

July 1985

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DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS

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

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EDITOR'S NOTE: This issue [#64] is marked "July" in order to get the 6:53 back on track and closer in line with the time of publication. The last issue [#63] was the "March" issue and was actually mailed in late April. As a result, there is no "May" issue for this year. TRP

Amtrak STILL Needs Our Support!

--- by Manfred Orlow, OARP Government Affairs Coordinator

Unfortunately, all of us who are concerned about the fate of Amtrak in its present form are entering a time of "wait and see", according to Congressional transportation officials, we have learned. The House-passed budget contains the almost inevitable 10% first-year cut, with a 2% restoration each year for two years, for inflation. The Senate version contains a disastrous and unacceptable 12½% cut in FY86, with shutdown reductions of 25% and 40% each succeeding year, for two years. While these represent greater funding than the \$0 budget the Reagan (Stockman) Administration proposed, the Senate version, if prevailing, would disappropriate the Amtrak system within a very short time. Richard Woodruff, of Sen. Howard Metzenbaum's office, told OARP that it is inevitable that the Senate will modify its above-described position during current Conference Committee hearings, but details are unavailable to us at presstime. Subsequent telephone conversations with Walter Graham, transportation specialist for Cong. Delbert Latta (R-Bowling Green), a member of the Joint House-Senate Conference Committee; and House Budget Committee financial analyst James Clifton provided no other hard news about Amtrak's fate. We have communicated extensively with the Ohio Congressional delegation by letter, telephone and telegram since the last issue of the 6:53 came out; several times referring to the Federal Railroad Administration letter to OARP of March 1984, representing the Reagan Administration's official point of view, which states that "this Administration gives a high priority to continuing our national rail passenger system. The system is in better shape than ever..."

As many of us are also members of the National Association of Railroad Passengers, OARP encourages you to read their periodic communications very carefully; and respond to their requests promptly. Amtrak STILL needs our solid support! Funding for mass transit did win a freeze in the House vote versus cuts in excess of 20% voted by the Senate. It appears a reduction in transit assistance of about 10% may come out of Conference. We had hoped the House would vote to freeze Amtrak funding at the \$684 million level, thus giving the House some room to yield when the House and Senate bills go into Conference, and let Amtrak survive with less than a 10% cut. The outcome of the budget reconciliation is extremely crucial to Amtrak's ability to survive, not just in this next year, but for the future.

OHIO HAPPENINGS / an update on the 3-C project proposal...

The single Ohio political effort of OARP during these past few months has been our ongoing project to allow the State of Ohio to contract with Amtrak to provide daily round-trip service along the 3-C Corridor connecting Cleveland-Columbus-Cincinnati. Our greatest work has been to prepare key legislators in the State House to openly support the new train service. We are still looking for bi-partisan support with this issue, including the support of Governor Celeste's office which would include Warren Smith, the director of OhioDOT. At press time, OARP has received a great deal of support from many members of the Ohio House, the Ohio Senate; and, with some success through compromise, from the Governor's Office. There has been no opposition so far to the concept of 3-C rail passenger service, but we're not naive enough to think there won't be any opposition. We have prepared and produced many resource materials especially for our legislators. However, contrary to our expectations, elected officials are deluged with printed matter and are unable to read or respond to most of it, no matter how well-intentioned they may be.

Concurrently we are pursuing our 3-C awareness campaign by reviving our "RE-TRAINING OF OHIO" project involving the mass education of Ohio citizens (see Jan. 1985 6:53) to intercity passenger trains. It calls for a joint effort of OARP, various 3-C route chambers of commerce, and other potential passenger rail user groups to work together to inform the Ohio electorate about the proposed service, and to encourage these informed citizens to write to their own state legislators with their personal opinions. A positive development of our 3-C activities has been the passage of several supportive resolutions (originally drafted by OARP) from several political entities along the 3-C route, namely:

- * Springfield City Commission
- * Springfield & Clark County Transportation Coordinating Committee
- * Clark County Board of County Commissioners
- * Dayton City Commission
- * Montgomery County Board of County Commissioners

Resolutions from Cleveland, Cincinnati and Columbus are pending at this time. LATE DEVELOPMENTS... Ohio Sen. Cooper Snyder (R-Hillsboro) and Sen. Lowell Steinbrenner (R-Wooster) asked OARP to meet with them privately on June 20th to discuss the political future of OARP's Amtrak 3-C Corridor 403(b) Proposal. Pres. Pulsifer and Manfred Orlow left the 45 minute meeting with confidence that there is specific interest in the State House for the new intercity rail passenger service, but a commitment for the enabling legislation's introduction into the Senate calendar was not forthcoming. However, the meeting was very helpful and informative for both sides. Sen. Snyder promised a follow-up to the meeting shortly. Both legislators are members of the Senate Economic Development and Small Business Committee, which Sen. Snyder chairs. Our OARP Springfield Area Regional Coordinator Jim Saunders has been given an opportunity to meet privately with OhioDOT Dir. Warren J. Smith who will be in Springfield on June 21st as part of the Celeste Administration's "Capitol For A Day" program. Discussion will likely center upon the Springfield area's official support for the 3-C train proposal by recent resolutions; and the Administration's posture about it now that OARP is not pushing to have it included in the state's budget bill.

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PHOTO SECTION the OARP 1985 Annual Meeting



Our featured guest speaker at OARP's Annual Meeting on May 18th was BILL TUCCI who is Amtrak's Director of Route Development. Tucci addressed the national Amtrak situation, especially in regard to adequate funding for future growth. He also spoke on the 3-C Corridor project in Ohio and expressed hope that 403(b) services would not be adversely impacted by the budget limits.

[Above] Bill Tucci participated in a brief press conference with Columbus area media; here being interviewed by WCMH-TV4. [Right] Tucci addresses the OARP membership at our Annual Meeting.



John T. McCann photos.

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OARP RETURNS TO THE CHRISTOPHER INN FOR 1985 ANNUAL MEETING

The 1985 Annual Meeting of OARP was held on Saturday, May 18th, at The Christopher Inn in downtown Columbus with 42 in attendance. Pres. Tom Pulsifer called the meeting to order at 10:45am and, following preliminary announcements and introductions, called on Manfred Orlow, OARP's Government Affairs Coordinator, to discuss the status of our Ohio 3-C Corridor Development Project. Manfred reported several legislators have expressed interest in the project and that Rep. Fred Deering and Sen. Cooper Snyder have agreed to introduce needed legislation. Pres.

Pulsifer then introduced Ben Farah, a new OARP member from Cleveland who is an attorney. Ben has researched the constitutional question of Ohio's participation in Amtrak's section 403(b) Program, whereby the state would share the operating losses, if any, of rail passenger service within Ohio which Amtrak would provide in addition to the basic system of east-west interstate trains. Ben has concluded that there is, in fact, legal precedent for Ohio to enter into such a contract. Copies of his research had previously been distributed to various OARP activists who are working on this issue. Next came reports of the recent

NARP Board of Directors Meeting and on national rail passenger service developments from OARP's VP Howard Harding (also a NARP Regional Director) and from Kevin Gregoire, OARP member, MassARP President and NARP Regional Director from New England. They emphasized the importance of maintaining Amtrak funding at its present level. Following an excellent

buffet luncheon, which many agreed was well-worth the \$12.50 cost for this particular meeting, guest speak William Tucci spoke about Amtrak's progress and problems, focusing on the effects of various Amtrak funding levels under consideration by Congress. He noted that a freeze at \$684 million would really only provide the equivalent of \$650 million when adjusted for inflation. This would allow only \$11 million for all capital items, rather than the \$45 million Amtrak had budgeted. A 10% reduction in funding would eliminate all capital funding and create a \$52 million operating deficit. Reforms of union work rules could save \$50 million once implemented, but this savings would take time to achieve even after the new rules were agreed to. Any Amtrak budget cut of more than 10% would be very highly destructive, probably fatal. Bill Tucci is Amtrak's Director of Route Development, working out of Washington.

The OARP Business Meeting was called to order at 2:20pm. Secretary Bill Glasser was unable to attend and there was no Secretary's Report. The Treasurer's Report was approved as submitted. Copies of OARP's Balance Sheet covering the past three years were distributed and discussed for information purposes. It was pointed out that OARP manages to spend just about every dollar we take in; there is no built up reserve. The

Election of Officers was conducted by Manfred Orlow. Nominated for office were: Tom Pulsifer for President, Howard Harding for Vice President, Bill Glasser for Secretary, and Ben Libby for Treasurer. Other nominees for the office of Treasurer were ruled ineligible due to their being residents of other states. The above slate was elected by acclamation.

In other business... Pres. Pulsifer announced his intention to appoint Larry George to replace Bill Herndon as Toledo Area Regional Coordinator as Bill has resigned and moved to North Carolina. Pres. Pulsifer also asked for help with the upcoming Amtrak Open House at Lima and also encouraged southwest Ohio members to participate, if possible,

in welcoming NBC's "Today Show" Amtrak Special to Cincinnati on May 24. By unanimous vote we agreed to donate \$250 to NARP's "Save Amtrak" campaign; \$125 this month and \$125 by July. Pending resolution of details, it was agreed that OARP will join the Ohio Chamber of Commerce and also The Sierra Club. Both memberships are expected to help our efforts to expand rail passenger service in Ohio. During a discussion on Strategy for Action, we agreed to develop a "Telephone Tree" or calling network, as suggested by Bill Hutchison. This will be in place to be used when we need to alert activists quickly to problems and opportunities as they arise. Al Mladineo reported on service improvements recently implemented on Amtrak's SOUTHWEST CHIEF. He was a guest of Amtrak on the inaugural trip offering the upgraded on-board amenities. The Annual Meeting adjourned at 4:30pm. It should also be noted that enough door prize items were donated for this Meeting that everyone in attendance was able to go home with some "prize". Our thanks to all who attended and participated in this Meeting.

----- by J. Howard Harding

USE THE RAIL BUS...
AND LEAVE THE DRIVING TO US!

Though the "engineer" looks like Ralph Kramden, and it looks and feels like a bus; you are aboard one of the most innovative rail vehicles presently available...
THE BRE/LEYLAND

RAILBUS. Basically, the railbus is a 28 ton bus mounted on a fabricated steel rail chassis. It is self-propelled, fuel-efficient, and more cost effective when compared to other light-rail vehicles. For example, a 130-seat light rail car has a total cost of \$1.5 million. A 128-seat BRE/LEYLAND RAILBUS costs only \$600,000.

Recently, the railbus was evaluated by Cleveland's RTA during a six-week trial run. During the week, the railbus made 5 daily trips between Mentor and downtown Cleveland Terminal Tower, with a stop in Euclid. On weekends the railbus operated on RTA's Blue and Green lines. The 6 week experiment was a joint project involving the RTA, the Ohio Department of Transportation, Norfolk Southern Railway, and Laketran. From the first run on April 28th, which ran to full capacity with standees, the project was a success. It was so successful that the RTA is attempting to get the railbus later this summer for further evaluation. Lorain County officials are interested in Cleveland-Elyria or Lorain operations. A Cleveland-Akron railbus link is also being discussed by transit planners.

The BRE/LEYLAND RAILBUS is now in Columbus where it will operate weekday rush hour service over the C&O Chessie System tracks between Perry Park (just north of SR 161 at Linworth) and a site on Spring Street (near the old Ohio Pen) where railbus riders will transfer to dedicated COTA buses for the short hop to downtown. COTA is presently planning a light-rail transit system for Columbus; and if the railbus tests are successful, the railbus could replace the light-rail system as currently envisioned.

RAILBUS SCHEDULE

☐ Leave MENTOR at 6:45 a.m.
Leave EUCLID at 7:05 a.m.
Arrive TOWER CITY at 7:40 a.m.
☐ Leave EUCLID at 8:13 a.m.
Arrive TOWER CITY at 8:50 a.m.
☐ Leave MENTOR at 1:00 p.m.
Arrive EUCLID at 1:20 p.m.
Arrive TOWER CITY at 1:55 p.m.
☐ Leave EUCLID at 4:43 pm.
Arrive TOWER CITY at 5:15 p.m.

☐ Leave TOWER CITY at 7:45 a.m.
Arrive EUCLID at 8:12 a.m.
☐ Leave TOWER CITY at 12:00 p.m.
Leave EUCLID at 12:30 p.m.
Arrive MENTOR at 12:49 p.m.
☐ Leave TOWER CITY at 4:12 p.m.
Arrive EUCLID at 4:40 p.m.
☐ Leave TOWER CITY at 5:20 p.m.
Leave EUCLID at 5:49 p.m.
Arrive MENTOR at 6:08 p.m.
☐ Rail bus will operate between TOWER CITY and WINDERMERE from 8:50 a.m. to 9:50 a.m. — from 2:50 p.m. to 3:50 p.m.

AMTRAK HOLDS SUCCESSFUL "OPEN HOUSE" AT LIMA ON JUNE 8th

On Saturday, June 8th, Amtrak held an "Open House" at Lima from 10:00am until 6:00pm. The event was termed highly successful by Amtrak officials. District Supervisor Tom Jensen and Regional Sales Manager Gary Stupka, both of Toledo, were present along with Lima Ticket Agents Patty Stewart and Bob Mehlick. During the day Amtrak publicized a low round trip excursion fare to Chicago, good only if purchased at the "Open House". Unofficially, Amtrak indicated that they sold over \$8,000 worth of tickets during the day of the "Open House" at Lima!

It goes to show that, with a little effort and a little promotion, wonders may be achieved! OARP was invited to participate in the event, along with the Allen County Historical Society which set up displays of railroad artifacts and railroadians relating to Lima and the former Pennsylvania Railroad depot which now houses the Amtrak station. OARP provided a small display table and we dispensed our flyers and 6:53s and other publications. We also encouraged new memberships. As it was a beautiful day, our display table, along with Amtrak's, were situated outside on the platform just east of the station building. Beautiful suntans were had by some of our OARP members who staffed our display; but the opportunity to meet with a lot of Lima area folk made it all worthwhile.

Amtrak provided free refreshments for all, including several beautifully decorated cakes with the Amtrak logo. Amtrak also conducted drawings every hour for door prizes, the grand prize being two round trip tickets from Lima to Chicago. Children received Amtrak engineers' caps and Amtrak balloons. Based on the successful "Open House" at Lima, Amtrak officials indicated they would consider similar events at Canton and Cleveland, and even at Toledo, in the near future. Advance publicity for the Lima "Open House" was minimal, yet it resulted in a steady stream of visitors throughout the day. Amtrak purchased small ads in the Lima News. A local press conference was arranged through the Mayor's office and televised on WLIO-TV in Lima. OARP prepared a press release regarding our involvement and sent it to the local papers. Our own OARP Regional Coordinator for Lima, John Keller, along with his son John, put in many hours in helping to coordinate the event locally, working with the Amtrak people, the Historical Society, and city officials. We thank the Kellers; and also those who helped staff our OARP table: the Al Wolf family, Dave and Donna Shreiner, the John Edminson family, Manfred Orlow, John Thierolf, Brad Upham, Dave Lebold and Tom Pulsifer. Thanks also to those Lima area members who stopped by our table to chat briefly; including Russ Heine, John Dillman and John Mummert.

At this time we're not aware of any OARP member being directly affected by the May 31st tornadoes in N.E. Ohio. If we've overlooked someone, please notify your OARP President right away. Thank you.

A MESSAGE FROM YOUR OARP PRESIDENT . . .

Immediately following the election of officers at our OARP Annual Meeting on May 18th, I made this announcement: "At this time, I do not plan to run for OARP office at next year's Annual Meeting. For two reasons. Our daughter Bethany is at the age we need to be doing more as a family on weekends and evenings. Also, I see a real need to get other members directly involved in varied aspects of the day-to-day ongoing work of OARP. I intend to remain a most active member and will work on specific projects."

It is said that in any volunteer organization, 10% of the total membership are the real activists. In OARP (700), 10% (70) are generally seen at meetings and are involved. And, of OARP's "core", 10% (7) end up doing the necessary day-to-day work. Another concern: We have few members who seem motivated to step forward with any initiative, and fewer who follow-through with a project they've initiated. It has become increasingly difficult to schedule members to help staff our display tables. We have even reluctantly turned down some outreach opportunities recently because local members, when contacted, either would not or could not help.

Contrary to some people's belief, OARP is NOT the Tom Pulsifer ARP! OARP MUST BE ALL OF US! Word spreads fast, and quite a few members have written and called me, even some contacts from ARP leaders out-of-state, asking me to reconsider. And, as a result of my announcement, at this time there has been a solid offer of help with the work. And all of you are now aware OARP does need more responsible involvement if our Association is to grow in professional stature.

WHAT IS ACTIVISM? We use this word a lot. Being a member of OARP is good. But, just paying dues and reading the 6:53 doesn't bring changes. It's like being registered to vote, then not voting. An activist gets involved. Through the activists' efforts, changes are brought about. OARP is an activist organization of concerned citizens who want something done to improve rail passenger services in and through Ohio. We aren't a "reporting only" organization.

Remember what Cong. Mike Dewine told us a couple of years ago at an OARP Meeting in Springfield -- that if people fail to speak up on an issue; then, in the eyes of Congress, it is not an issue.

We DO commend all the good OARP members who are activists; willing to get involved when needed to foment change for the better. We must do all we can for our cause.

HOW THE OTHER MODES FARE IN OHIO... According to research by the Columbus Dispatch, \$7 million will pay for resurfacing about 7 miles of four-lane highway in Ohio (on the average). OhioDOT recently paid \$1.2 million to add one new airplane to the state's fleet for use by the Governor and state officials to better get around Ohio. In just one week in April, Ohio obligated \$12 million in OhioDOT contracts just to rebuild and repave six interstate highway projects involving I-71, I-70 and I-475 in Guernsey, Muskingum, Warren, Clinton and Wood Counties. / OARP has just learned Ohio Attorney General Celebrezze will file suit to block the merger of Conrail into the Norfolk Southern to ensure competitive rail service in the state.

"TODAY SHOW" HITS THE ROAD... THE RAILROAD, THAT IS!

The talent, writing staff and all production personnel of the popular NBC television network "Today Show" rode a special, leased Amtrak train from May 20th to May 24th, in order to broadcast the "Today Show" live from several midwestern cities. The "Today Show Express" started its journey in Houston, and after a live broadcast there visited New Orleans, Memphis, Indianapolis and finally Cincinnati.



In the above photo [John McCann photo] NBC technicians can be seen removing the electronic equipment that was installed into the Superliner Coach-Baggage car that transformed it into the NBC control room for all the live remotes, after the final "on the road" show on Friday, May 24th. This was a good, timely, positive move for NBC and for Amtrak as the train was featured as a background for the shows all week. "Today" was number one in the ratings for that week! NARP's Executive Director Ross Capon and Passenger Train Journal writer Ted W. Scull were interviewed by Jane Pauley on the May 21st broadcast from New Orleans. On the negative side, at the end of the interview, Jane Pauley asked Ted Scull how many subscribers PTJ had. Ted answered, "We're quite small, but we're growing; about ten thousand." To which the ever prim and proper Jane Pauley replied, "I kinda suspected as much." If Jane Pauley tried to shrug off rail travel and passenger rail

advocates, the other co-host, Bryant Gumbel, had to really enjoy the trip and interviewed members of the audience in New Orleans, receiving nothing but positive responses.

On May 23rd, the "Today Show Express" departed Indianapolis 26 minutes late (scheduled out at 11:00am), but since Amtrak allowed seven hours for the trip to Cincinnati via the B&O's line through Rushville and Connersville (normally a 3 hour run) the train was running way ahead of schedule and was going to arrive at Amtrak's River Road station at 4:15pm. This presented a problem to the local NBC-TV affiliate, WLWT, as they were adamant that the train arrive no earlier than 5:35 since they wanted to televise the arrival of the special as a live portion of the 5:30pm News. Through the cooperation of both the Chessie System and Amtrak, the train ran slow, sometimes at only 5 mph, from Cottage Grove, Indiana, to the curve just east of the Cincinnati Amtrak station. There, the train was held for about 20 minutes. At 5:36pm, after the 5:30 news director cued it, along with the sounds of the Roger Bacon High School Band, the train finally "arrived", much to the delight of the 500+ crowd that had congregated there in hopes of seeing, Jane, Bryant and Willard Scott. The stars detrained, walked through the Amtrak station, and rode in a motorcade of classic antique automobiles to their hotel.

The train remained at River Road station for servicing and cleaning. Amtrak had a portable wash rack set up to clean the train; again, putting on a positive image. The train, while sitting in the station, attracted a lot of people who were not aware of the special move, but were interested in Amtrak and in taking a rail trip. Amtrak added a special shift from 1:00pm to 10:00pm at the station, and the agents were on duty and kept busy answering questions about the train, along with their other duties.

We should point out also that OARP/NARP member Charles Welsh, a Cincinnati businessman, paid for sizeable ads in the Cincinnati newspapers welcoming the "Today Show" and Amtrak to Cincinnati!

Not all the celebrities went to the hotel in Cincinnati. Amtrak President W. Graham Claytor was on board the train and even accompanied the deadhead move of the train back to Chicago on the afternoon of the 24th. OARP member Dave Shreiner got a chance to represent OARP as he welcomed Mr. Claytor to Ohio and talked with him about the possibilities of adding more Amtrak services in Ohio.

After the train was serviced, it departed the Amtrak station for the site of the broadcast, Yeatman's Cove on the riverfront. Yeatman's Cove was not the original site requested for the broadcast. NBC wanted the train to arrive at Union Terminal and broadcast from the park directly in front of CUT. But, the current lessee of CUT, Steve Skilken, flatly and without explanation denied NBC access to the Terminal despite pleas from the Greater Cincinnati Chamber of Commerce and City Hall.

Following the Friday telecast, the train was again moved to the Amtrak station for servicing and departed for Chicago (over the regular route of the CARDINAL) at midafternoon.

How long will it be before it's too late?

Ohio loses yet another rail passenger facility. Conrail work forces began demolishing all platform canopies, stairwells and elevator housings at Dayton Union Station early in June. Unused station tracks are also being removed. The deteriorating condition of the station forced Conrail, the present owner, to take action.

OARP, at this time, does not know how seriously this demolition of parts of Dayton Union will impact the proposed 3-C Corridor project which would serve Dayton.

The last Amtrak NATIONAL LIMITED departed Dayton, westbound, on October 1, 1979. The very last "passenger extra" to call at Dayton Union was the Chessie System Safety Express on the morning of May 9, 1985, enroute from Cincinnati to Detroit. Amtrak's 3-C Corridor inspection train stopped twice at Dayton Union, September 19 and 20, 1984. And, last October the station bustled with activity surrounding the President Reagan Campaign Train, the HEARTLAND SPECIAL, which focused national attention on Dayton Union and the rails north to Toledo. It is a very valid concern of OARP members to ask "HOW LONG WILL IT BE BEFORE IT'S TOO LATE?" Several key intercity rail lines in Ohio have already been downgraded or abandoned. In the 3-C Corridor, long segments are now single tracked, approaches to Cleveland Union Terminal are long gone and former platform areas are now paved parking lots. There is no usable station facility in Columbus, nor Springfield, nor Middletown, nor Galion. HOW LONG WILL IT BE BEFORE IT'S TOO LATE? HOW LONG WILL IT BE BEFORE IT BECOMES IMPOSSIBLE TO ESTABLISH CONVENTIONAL RAIL PASSENGER SERVICE IN THE 3-C CORRIDOR FOR LACK OF FACILITIES AND APPROPRIATE SITES?



[Photo credit: OARP wishes to thank Crystal Carney, photographer, and the Dayton Newspapers, Inc. for permission to use this photo of the demolition of Dayton Union Station. The original appeared on the front page of the Dayton Journal Herald on June 10, 1985.

A REMINDER TO OUR OARP MEMBERS... that OARP is incorporated in Ohio as a non-profit association and exempt from Federal income tax under Section 501(c)(3) as a publicly-supported organization. Dues and donations to OARP are tax-deductible in accordance with Section 170 of the IRS Code.

The fight for improved and expanded rail passenger transportation service in Ohio does not come easy! Your financial support is appreciated!

PLEASE INDEX 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
COLUMBUS	THE OHIO AUTOMOBILE CLUB	614-431-7823
COLUMBUS	THE TRAVEL MARKET, INC.	614-885-7597
FAIRBORN	HERITAGE TRAVEL, INC.	513-879-5444
FINDLAY	MCDOWELL TRAVEL AGENCY, INC.	419-422-6151
MASSILLON	MASSILLON AAA TRAVEL	216-833-1084
PERRYSBURG	HAYES TRAVEL AGENCY	419-874-2271
PIQUA	MIAMI COUNTY AUTO CLUB	513-773-3753
ST. MARYS	VIP TRAVEL SERVICES, INC.	419-394-7428
SANDUSKY	SANDUSKY TRAVEL SERVICE, INC.	419-626-4633
SIDNEY	AAA WORLD-WIDE TRAVEL	513-492-3167
TROY	MIAMI COUNTY AUTO CLUB	513-339-0112
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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, and mail this to OARP, P.O. Box 653, Xenia, OH 45385. Please refer any inquiries on OARP's "TRAM" (TRavel Agency Member) 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 local PHONE NUMBER.

OARP's RAIL TRAVEL GUIDE to Ohio & Adjacent States needs to be updated, redesigned and reprinted. Your OARP President is seeking an OARP member who'll accept responsibility for this project. Because the present edition (August 1983) has a bit of outdated information, we are withdrawing remaining copies from circulation. We'd like to have the new edition out within two months. Who will step forward to help out?

OARP's MEMBERSHIP FLYER has just been reprinted and is in plentiful supply. Current OARP members have proven to be the best source of helping recruit new OARP members. You can help! Use the handy coupon on page 23 to request a supply of MEMBERSHIP FLYERS. Help encourage others to travel by train and join together to work for better passenger trains!

WE REGRET that OARP's April CAPITOL-CRESCENT RAILTOUR had to be cancelled. There were just not enough bookings to make it go. Those who did book the OARP-sponsored trip were given the option of unescorted individual trips or refunds. Well, we tried. Our membership needs to understand that the success of railtours such as this one depends upon widespread promotion by our membership. Our funds for this are limited. On the other hand; one of OARP's stated purposes is to "promote travel by train" and we need to develop a program of OARP-sponsored railtours. We will try again! Your suggestions and help are requested.

BAGGAGE & EXPRESS

The direct rail link between all downtown Philadelphia passenger rail terminals and the Airport opened April 28th, making direct connections with Amtrak, commuter rail, rapid transit and some bus lines. An informative timetable-brochure has been issued and OARP hopes to have a quantity of these available at our Midsummer Meeting, promoting the benefits of intermodal transportation. Thanks to OARP's Howard Harding, we were represented at "Train Meet '85" on June 15 & 16 at Quaker Square in Akron with a display of OARP flyers and publications. Remember; if you have display opportunities locally... contact your OARP President for a supply of materials you can make available. Even if you can't arrange for or staff a table yourself, in most cases the sponsoring organization is willing to make a little space available for your flyers. Just ask!

The Wisconsin ARP has contacted OARP in regards to the radio public service announcements we did this Spring. WisARP is considering producing radio PSA's for their state. We are always glad to be able to help out other ARP's with advice and assistance. Planning ahead... The Third International Convention on High-Speed Rail will be held in the Contemporary Hotel at Disneyworld/Epcot Center, Florida, on May 27-29, 1986.

Federal Railroad Administrator John H. Riley has announced \$740,000 in grants for high-speed rail passenger service planning in four states including Ohio. Ohio will receive \$125,000; Missouri, \$100,000; Pennsylvania, \$140,000; and Texas, \$375,000. OARP has sold one of our two Saddle Staplers (used heavily back in the days when our 6:53 crew collated and bound our newsletters ourselves) to St. John's United Church of Christ in Dayton. We still have available a Master Addresser Model 99 manual addressing machine. Ideal for a small organization. Contact Tom Pulsifer for details.

Benedict I. "Sparky" Garmisa, 71, a member of the High-Speed Rail Association board and chairman of the Interstate High-Speed Rail Compact died suddenly on January 30th while vacationing with his family in West Palm Beach. Garmisa served in the Illinois House for 18 years, plus one term as a state senator from the 23rd District.

OARP has learned that Amtrak is seriously considering plans to operate the MONTREALER as a daytime train between Washington and St. Albans with connecting bus service from St. Albans to Montreal. Additional New England stops would be added at Greenfield, MA, Claremont Junction, NH, and possibly Holyoke, MA, on the B&M Connecticut Valley route. Changes would reduce Amtrak subsidy levels and refocus service on southern Vermont, Massachusetts and New Hampshire markets. The bus operation would avoid the substantial Canadian costs incurred under the present contracts. We understand that the ADIRONDACK would continue as a daytime train between New York-Albany-Montreal via the D&H-CP route into Windsor Station.

French Toast is back on the Amtrak dining car breakfast menu; but it is unappetizingly titled "Old Railroad French Toast"! OARP member Raymond Zuercher of Toledo reported that over 150 women traveled on Amtrak into Toledo for the recent W.I.B.C. Bowling Tournament. Arthur Wilkowski, a Toledo lawyer and former State Representative, has been appointed by Gov. Celeste to the 6th District Court of Appeals. Wilkowski will long be remembered for his impassioned and often controversial push for high-speed passenger trains in Ohio.

1984 AMTRAK PRESIDENT'S ACHIEVEMENT AWARDS HONOR THREE OHIOANS

Three Amtrak employees in Ohio received the company's highest recognition during special ceremonies on April 18th in Washington, DC. Named "Presidential Achievers" by Amtrak Pres. W. Graham Claytor, Jr., were GUYMON M. BONNAY and ROBERT L. WALLS, ticket agents at Canton; also DIANE M. LEHMAN, lead ticket clerk at Cleveland. When it appeared that Canton station operations would have to be scaled down because of insufficient revenues, Bonnay and Walls came up with some innovative ideas to attract and keep more business. They began two new customer services. One was a call-back system for keeping in touch with unticketed passengers to offer help with trip planning. The calls often resulted in keeping passengers who might otherwise have cancelled. In the other program, Bonnay and Walls set up a waiting list for passengers seeking space on sold-out trains. By daily checking, space was often found for appreciative customers. To reduce expenses around the station, Bonnay and Walls do landscaping and make minor mechanical repairs. Thanks in part to Bonnay and Walls, revenues are up and Canton is still a full-service Amtrak station. Diane Lehman conceived the idea of renting a booth at Cleveland's annual sports and travel show to spread the word about Amtrak's travel services and fares. Management approved it and she worked out a schedule for Amtrak volunteers to staff the booth in their "off" hours. The booth was a hit at last year's show and is expected to repeat that success in 1985. In addition to her normal duties, Lehman also regularly mails out group rate and excursion information to high schools, senior citizen groups and other organizations. Among her cost-saving ideas is a unique new work schedule for the Cleveland station to give the best possible service to the public while reducing costs. Also honored as a "Presidential Achiever" was a former Ohioan now working as a secretary for Amtrak in Detroit, REBECCA S. MULQUIN. Becky Mulquin had served as a ticket agent at several Ohio Amtrak stations. OARP also extends our congratulations to these Amtrak Presidential Achievement Award winners!

AMONG OARP's REGIONAL COORDINATORS... BILL HERNDON of Toledo has moved to North Carolina and a new business opportunity and OARP wishes him well in his new venture. OARP Pres. Tom Pulsifer has named LARRY GEORGE of Oregon, OH to replace Bill as our Toledo Area Regional Coordinator (see DIRECTORY, pg. 2). Larry has been very active in the T.R.A.I.N. (Tell Reagan Amtrak Is Needed) effort at Toledo's Central Union Station. Welcome, Larry!

And... please note the new address and phone number for JOHN WILSON who serves as OARP's Hamilton Area Regional Coordinator. John also owns and operates West Chester Travel in West Chester, OH, an authorized Amtrak agency. Regional Coordinators are YOUR local contactpersons representing OARP.

AMTRAK RECOGNIZES GOLDEN SPIKE WINNERS

For the 9th year, Amtrak has recognized its top appointed travel agencies for their outstanding performance in meeting or exceeding specified sales goals.

The Ohio Golden Spike winners for 1984 are listed in descending revenue order. Those listed in CAPITALS have been members of Amtrak's Golden Spike Society for 5 or more years:

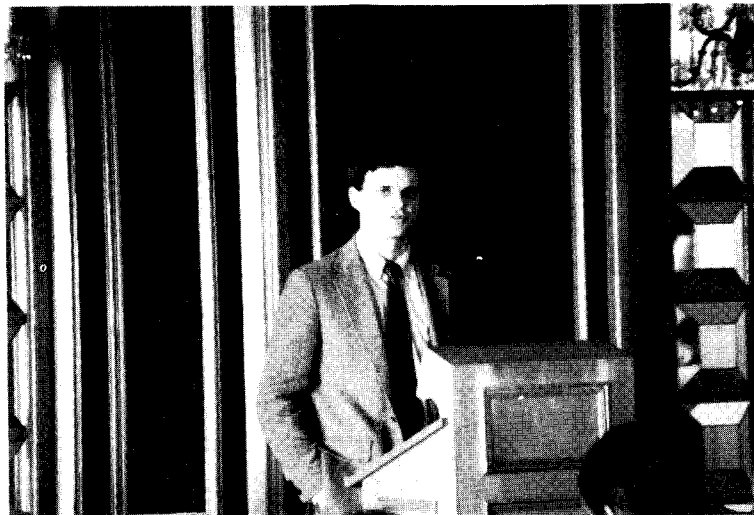
OHIO AUTOMOBILE CLUB (Worthington), 'Round The World Travel Agency (Cleveland), AKRON AUTOMOBILE CLUB (Akron), OHIO MOTORISTS ASSOCIATION (Cleveland), AAA WORLD WIDE (Cincinnati), JOHN BENN TRAVEL SERVICE, INC. (Cincinnati), VIP Travel Service (Cleveland), World Wide Travel (Dayton), AAA PORTSMOUTH TRAVEL AGENCY (Portsmouth), Shelby County Motor Club (Sidney), Donovan Travel, Inc. (Cincinnati).

OARP congratulates this year's winners of the coveted GOLDEN SPIKE awards!

OARP has been advised that the LAKE SHORE LIMITED "Elk Creek Detour" may be in place until August. A heavy rainstorm in March undermined a stone culvert and large fill at Elk Creek in Lake City, PA on Conrail's busy Buffalo-Cleveland mainline. Because the fill above the culvert was 100' high at one point, building a temporary bridge was not feasible. The closely parallel Norfolk Southern (ex-NKP) mainline has been pressed into service as a detour route. Just west of Conneaut, OH a ½ mile right-of-way was bulldozed through a forest and a connecting track laid. At Swanville, PA only 100' of connecting track had to be laid. As the NS line is single tracked, and because of the large number of trains using the detour, delays are expected. Amtrak officials say the LAKE SHORE LIMITED loses from 30 to 45 minutes on the detour, but that some of this time can be made up before reaching the end points of the route. The detour over the NS is about 20 miles in length. Prior to establishing the connections at Swanville and Conneaut, the LAKE SHORE utilized an even longer detour over the NS mainline, reports OARP's Bill Hutchison of Ashtabula, who was able to watch the LAKE SHORE pass by the back end of his property west of Ashtabula twice a day. Conrail is presently in the process of rebuilding the culvert at Elk Creek and then will replace the fill and relay the two mainline tracks.

Elsewhere on the LAKE SHORE route; work began June 1st to single-track extensive portions of the Boston & Albany mainline between Post Road, NY and Westboro, MA. The maximum speed for passenger trains on this line will be increased from the present 50mph limit to 60mph. High-speed interlockings and curve easings will be implemented.

OARP's Hamilton Area Regional Coordinator John H. Keller and his son John were guests of the Chessie System on board the Chessie Safety Express, a 9-car passenger extra train, on May 9th. The Safety Express operated that day from Cincinnati to Detroit. At each stop, local officials and media representatives were invited to ride. The Kellers rode the special from Lima to Deshler. The Chessie Safety Express periodically tours the entire CSX System.



[Above] NARP's Assistant Director BARRY WILLIAMS rode Amtrak's CAPITOL LIMITED from Washington, DC, to address the NARP Region 6 Annual Meeting which also involved members of OARP, IndARP and MARP.

[Below] Amtrak's District Manager BRIAN ROSENWALD of Detroit also addressed the NARP Meeting, speaking mainly to regional concerns in the tri-state area.



OHIO IS WELL-REPRESENTED AT NARP REGIONAL MEET IN FT WAYNE

The annual Region 6 (MI-OH-IN) meeting of the National Association of Railroad Passengers was held on Saturday, March 9th at the Holiday Inn in downtown Fort Wayne, IN. 55 were in attendance; 36 of these were from Ohio. The events of the day were coordinated by the Indiana ARP.

In the morning we held our OARP MIDWINTER MEETING and devoted the time mainly to discussion on current concerns. OARP's Government Affairs Coordinator Manfred Orlow identified some members of the Ohio Congressional Delegation who needed additional contact and enlightenment regarding Amtrak funding. Additionally, members of the Ohio General Assembly who participated in OARP's 1984 Legislative Survey on Passenger Rail were identified as to their stance on the issue. A draft copy of the OARP bill to provide for intercity rail passenger service in Ohio's 3-C Corridor was distributed and discussed. OARP will make contacts in the State House to line up both sponsors and supporters, hopefully bi-partisan, in both the House and in the Senate. Members were told that when this takes the form of specific legislation we will need a great deal of help locally across the state with members contacting their state Reps and Senators and actively getting other supporters to do likewise. Some time was devoted to discussion of organizational concerns, including the Capitol-Crescent Railtour, the radio public service spots, and the status of OARP's finances. Pres. Pulsifer reported a current balance of \$1,169, but that he was aware of outstanding bills totalling about \$800. He noted good cooperation with the increase from \$10 to \$15 for minimum membership renewals and that, with dues and donations now tax-deductible, some additional and more substantial donations were coming in. Ohio Amtrak concerns were also noted and discussed; including the expanded ticket office hours at Lima along with monthly revenue quotas the station must meet in order to stay open, the LAKE CITIES is apparently being carefully scrutinized due to low ridership in the Toledo-Detroit segment, and that station platform improvements were scheduled for Canton which might allow the reinstating of checked baggage service there.

Following an excellent luncheon, the NARP meeting took place. There were two featured guest speakers. NARP's Assistant Director, Barry Williams spoke at length on the current status of the efforts to save Amtrak from extinction in Congress. He stated emphatically that much more mail to Congress would be needed in order to make impact. Also addressing the meeting was Brian Rosenwald, Amtrak's District Manager in Detroit. He was accompanied by Dennis Hale, Amtrak Sales Manager. Brian addressed regional Amtrak concerns. All incumbent NARP Regional Directors were re-elected, with R. DON HURST of Beech Grove, IN replacing Nicholas Noe of Indianapolis who chose not to run for office this year.

OARP wishes to express our thanks to Paul Arden and the Indiana ARP for arranging what proved to be a highly successful and well-attended meeting. The 1986 NARP Region 6 Meeting is slated for Indianapolis.

DON'T MISS OARP's MIDSUMMER MEETING... ON SATURDAY, JULY 20TH
IN COLUMBUS AT THE HOLIDAY INN / CITY CENTER

FROM 10:00AM UNTIL 4:00PM \$8.00 PER PERSON

FEATURING... * GUEST SPEAKER, MARILYN TOMASI, MANAGER OF THE
OHIO OFFICE OF TRAVEL AND TOURISM

* ON-SITE INSPECTION OF THE RAIL-BUS, MEET WITH
COTA AND BRITISH-LEYLAND REPRESENTATIVES

- AGENDA:
- 9:30am REGISTRATION, DISPLAYS, CONVERSATION
 - 10:00am FOCUS ON AMTRAK / an update on the status of Amtrak funding; discussion on Ohio Amtrak concerns.
 - 10:30am FOCUS ON OHIO / updating OARP's push for legislation to fund Amtrak service in Ohio's Cleveland-Columbus-Cincinnati intercity corridor.
 - ★ 11:00am GUEST SPEAKER: MARILYN TOMASI, Manager of The Ohio Office of Travel & Tourism, a division of the Dept. of Development.
 - 12:00nn LUNCHEON / Chopped Sirloin with Mushroom Sauce, Stir-Fried Vegetables, New Potatoes, House Salad with Choice of Dressing, Sherbet, Beverage. \$8.00 per person.
 - 1:00pm STRATEGIES FOR ACTION / organizational concerns.
 - 2:00pm CARPOOL from Holiday Inn to Spring Street site to inspect the RAIL-BUS.
 - ★ 2:30pm ON-SITE INSPECTION OF THE BRITISH-LEYLAND RAIL-BUS (in Columbus for demonstration project) and discussion with COTA and British-Leyland representatives.
 - 3:30pm CARPOOL from Spring Street back to the Holiday Inn.
 - 4:00pm Adjourn.

We attempted to work out a chartered inspection trip on the RAIL-BUS, but after several discussions with the Central Ohio Transit Authority and the Chessie System, we determined that such a trip would not be possible on a Saturday. We regret we could not work out this inspection trip, but we do have the opportunity, as a group, to visit the RAIL-BUS and talk with some of the officials involved with this rail transit demonstration project. We encourage our central Ohio members (especially) to watch local newspapers for announcements and to plan to ride the RAIL-BUS when it is in regular revenue service during its stay in Columbus.

AND... PLEASE NOTE THE SLIGHTLY EARLIER STARTING TIME FOR OUR OARP MIDSUMMER MEETING (and earlier adjournment time)!

USE THIS REGISTRATION FORM FOR OARP's MIDSUMMER MEETING.....

\$8.00 PER PERSON(*). NAME _____
 MAKE YOUR CHECK OR M.O. PAYABLE TO O.A.R.P. ADDRESS _____
 AND MAIL TO: CITY _____
 O.A.R.P. P.O. BOX 653 STATE _____ ZIP _____
 XENIA, OH 45385 BEFORE JULY 17TH! PHONE NUMBER _____

(*) AFTER JULY 17TH, THE COST PER PERSON WILL BE \$9.00.



USE THIS REGISTRATION FORM FOR OARP's MIDSUMMER MEETING.....

\$8.00 PER PERSON(*). NAME _____
 MAKE YOUR CHECK OR M.O. PAYABLE TO O.A.R.P. ADDRESS _____
 AND MAIL TO: CITY _____
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 XENIA, OH 45385 BEFORE JULY 17TH! PHONE NUMBER _____

(*) AFTER JULY 17TH, THE COST PER PERSON WILL BE \$9.00.



LAST MINUTE REGISTRATIONS will be accepted through the evening of FRIDAY, JULY 19th. Call TOM PULSIFER at 513-372-9868 between 6pm-9pm weekdays or 12n-9pm on weekends. EARLY REGISTRANTS benefit from the \$8.00 luncheon rate. After July 17th the luncheon rate is \$9.00 per person. REQUESTS FOR REFUNDS WILL NOT BE HONORED AFTER JULY 17th.

THE DOWNTOWN COLUMBUS HOLIDAY INN/CITY CENTER is located at Fourth Street (one-way northbound) at Town Street, a few blocks south and east of the State House. It is easily accessible from I-70 and I-71 and is across the street from the Greyhound Terminal. City Airport Limousine Service and Taxi Service are available. Plenty of parking available.

As always... OARP officers and regional coordinators will coordinate carpools from their areas to Columbus for the OARP MIDSUMMER MEETING on July 20th. Contact them if you need a ride and can help share expenses; or if you have room in your car for others. If you're coming from out-of-state via Amtrak, we'll get you to and from Columbus via our carpooling program. Just let us know ahead of time.

PLAN NOW TO ATTEND OARP's MIDSUMMER MEETING! PARTICIPATE!

BAGGAGE & EXPRESS

CARDINAL passengers are rejoicing over news that a full dining car, plus the lounge car, will operate on the train thru the summer travel season.

OARP received a nice pat-on-the-back from TRAINS Magazine (pg. 55, June 85 issue) concerning our wise use of public relations. Thanks!

OARP extends our sympathy to member Don Holloway of Akron on the recent death of his father.

OARP garnered excellent advance press coverage of our May 18th Annual Meeting in Columbus, featuring Amtrak's Bill Tucci. An AP release appeared in many papers in Ohio and surrounding states. And, we rated a mention in the May 15th issue of USA TODAY!

The CINCINNATI R.R. CLUB (Box 36060, Cincinnati 45236) is sponsoring passenger trains behind N&W 611; Sat., Sept. 7 Cinti. to Danville, KY and return; Sun., Sept. 8 Cinti. to Muncie, IN. Adults \$42.50 each trip or \$80 if you ride both days. Send a SASE for order forms and details. Trips originate from Ludlow Yard.

OARP's Bill Herndon and Larry George put out a very informative Amtrak Facts sheet which was distributed as part of the "Save Amtrak" campaign to passengers arriving and departing Toledo. It contained national facts and also a lot of local data as well.

The Indiana & Ohio Railroad is running diesel passenger train excursions this summer between Mason and Monroe, Sat-Sun-Hols thru September/4 RT's except 3 on Suns. Operation between Hageman Junction and Lebanon is being considered. Some OARP members are involved with the I&O operations.

Amtrak's advance bookings for July are running 15% ahead of last year's levels. Amtrak officials have told OARP that business is particularly brisk in cities affected by the United Airlines strike, just recently settled. Meanwhile, phone calls to the toll-free Amtrak number (1-800-USA-RAIL) are running up to 20% ahead of last year's pace. Looks like it will be a very busy summer for Amtrak!

OARP member Mark Adamcik reports that all 60 of the Cleveland RTA's new Tokyu cars are now on the property. 31 are in regular operation, the remainder will be placed into service soon. RTA is relaying track thru the cut and S-curve between W.98th St. and W. 117th St. Some remaining Airporter cars are running in 3-car sets. It has been 2 months since any of the old Blue Cars have run in revenue service.

At OARP's Midsummer Meeting we expect to unveil OARP/TELNET, our new TELEphone NETWORK which will enable hot news and vital concerns to be communicated quickly and at lowest possible long-distance charges among OARP's officers, coordinators and other interested activist members who wish to be included in the network. OARP member Bill Hutchison is spearheading this worthwhile project. More on it in the next 6:53.

Thanks also to Bill Hutchison for contacting by mail or phone ALL OARP/NARP members in his surrounding area to rally letter-writing support for Amtrak; and for appearing on behalf of saving Amtrak on a 60 minute WFUN radio program on April 10th in Ashtabula. Cincinnati is considering three light-rail transit alternatives; West Side to Downtown, Blue Ash to Downtown via Clifton, and Blue Ash to Downtown via Walnut Hills. Abandoned rail rights-of-way would be utilized where possible.

OARP prepared a one-page FACT SHEET on the 3-C CORRIDOR for legislators and if you'd like a copy we'll make one for you if you'll send a business letter size stamped self-addressed envelope with your request. A lot of useful information on one piece of paper.

JOIN OARP TODAY and help get Ohio moving on modern 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 \$10 for your first year; \$15 thereafter.

Name _____
 Address _____
 City _____ Phone _____
 State/ZIP _____

CHECK HERE [] if you can be active in the ongoing work of your OARP!

Mail this page with your check/m.o. to OARP MEMBERSHIP SERVICES P.O. BOX 653 XENIA, OH 45385

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

- SEND ME ___ OARP LAPEL PINS @ \$3.50 each, postpaid.
- SEND ME ___ OARP GLASS TANKARDS @ \$5.00 each, postpaid.
- SEND ME ___ 1985 OARP CALENDARS @ 10¢ each in any quantity plus a minimum \$1.00 donation to help cover calendar mailing costs.
- SEND ME ___ 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 but OARP would appreciate stamps, a self-addressed stamped envelope, or a donation to help defray postage expenses.
- SEND ME ___ SAMPLE COPIES OF "the 6:53"
- SEND ME ___ OARP LEGISLATIVE DIRECTORY
- SEND ME ___ OARP GUIDE TO THE OHIO CONGRESSIONAL DELEGATION & OFFICIALS OF AMTRAK
- SEND ME ___ AMTRAK EAST-MIDWEST TIMETABLE
- SEND ME ___ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed business letter size envelope with 56¢ postage (22+17+17) affixed for this item to expedite handling. Thanks!)

Indicate quantity wanted for any item(s).

Members and others should use this page to order materials, making sure your name and correct mailing address are filled in the space above. YOUR DONATIONS HELP OARP DO MORE FOR BETTER PASSENGER TRAIN SERVICES!

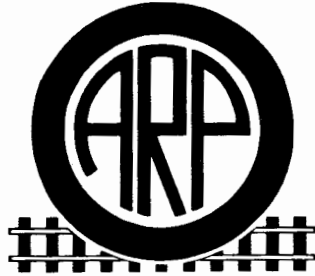
"the 6:53" is the official bi-monthly publication (Jan-Mar-May-Jul-Sep-Nov) of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL 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 \$10 (min.) for NEW MEMBERS and \$15 (min.) for all renewals. There's a handy membership coupon printed in this issue. ALL ABOARD!

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NEXT MEETING: OARP MIDSUMMER MEETING

SATURDAY, JULY 20, 1985 \$8.00
10:00am - 4:00pm
HOLIDAY INN / CITY CENTER in
downtown COLUMBUS

* ON-SITE INSPECTION OF THE RAIL-BUS
* MARILYN TOMASI, MANAGER OF THE
OHIO OFFICE OF TRAVEL & TOURISM



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