

the 6:53

**SEN. SNYDER TO INTRODUCE
OARP "3-C" BILL ON OCTOBER 16th**



OHIO'S 3-C CORRIDOR; ONE STEP CLOSER PHOTO BY DAN ROARK



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DIRECTORY of the OHIO ASSOCIATION of RAILROAD PASSENGERS

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PRESIDENT Thomas R. Pulsifer, 1751 Wilshire, Box 371, Xenia 45385
 Business Phone in Dayton, 9:00a-5:00p weekdays
VICE PRES *J. Howard Harding, 489 Overwood Road, Akron 44313
SECRETARY *William C. Glasser, 3815 Ashwood Drive, N.W., Canton 44708
TREASURER Ben Libby, 1095 Oberlin Drive, Columbus 43221
INFORMATION SERVICES John T. McCann, Box 356, West Carrollton 45449
GOVERNMENT AFFAIRS Manfred Orlow, Box 3, Mid-City Sta., Dayton 45402
MEMBERSHIP SERVICES Ben Libby

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

REGIONAL COORDINATORS ARE YOUR LOCAL CONTACT PERSONS:

"REGION 216" **NORTHEASTERN OHIO**
CLEVELAND James Stevenson, 192 Franklin Drive, Berea 44017 234-5885
AKRON-CANTON *J. Howard Harding, 489 Overwood Road, Akron 44313 867-5507
YOUNGSTOWN John D. Ciccarella, 105 Morris Avenue, Girard 44420 545-2973
WARREN G. Doug Hudson, 3981 Greenmont Drive, S.E., Warren 44484 (216) 856-2557
ASHTABULA-CONNEAUT Bill Hutchison, Jr., 5851 So. Ridge W., Ashtabula 44004 969-1634
LORAIN-ELYRIA Joseph F. Brove, 3902 Valley View Drive, Lorain 44053 282-2130
"REGION 419" NORTHWESTERN OHIO
TOLEDO Larry George, 3020 Lantern Drive, Oregon 43616 698-2167
LIMA John H. Keller, Sr., 721 Woodward Avenue, Lima 45805 224-9936
SANDUSKY John L. Kempton, 1954 E. Oldgate Road, Sandusky 44870 (419) 625-5556
MANSFIELD Richard A. Fry, 59 Chilton Avenue, Mansfield 44907 526-3775
"REGION 513" SOUTHWESTERN OHIO
CINCINNATI & *W. Mike Weber, 14 Joywood Drive, Cincinnati 45218 851-7959
SUBURBAN AREA Ronald D. Garner, 1884 Kress Road, Mount Orab 45154 444-3098
HAMILTON John K. Wilson, 621 Mehring Way, #1711, Cincinnati 45202 241-2543
DAYTON Albert E. Wolf, 1497 Melrose Avenue, Dayton 45409 (513) 294-7110
SPRINGFIELD & David B. Marshall, 50 Villa Road, Springfield 45503 399-1947
CLARK COUNTY James Saunders, 1638 Marinette Drive, Springfield 45503 399-7406
"REGION 614" CENTRAL & SOUTHEASTERN OHIO
COLUMBUS & Brad Upham, 3233 Dale Avenue, Columbus 43213 235-2006
CENTRAL OHIO Alex Heingartner, 205 West Lincoln Ave., Delaware 43015 (614) 369-4383
OHIO VALLEY Craig Colley, 324 Star Route, Stout 45684 858-6202

* also serves as NARP Region 6 Director; 236 Mass. Ave., N.E., #603 [Office] 202-546-1550
 Washington, DC 20002. NARP NATIONAL RAILNEWS HOTLINE, EVENINGS & WEEKENDS 202-546-1551

AS WE GO TO PRESS, SENATOR COOPER SNYDER IS PLANNING TO HOLD A PRESS CONFERENCE ON OCTOBER 16TH, THE DAY OUR 3-C CORRIDOR RAIL PASSENGER BILL IS TO BE INTRODUCED INTO THE OHIO SENATE. ALL OHIO OARP MEMBERS SHOULD WATCH FOR COVERAGE OF THIS NEWS.

GOOD NEWS FOR A CHANGE!

LEGISLATIVE CORNER ----- by Manfred O. Orlow
 OARP Government Affairs Coordinator

For once, I have nothing but good news to report on the legislative front. As most of us know by now, the continuance of Amtrak is now assured (although at a reduced funding level) for at least another two years with a funding of (at press time) \$603.5 million. Late Senate action the first week of October may raise this figure slightly. The \$603.5 million represents an 11.4% cut in Amtrak funding. Because of this cut we expect Amtrak to make some service adjustments and OARP understands that the current Amtrak timetable will remain in effect past October 26th. It appears that a new timetable, reflecting service adjustments, will be issued in December. It does not appear at this time that any present routes would be cut. Much hard work by literally thousands of Amtrak believers helped an eleventh-hour reprieve to become law. This year has been the most critical test yet of Amtrak public and legislative support. But what will happen in another two years? Of course no one knows, but it seems virtually certain that Amtrak will need an even stronger base of financial support if it is to grow and compete equally with other transportation modes. Therefore, it should be of the highest priority for the National Association of Railroad Passengers (NARP) to concern itself immediately, leading the way, with researching funding options and alternatives for Amtrak or any other planned U.S. rail passenger trains, including high-speed. Then, NARP, along with state ARP and local support should help introduce proper legislation for its debate and prompt implementation. NARP has done as much as anyone to lobby for Amtrak's funding recently. Let us hope the momentum can continue.

At long last... OARP is very pleased to report that the Ohio 3-C Corridor Rail Passenger Bill, originally drafted by OARP last year, has been re-drafted by the Legislative Service Commission and is scheduled to be introduced into the Ohio Senate calendar on Wednesday, October 16 by its sponsor, Sen. H. Cooper Snyder (R-Hillsboro). Sen. Snyder is an avid rail passenger train believer and a member of the Governor's High-Speed Rail Task Force which was chaired by Sen. Robert Boggs (D-Jefferson). Sen. Snyder is the chairman of the Ohio Senate's Economic Development & Small Business Committee. At this writing, he and OARP are asking

fellow Senators, both Republicans and Democrats, to co-sponsor the Ohio Rail Passenger Bill. YOUR PERSONAL HELP IS REQUESTED. CONTACT YOUR STATE SENATOR (Use your OARP yellow Legislative Directory!) AND ASK HIM/HER TO JOIN WITH MANY OF HIS/HER COLLEAGUES IN CO-SPONSORING THIS BILL! THIS NEEDS TO BE DONE BEFORE OCTOBER 7th IF AT ALL POSSIBLE! HAVE YOUR STATE SENATOR CONTACT SENATOR SNYDER'S OFFICE, 614-466-8082 TO EXPRESS SUPPORT.

After our bill is introduced it will be assigned a Senate Committee in November for public hearings, and changes, voted out of Committee, then scheduled for a floor vote by the full Ohio Senate. OARP, even at this time, owes a tremendous "THANK YOU" to Sen. Cooper Snyder for the confidence and faith he has shown to OARP by offering to personally introduce this most important legislation into the 116th General Assembly. You who regularly read the 6:53 are very much aware of the many setbacks OARP has had in asking for more and better passenger train services for Ohio. Finally, we believe, something positive will happen soon for the millions of Ohioans looking for an alternative transportation option in Ohio's heavily populated 3-C Corridor. I hope we can all give our collective and personal support to those who will legislatively enable this to happen in the upcoming months.

A COMPLETE COPY OF THE RAIL PASSENGER BILL, REVIEWED AS TO FORM BY THE LEGISLATIVE SERVICE COMMISSION, APPEARS ON PAGES 7, 8 and 9 OF THIS 6:53!

Ohio Senator H. COOPER SNYDER will be featured guest speaker at OARP's 1985 FALL MEETING which will be on SATURDAY, NOVEMBER 9th, in DELAWARE, OHIO. Details on pages 16 & 17!

The OHIO HIGH-SPEED RAIL TASK FORCE released its findings and recommendations report in mid-July. Task Force Chairman Sen. Robert Boggs (D - Jefferson) heralded its release by holding a press conference in Columbus. Your OARP President Tom Pulsifer participated in the Task Force project. OARP's J. Howard Harding, Bill Hutchison and Manfred Orlow also provided input to the Task Force. Other OARP members attended the meetings of the Task Force from time to time. Among the findings are that a state-of-the-art, 170mph high-speed rail system linking Ohio's major cities can be built for approximately \$2.1 billion; and that over two-thirds of the system's construction costs and all its operating costs can be financed through sources other than the State of Ohio. Among the recommendations are that the Governor and General Assembly should continue their efforts to implement an Ohio high-speed rail system by establishing a High-Speed Rail Development Authority; and that Akron should be included in the initial 3-C Corridor route if it is economically justifiable. OARP will have copies of the HSR Task Force Report available at our OARP Fall Meeting on November 9th in Delaware, Ohio.

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HERE'S HOW OUR OHIO DELEGATION VOTED SEPTEMBER 19th ON H.R. 2266, THE AMTRAK AUTHORIZATION: YEA - Applegate, DeWine, Eckart, Feighan, Hall, Kaptur, Kindness, Luken, Oakar, Pease, Regula, Seiberling, Stokes, Traficant, Wylie. NAY - Gradison, Kasich, Latta, McEwen, Miller, Oxley. The bill passed, 290 - 128, and provides funding of \$603.5 million and calls for the creation of a National Railroad Passenger Corporation Financial Status Commission. It appears to OARP that those voting NAY are either known to be anti-Amtrak or Republicans voting on the party line; or both. We must thank those who voted YEA for their support of rail passenger service. We must continue dialogue with the NAYS in hopes they will soon see the necessity of modern rail passenger transportation as vital to our total transportation network.

OARP was credited by NARP on their "News Hotline" recently for our prompt action and communication with the office of Cong. Delbert Latta (R - Bowling Green). Latta had abruptly indicated he would offer an amendment on the U.S. House floor to cut Amtrak by 15% even if no one else did so. OARP's Government Affairs Coordinator Manfred Orlow spoke several times by phone with Latta's transportation aide, Walter Graham. And, just before the House voted on Amtrak, OARP Pres. Tom Pulsifer sent a telegram to Latta at his Washington office. When the vote came the next day; the Congressman did not introduce his amendment at all.

SUMMER AMTRAK RIDERSHIP SOARS --- SOME OHIO TRAINS SOLD OUT Amtrak's ridership and revenues have really soared this Summer! Business has been so good that the carrier's passenger related revenues soared to \$68.1 million in July, the highest total for any July since the system was created in 1971!

Amtrak is projecting it will haul about 20.7 million riders this year, an increase of 4.5% over last year. Ridership in the Northeast Corridor accounts for slightly more than half of Amtrak's annual total ridership and nearly half of the passenger related revenues. Last year this amounted to about \$758 million. Some of the Amtrak trains that have been selling out this Summer on a regular basis (in both directions) are the COAST STARLIGHT, the BROADWAY LIMITED, the CAPITOL LIMITED, the CARDINAL, the SILVER STAR and SILVER METEOR.

Ridership on Amtrak's CARDINAL, serving Ohio, has increased by 16% for the 9 months ending this June. This dramatic increase in ridership is expected to strongly support the case for keeping this train in the Amtrak system despite possible service adjustments to be made as a result of the 11.4% cut recently voted in Amtrak's federal funding. Several OARP members have reported seeing the CARDINAL coming through Cincinnati on several occasions during August with an 18 - 19 car consist and all space "sold out" especially east on the Queen City!

5

CONRAIL ANNOUNCES \$20 MILLION PROGRAM TO UPGRADE BROADWAY LIMITED ROUTE —

Conrail recently announced that it plans to spend \$20 million to upgrade trackage and signals on its Ft. Wayne line which is used daily by Amtrak's BROADWAY LIMITED / CAPITOL LIMITED. Most of the work will take place between Lima and Valparaiso where much of this line now has "slow orders" because of poor track conditions. The route now sees little to no regular freight traffic. The intended track-work will enable fast trains to move at 70mph. OARP, at press time, was unable to confirm word we've heard that, once the line is upgraded, some through "fast freight", such as mail trains and trailer trains, would return to this route between Chicago and Pittsburgh. It is a known fact the Chicago-Toledo-Cleveland Conrail mainline is now nearly saturated with freight traffic.

OUTREACH OPPORTUNITY WHO WILL HELP ? ? ? ?

OARP has been offered use of a display table at the October 13th RAILROAD SHOW that's going to be held at the Country Inn, SR 6 at SR 306, in Mentor, from 10am until 4pm. Materials are no problem, but BILL HUTCHISON is looking for a few area OARP members who can come to Mentor that day and spend an hour or two staffing our table.

Please contact Bill in Ashtabula at (216) 969-1634 if YOU can help out.

HERE, IN ITS ENTIRETY, IS THE DRAFT OF THE RAIL PASSENGER BILL REVIEWED AS TO FORM BY OHIO'S LEGISLATIVE SERVICE COMMISSION:

116th General Assembly
Regular Session
1985-1986
MR.

LSC 116 1591
S.B. No.

A B I L L

To amend section 5519.01 and to enact section 5501.611 of the Revised Code to authorize the Division of Rail Transportation Development of the Department of Transportation to contract with the National Railroad Passenger Corporation (AMTRAK) for intercity passenger rail service, to authorize the Department of Transportation to appropriate property for the purpose of implementing such service, and to make an appropriation.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF OHIO:

Section 1. That section 5519.01 be amended and section 5501.611 of the Revised Code be enacted to read as follows:

Sec. 5501.611 (A) THE DIVISION OF RAIL TRANSPORTATION DEVELOPMENT MAY ENTER INTO CONTRACTS WITH THE NATIONAL RAILROAD PASSENGER CORPORATION FOR THE PURPOSE OF DEVELOPING OR PARTICIPATING IN ANY INTERCITY PASSENGER RAIL SERVICE MADE AVAILABLE PURSUANT TO THE "RAIL PASSENGER SERVICE ACT OF 1970," 84 STAT. 1327 (1970), 45 U.S.C.A. 501.

(B) THE DIVISION OF RAIL TRANSPORTATION DEVELOPMENT SHALL COORDINATE THE DEVELOPMENT OF INTERCITY PASSENGER RAIL SERVICE BY THE STATE AND BY OTHER PUBLIC AND PRIVATE CORPORATIONS AND ORGANIZATIONS, AND MAY NEGOTIATE CONTRACTS WITH THE NATIONAL RAILROAD PASSENGER CORPORATION, ANY STATE DEPARTMENT OR AGENCY OF THIS OR ANY OTHER STATE, ANY DEPARTMENT OR AGENCY OF THE FEDERAL GOVERNMENT, OR ANY PUBLIC OR PRIVATE ORGANIZATION OR CORPORATION, FOR THE PURPOSE OF DEVELOPING INTERCITY PASSENGER RAIL SERVICE OR FOR THE PURPOSE OF SELLING, LEASING, PURCHASING OR TRANSFERRING RAIL PROPERTY USED IN SUCH RAIL SERVICE.

(C) THE DIRECTOR OF TRANSPORTATION MAY APPROPRIATE ANY PROPERTY CONSIDERED NECESSARY FOR THE PURPOSE OF DEVELOPING INTERCITY PASSENGER RAIL SERVICE IN ACCORDANCE WITH THIS SECTION. THE POWER TO APPROPRIATE PROPERTY FOR THE PURPOSE OF DEVELOPING INTERCITY PASSENGER RAIL SERVICE IN ACCORDANCE WITH THIS SECTION SHALL BE EXERCISED IN THE MANNER PROVIDED IN SECTION 5519.01 OF THE REVISED CODE.

(D) THE DIVISION OF RAIL TRANSPORTATION DEVELOPMENT MAY USE STUDIES, SURVEYS, PLANS, DATA, AND ANY OTHER MATERIALS POSSESSED BY ANY STATE DEPARTMENT OR AGENCY, COUNTY, TOWNSHIP, OR MUNICIPAL CORPORATION IN ORDER TO EFFECT

AMTRAK TO BUILD NEW STATION IN DETROIT --- On July 24th Amtrak and SEMTA completed arrangements for the construction of a new Amtrak rail passenger station in Detroit beneath the Joe Louis Arena in the downtown area near the riverfront. The Arena was constructed with space reserved for a future SEMTA station. SEMTA is considering establishing rail commuter train service between Detroit and Ann Arbor. Meanwhile, Amtrak will remain at the historic Michigan Central Station until the new downtown depot is opened in about one year.

Throughout the fight to save Amtrak, OARP has been in contact with a newly formed "Coalition To Save Amtrak" in Washington, DC. Coalition Chairman is James Snyder, National Legislative Director of the United Transportation Union. We are one of many organizations banding together for Amtrak's survival and future improvements.

QUITE A NUMBER OF OARP MEMBERS and others go to INDIANAPOLIS to take Amtrak's HOOSIER STATE train to and from Chicago. Amtrak's "new" facility is now open within the redeveloped historic Union Station complex. It is at the south side of the train shed, just off Illinois Avenue at South Street. Limited free parking is provided adjacent to the Amtrak ticket office. There is a turn-around loop which can be used to drop off and pick up passengers, off Illinois Street which is a one-way street, northbound. From I-70, exit at either McCarthy Street or West Street. There are public parking facilities at the Convention Center, 5 blocks from the depot at Illinois & Maryland, or 2 blocks away at Illinois & Georgia. The Amtrak ticket office is open daily from 7:00am-10:30am and in the evening from 8:30pm until 10:00pm. The station's local phone number is 317-263-0550 and is addressed officially at 350 South Illinois Street.

THE PURPOSES OF THIS SECTION. EACH STATE DEPARTMENT OR AGENCY, COUNTY, TOWNSHIP, OR MUNICIPAL CORPORATION SHALL MAKE THOSE MATERIALS AVAILABLE TO THE DIVISION OF RAIL TRANSPORTATION DEVELOPMENT AND SHALL ASSIST THE DIVISION IN THE PERFORMANCE OF ITS FUNCTIONS.

Sec. 5519.01. If the director of transportation is unable to purchase property for any purpose related to highways, roads, or bridges authorized by Chapters 5501., 5503., 5511., 5513., 5515., 5516., 5517., 5519., 5521., 5523., 5525., 5527., 5528., 5529., 5531., 5533., and 5535. of the Revised Code, OR FOR ANY PURPOSE RELATED TO THE DEVELOPMENT OF INTERCITY PASSENGER RAIL SERVICE AUTHORIZED BY SECTION 5501.611 OF THE REVISED CODE, he shall first enter on the journal of the department of transportation a finding that it is necessary, for the public convenience and welfare, to appropriate such property as he deems needed for such purposes. Such finding shall contain a definite, accurate, and detailed description of the property, and the name and place of residence, if known or with reasonable diligence ascertainable, of the owner of the property appropriated.

The director shall, in such finding, fix what he deems the value of such property appropriated, together with damages to the residue, and deposit the value thereof, together with such damages, with the probate court or the court of common pleas of the county within which such property, or a part thereof, is situated. The power to appropriate property for any purpose authorized by such chapters, OR BY SECTION 5501.611 OF THE REVISED CODE, shall be exercised in the manner provided in sections 163.01 to 163.22 of the Revised Code.

Section 2. That existing section 5519.01 of the Revised Code is hereby repealed.

Section 3. All items in this section are hereby appropriated as designated out of moneys in the state treasury to the credit of the General Revenue Fund. For all appropriations made in this act, those in the first column are for fiscal year 1985-1986; those in the second column are for fiscal year 1986-1987; and those in the third column are for the biennium. The appropriations made in this act are in addition to any other appropriations made for the 1985-1987 biennium.

770 DEPARTMENT OF TRANSPORTATION

General Revenue Fund

417 Rail Passenger Transportation	\$4,143,000	\$2,643,000	\$6,786,000
Total Department of Transportation	\$4,143,000	\$2,643,000	\$6,786,000

The foregoing appropriation item 770-417, Rail Passenger Transportation, shall be used by the Department of Transportation to contract with the National Railroad Passenger Corp-

oration (AMTRAK) for intercity passenger rail service. This item will fund the start-up and operation of twice-daily rail service connecting Cleveland, Columbus, and Cincinnati.

Within the limits set forth in this act, the Director of Budget and Management shall establish accounts indicating the source and amount of funds for each appropriation made in this act, and shall determine the form and manner in which appropriation accounts shall be maintained. Expenditures from appropriations contained in this act shall be accounted for as though made by the 116th General Assembly in Am. Sub. H.B. 238.

The appropriations made in this act are subject to all provisions of Am. Sub. H.B. 238 for the 1985-1987 biennium which are generally applicable to General Revenue Fund appropriations.

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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
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
WEST CHESTER	WEST CHESTER TRAVEL, INC.	513-777-6770

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.

CAN YOU HELP? OARP member AL MLADINEO [4119 Brainard Road, Chagrin Falls, OH 44022] is developing a slide presentation on Amtrak and travel by modern train suitable for general audiences. Please contact Al if you can donate or loan slides for use in this outreach effort.

FORTY-TWO ATTEND OARP's MIDSUMMER MEETING IN COLUMBUS JULY 20

Although the visit to Columbus by the RAILBUS was cancelled, thus eliminating OARP's planned opportunity to inspect it as a featured part of our Midsummer Meeting; we did have a good attendance of 42 members and guests. Our Meeting was held on Saturday, July 20th at the Holiday Inn City Center in downtown Columbus. Very shortly after the 6:53 had gone to press we received a letter from the Central Ohio Transit Authority announcing cancellation of the RAILBUS demonstration project and thanking OARP for its strong interest in this particular rail transit project. Concerns for high insurance and total costs were cited by COTA for cancelling the RAILBUS project.

In place of the planned RAILBUS inspection OARP arranged two alternative events for the afternoon portion of our meeting. Following the luncheon, Robert E. Lawler presented a slide program on the North Corridor Transitway in Columbus. Lawler is senior transportation engineer with the Mid-Ohio Regional Planning Commission and is project leader with the North Corridor project. To end the day, our Columbus Regional Coordinator, Brad Upham, arranged with the Chessie System for our people to visit the CSX Operations Center at Parsons Yard in Columbus, from which train movements on C&O and B&O lines in a large part of Ohio are centrally-controlled. OARP thanks Lance Johnston and L. S. Pendleton of the Chessie System for their cooperation in making our visit and tour possible.

In the morning we'd invited as featured guest speaker Marilyn Tomasi, manager of the Ohio Office of Travel & Tourism, a division of the Ohio Department of Development. Only days before our Meeting we learned Marilyn Tomasi could not attend but, in her place we heard from Jan Pariser who is Public Relations Coordinator for the Office of Travel & Tourism. Jan Pariser, who brought a lot of handout materials with her for us, discussed the operation of her office. She also requested input from OARP on rail's effect on Ohio tourism and how it can be developed, especially in bringing more people TO Ohio by train from other states. OARP promised to assist developing closer contact between the Office of Travel & Tourism and the regional Amtrak Sales & Marketing representatives in our area.

Prior to hearing from Jan Pariser, OARP's Vice President Howard Harding reported on the present status of Amtrak funding in Congress. Howard also serves as a regional director of the National Association of Railroad Passengers. OARP's Government Affairs Coordinator Manfred Orlow provided an update on OARP's push for legislation for Amtrak service in Ohio's "3-C" Corridor. The good news being that our proposed legislation was now being reviewed by Ohio's Legislative Service Commission and would be introduced first in the Ohio Senate. State Sen. Cooper Snyder has agreed to sponsor the bill. Manfred stressed that when our bill is introduced, much support work will be required, especially from OARP coordinators and activist members in cities and towns served on the Cleveland-Columbus-Cincinnati rail passenger corridor.

Following an excellent Chopped Steak Luncheon and the fine and informative presentation on the North Corridor Transitway by Bob Lawler we held an organizational business meeting.

- * OARP Treasurer Ben Libby reported a bank account balance of \$1,700.02 with bills to be paid totalling \$955.12, leaving \$744.90.
- * Approved by voice vote membership in the Ohio Chamber of Commerce at \$100 annually; their excellent weekly status reports on legislation felt to be well worth the annual membership dues alone.
- * Approved by voice vote renewal of membership in the Ohio Environmental Council (\$50) as OEC has set as a goal a concern for rail transportation in helping bring about an improved environment for Ohio.
- * Approved donation of \$125 to NARP to assist the "Save Amtrak" fight.
- * Approved appointment of Larry George as OARP's Toledo Area Regional Coordinator succeeding Bill Herndon who has moved to North Carolina.
- * Presented OARP's "TELNET" [Telephone Network] enabling OARP officers and regional coordinators to communicate rapidly in case of urgent necessity when immediate action on something is justified. TELNET is set up so that, at present, no one except the President has to make more than two calls. Other active members who wish to join the TELNET calling list may do so.
- * Commented on the good news regarding the high revenues at Amtrak's Lima station for June, but expressed concern over Amtrak's poor communication (with OARP and others) about the low round-trip excursion fares in effect in time to publicize it in a timely fashion.
- * Reported that OARP member Tom Podlesak has offered to coordinate the revision of OARP's RAIL TRAVEL GUIDE.
- * Requested help for an OARP outreach opportunity coming up on the STATE FAIR LIMITED being operated August 10 & 11 between Cleveland, Bellevue and Columbus. Tickets (2 per trip) will be provided to OARP members who can work the train.
- * Encouraged input on proposed changes to Amtrak's MONTREALER and made public comment solicitation information available as a handout.
- * Reported that OARP will now make available at its meetings the quarterly catalogs of the General Services Administration's Consumer Information Center. These are free.
- * Thanked Brad Upham for his donation of assorted doughnuts for the morning session.
- * Discussed options for the OARP Fall Meeting.

Our thanks to all who came to Columbus on July 20th and participated actively in the ongoing activities of your OARP!

AGAIN THIS YEAR, OARP WAS AFFORDED AN OPPORTUNITY TO RIDE THE STATE FAIR LIMITED PASSENGER TRAINS FROM CLEVELAND TO THE OHIO STATE FAIR ON AUGUST 10th AND 11th AND MAKE OARP AND AMTRAK MATERIALS AVAILABLE TO THE PASSENGERS. FIRST, OARP IS GRATEFUL TO BILL FUEHRING AND THE MAD RIVER & NKP RR SOCIETY FOR MAKING IT POSSIBLE FOR OARP TO WORK THESE TRAINS. AND, SECOND; OARP THANKS THE JIM STEVENSON FAMILY, WHO WORKED THE SATURDAY TRIP, AND THANKS TO DAVE AND DONNA SHREINER, WHO WORKED ON THE SUNDAY TRIP. AND... THANKS TO JOHN McCANN, WHO MADE OARP FLYERS AVAILABLE TO PASSENGERS ON THE RECENT CINCINNATI RAILROAD CLUB TRIPS TO DANVILLE AND TO MUNCIE ON SEPTEMBER 7th AND 8th.

AMTRAK'S BROADWAY/CAPITOL STRIKES TRUCK, DERAILS IN MANSFIELD

At about 12:40am on Monday, August 26th, Amtrak's eastbound BROADWAY LIMITED / CAPITOL LIMITED rammed a trailer truck carrying steel at a grade crossing within the Empire - Detroit Steel Company plant just west of downtown Mansfield and derailed. 15 of the train's 19 cars derailed and came to rest on an embankment alongside the tracks. None of the cars overturned and none were seriously damaged. The frame of the tractor-trailer was wrapped around the front of the lead engine and a large coil of steel was embedded in the engine.

The train carried 425 passengers, 16 crew members. 53 were injured in the accident and only 9 were admitted to Mansfield General Hospital with non-critical injuries. Noted entertainer and frequent Amtrak passenger Pearl Bailey and her husband were on the train and assisted officials with rescue efforts. Fire and rescue personnel from Mansfield and surrounding townships arrived at the scene within 20 minutes. Most of the passengers were provided temporary shelter at the Richland County Fairgrounds while arrangements were being made to get them on to their destinations. By 5:00am a fleet of buses secured by Amtrak had arrived at the Fairgrounds to take the passengers on east. Railroad wrecking crews were already getting derailed cars back on the tracks by 7:00am. Over 500 feet of the eastbound track were torn up by the derailment. OARP's Regional Coordinator Richard Fry visited the accident site after he left work late Monday afternoon and reported most of the Amtrak cars had been rerailed and readied for a deadhead move to Chicago and that Conrail track forces were rebuilding the damaged segment of the eastbound main track.

The Amtrak train was reportedly moving 70mph at the time of the accident, however, all trains must slow down to 40mph at a point some distance east of the grade crossing so the train's speed could have been less than 70mph. The investigator for the National Transportation Safety Board determined that the stalled truck was carrying 50% more weight than it should have. The truck was designed to carry a maximum load of 81,000 lbs. but at the time of the accident was loaded with six rolls of coiled steel weighing a total of 120,000 lbs. The truck driver had left his stalled vehicle on the crossing and had gone for assistance when the gates came down and the Amtrak train came around a slight curve and smashed into the side of the truck. OARP understands that the Empire - Detroit grade crossing has been the scene of several accidents and near-misses involving steel trucks. There is an unconfirmed report that the same steel truck was nearly clipped by a Conrail freight train shortly before it was hit by the passenger train. This accident was well covered by the media throughout Ohio; generally in a very forthright and fair manner. Much coverage was devoted to Pearl Bailey's involvement with helping to calm fellow passengers and assist the rescue efforts. Prompt, professional response and action by area rescue workers was also cited positively.



ABOVE: OARP's Dave Shreiner and Al Wolf welcome visitors to OARP's display table at the June 8th Lima Amtrak Open House. BELOW: Visitors help themselves to Amtrak materials on display. Both photos: Donna Shreiner.



PUTTING BEST FOOT FORWARD...
...WORKS WONDERS!

In June 1984 Amtrak revenues at its Lima, OH station were only \$14,617. This year the June revenues at Lima were \$33,642; a 130% increase!

Amtrak says the June 1985 revenue figures for Lima are the largest for any month in the ten years that Amtrak has staffed the ticket agency in the Lima station. Canton and South Bend also posted increases in June 1985.

What helped boost revenues?

The day-long 10th Anniversary "Open House" on Saturday, June 8th with its special excursion rates certainly helped. The recent restoration of daytime business hours on Mondays, Tuesdays and Wednesdays has helped. And media coverage of the Open House event also helped.

Amtrak indicated they sold over \$8,000 worth in tickets on June 8th alone at Lima!

FORMER AMTRAK ROUTE, MAJOR B&O ROUTE THROUGH OHIO DOWNGRADED

It's been several years since Amtrak's SHENANDOAH bisected Ohio University's campus at Athens twice daily on its nocturnal journey between Cincinnati and Washington. Today most of the B&O freights are gone from this east-west mainline across southern Ohio. Tomorrow, Athens may lose its railroad access completely!

On July 30, 1985 the Chessie System abruptly effected a "rationalization" plan to downgrade its Cincinnati - Parkersburg - Cumberland mainline to branch line status and to reroute all through freight traffic. The 80 mountainous main line miles between Parkersburg and Clarksburg are expected to be soon listed for abandonment; thus severing a through route between the midwest and the east coast ports. The official

Chessie press release tells only part of the whole story:

"Longer mileage may be shorter in total travel time and Chessie System wants to explore the possibility. Intermodal trains from the east destined for Cincinnati and St. Louis no longer will use the traditional route through Grafton and Parkersburg, WV. They have been rescheduled to operate via Pittsburgh and Deshler, OH, then to Cincinnati. "The new route is 170 miles longer but has easier

grades and better clearances. Chessie thus will be able to add rack cars to regular intermodal trains, a policy not possible via Grafton because of tunnel clearances.

"The Chessie System rerouting is in the same category as Conrail's earlier move to operate its Pittsburgh - St. Louis traffic via Crestline, OH instead of Steubenville. In that case the line was downgraded to local service."

Within Ohio, remaining local freight service between Cincinnati and Chillicothe presently runs only tri-weekly; with irregular local service between Chillicothe and Parkersburg, often turning back at Hamden.

Meanwhile passenger rail advocates have cause for concern. In addition to an almost certain loss of the Cincinnati-Cumberland line as a through mainline, the Cincinnati-Lima-Deshler B&O line is now nearly saturated with freight trains! Not only is it handling the rerouted Parkersburg line trains, but it is also handling the rerouted freight traffic off Chessie's Cincinnati - Chicago via Peru, IN line which presently handles Amtrak's CARDINAL. The Cincinnati-Toledo B&O line, mostly single-tracked, is a most logical intercity route for future north-south Amtrak rail passenger service linking Detroit and Cincinnati with Gulf Coast points and Florida. A B&O conductor told your OARP President that on one day in August it took nearly a full 12 hours to make a local freight run from Dayton to Wapakoneta and return because they had to go in nearly every passing siding to get out of the way of the through freights.

To those of us who've watched the Ohio rail scene closely, it appears that the CSX Corporation is doing to the former B&O lines what Conrail has done to former PRR lines in Ohio; that is to first divert the through freight, defer maintenance, downgrade the line and the local service, discourage local small shippers, then move to abandon the line outright.

Meanwhile, CSX Corporation which owns and operates the B&O and the C&O has been quietly doing some "paper shuffling" to give CSX's "pet" C&O Railway rights over remaining lucrative B&O Railroad lines in Ohio. These include Chicago to Fostoria and Willard, also Cincinnati, Hamilton to Deshler and Toledo. And, to pave the way for downgrading and abandoning the B&O line between Willard, Mansfield, Mount Vernon and Newark; the B&O now has rights over the C&O Columbus-Fostoria main line. 28 miles of the former Pittsburgh-Wheeling-Columbus B&O line was ripped up this summer between Lore City and Belmont, OH. Now it, too, is no longer useful as a through line.

NOVEMBER 11TH IS "D" DAY FOR AMTRAK'S CARDINAL INDIANA ROUTE!

"D" in this case stands for "downgrade", a word uttered with fiendish glee these days by some railroad officials. On, or shortly after this date, CSX Corporation will officially move to downgrade the Cincinnati - Chicago line which is the route of Amtrak's CARDINAL. Though no line segments have yet been posted for abandonment, many jobs will be abolished and all remaining through freight traffic will be rerouted. OARP expects that an alternate routing for the CARDINAL will be announced shortly. OARP expects that, for a short time, the

CARDINAL will go from Hamilton to Indianapolis via the B&O line through Connersville and Rushville, then follow the Amtrak HOOSIER STATE route between Indianapolis and Chicago. However, after the Conrail's more direct Cincinnati to Indianapolis (Big Four) line is reopened to through trains (in December 1985?) it is expected that this will be the preferred route for Amtrak. For one thing, it will mean the end of the time-consuming back-up moves at Cincinnati and also the excruciatingly slow speed limits between Cincinnati and Hamilton. Although Hamilton would lose its Amtrak service, overall improvement of the route's performance should be better via the CR "Shelbyville" line. And Indianapolis would once again have a "through" passenger train to and from the east coast via Cincinnati. OARP understands that as of early July, Amtrak was monitoring CSX's plans for the downgrading of the CARDINAL route very closely. CSX made its intentions official on August 7th. Meanwhile, work continues

on the rehabilitation of the Conrail "Shelbyville" line into a through route once again. The latest word OARP's heard is that the line may be available for through trains by this December. OARP understands that Conrail plans to run at least one, possible two, through round-trip freight trains daily once the line reopens. That portion of this line between Sunman and Lawrenceville Jct. has been out of service for a number of years.

And... a portion of the former CARDINAL route over the C&O between Fernald and Cottage Grove, best remembered for several scenic high wooden trestles, is to be abandoned by CSX Corporation. This was a part of the "Cheviot Hill Line" out of Cincinnati to Chicago. The CARDINAL now operates via Hamilton between Cincinnati and Cottage Grove.

NORFOLK SOUTHERN / CONRAIL Several OARP members have asked us which rail facilities in Ohio would be impacted by the proposed sale of Conrail to the Norfolk Southern. Some facilities and line segments may have a bearing on future intercity rail passenger services in Ohio.

To the best of OARP's knowledge, here are the facilities that are in question: (mainlines are underlined)

NS LINE ABANDONMENTS: Cleveland to Rocky River, Lorain to Oak Point, Huron Branch and Shinrock Connection, Delmont Junction to Montpelier.

CR LINE ABANDONMENTS: Mingo Junction to Bowerston, Cadiz and Hanna Branches. The long-term future of the CR Columbus to Charleston (WV) route is also in question.

TERMINAL ABANDONMENTS & CONSOLIDATIONS: Brewster Shops (future uncertain), Cincinnati Gest St. Yards & Shops (consolidate), Columbus Buckeye Yard & Shops (close), Carey Yard, Huron Yard and Montpelier Yard (all will close), Toledo Car & Locomotive Facility (close), Stanley Yard (downgrade), Cleveland Rockport Yard and Collinwood Yard (downgrade both).

LINES SOLD, TRANSFERRED OR LEASED TO GUILFORD: Buffalo to Cleveland, Delphos to Douglas, Delphos to East St. Louis, Crestline to Gary, Carrothers to Walbridge.

TRACKAGE RIGHTS FOR GUILFORD: Cleveland to Crestline, Berea to South Lorain, Bucyrus to Carrothers, misc. line segments at Toledo.

LINES SOLD, TRANSFERRED OR LEASED TO THE P&E: Connellsville to Pittsburgh Junction, Pittsburgh Junction to Bellevue, the Cleveland Belt Line, Cleveland to Harmon, Harmon to Zanesville, the Chagrin Falls Branch, Carrollton Branch, Minerva Branch, Massillon Branch, the Canton Belt Line, Steubenville to Martins Ferry, the Lorain & West Virginia Railway, Peabody Branch at Trinway, Huron Branch.

TRACKAGE RIGHTS FOR THE P&E: Toledo to Bellevue, Youngstown to Kent, misc. line segments at Mingo Junction.

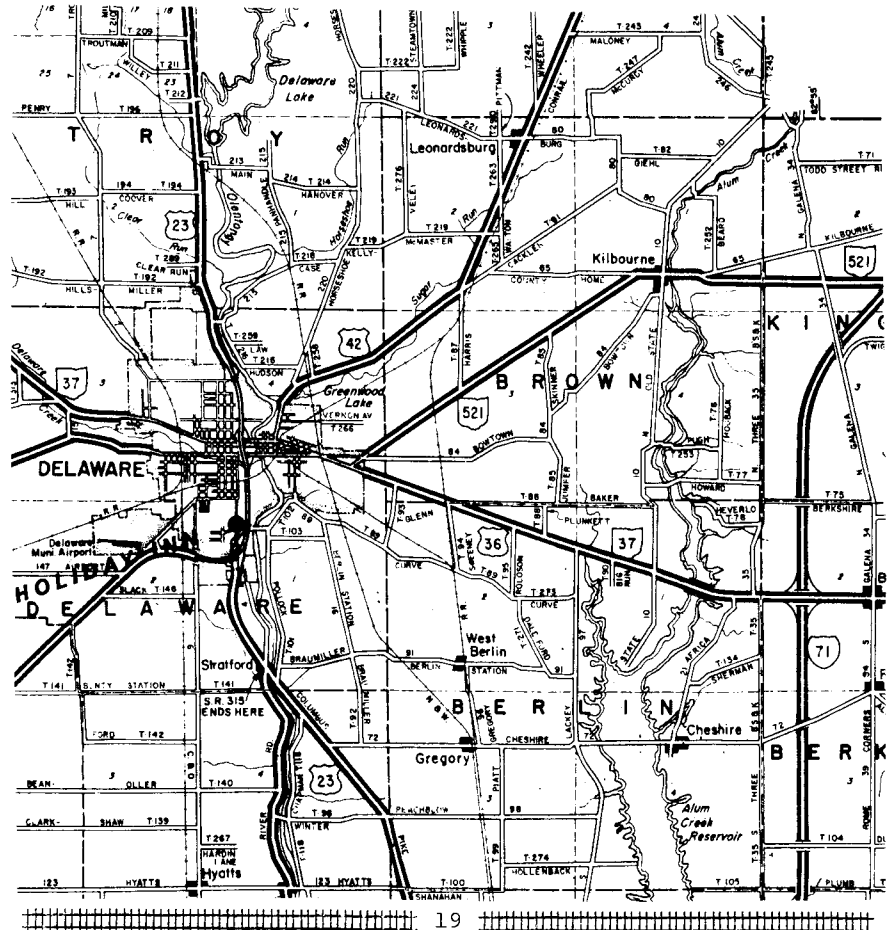
TERMINALS & YARDS TO BE CONVEYED: Brewster Yard (P&E), Canton Yard (P&E), Conneaut Yard (Guilford), Lima Yard (Guilford), Mingo Junction Yard (P&E), Cleveland 55th Street Yard (Guilford), Cleveland Campbell Road Yard (P&E).

Thus far, Ohio state officials' official position is that maintaining Conrail as an independent railroad would be to Ohio's substantial long-term advantage, while acquisition by Norfolk Southern would be to Ohio's severe detriment.

OUR "THANKS" TO OARP MEMBER TOM PODLESAN OF KETTERING! Tom stepped forward and offered to coordinate the revision of our OARP RAIL TRAVEL GUIDE. Work is well under way at this time. It will be finalized shortly after adjustments to Amtrak's nationwide system are made late this fall following finalization of the Federal Budget. Watch "the 6:52" for an update.

GETTING THERE The HOLIDAY INN at DELAWARE, OHIO is at 351 South Sandusky Street about 1 mile from the center of downtown. From U.S. 23 north or south exit at "SANDUSKY STREET". From I-71 exit at U.S. 36, go west to the center of town and turn south on Sandusky Street. You can see the HOLIDAY INN from U.S. 23 and U.S. 42 (limited access highways within the city) but you can access the HOLIDAY INN only from South Sandusky Street. Plenty of free parking. Subject to last-minute adjustment, we'll be meeting in the OHIO ROOM at the HOLIDAY INN.

Reproduced here for your guidance (courtesy of the Ohio Department of Transportation) is a portion of the Delaware County Map showing railroad lines. The old NYCRR passenger depot still stands (on U.S. 42 east of downtown) as does the old C&O depot (on U.S. 36 just west of downtown); both re-used for other purposes today. The 3-C route mainline runs to the east of the city, crossing SR 521 and U.S. 36. The NS (N&W, ex PRR) crosses U.S. 36 (site of a long-gone depot) within the city limits east of downtown.



BAGGAGE & EXPRESS

Conrail's "Elk Creek Detour" on Amtrak's LAKE SHORE LIMITED route at Lake City, PA came to an end on July 15th. The westbound LAKE SHORE that day was the first passenger train over the rebuilt CR mainline that was completely washed out during a torrential rainstorm in March.

More and more fiber optics communications lines are being built along railroad rights-of-way, being buried underground alongside existing tracks. Amtrak and the CSX Corporation are leading the way. The MCI fiber optics on the Amtrak New York-Washington line is already in operation. The following fiber optics routes are under construction here in Ohio: Baltimore-Chicago via Pittsburgh/CSX-B&O (LightNet); Pittsburgh-Youngstown/P&LE (Litel); Detroit-Cleveland/route uncertain (GTE/Sprint); Buffalo-Chicago/Conrail (RCI Corp.); and Detroit-Springfield, Ohio/GTW.

OARP members with a special interest in the B&O Railroad will be interested in the Affiliation For Baltimore & Ohio System Historical Research, now being organized as a formal organization. The AB&OSHR has been in existence since 1955 as a loosely knit group. For complete information, please contact Mr. J. W. "Barney" Barnard, Jr., R.D. 2, Box 226, Rock Road, Shelby, OH 44875 or phone 419-347-2087. Please include a business-letter-size stamped self-addressed envelope with your inquiry to expedite response.

Word out of Washington is that Robert M. Ferry, an accountant, will be named to the Amtrak Board of Directors to replace Crete Harvey.

Look for reductions in Amtrak's popular "All Aboard America" fares, and with some regular fares, effective October 10th.

Amtrak's Board approved \$5 million for 50 new mail/express cars scheduled to go into service in 1986. 21 of the new cars will replace existing baggage cars that would otherwise cost \$2.8 million to overhaul. 5 cars will be used to eliminate an existing baggage car shortage. The 24 remaining cars will be used on six routes where current mail, express and baggage demand exceeds capacity.

OARP understands that Amtrak's MONTREALER will likely remain on its present schedule this fall and continue operation into Montreal's Central Station. Amtrak had talked of terminating the train at St. Albans, VT and bussing passengers across the border (everyone OFF the bus for customs inspection!) into Canada. We also understand the ADIRONDACK will begin operation into Central Station. It presently terminates at Montreal's historic Windsor Station. Not confirmed yet if Greenfield, MA and Claremont Junction, NH will be added as MONTREALER stops this fall.

The City of Cincinnati will celebrate its bicentennial in 1988 and it looks like Cincinnati Union Terminal will be the focus of activities as a proposed Heritage Center. CUT would become the home of both the Museum of Natural History and the Cincinnati Historical Society.

We extend our sincere sympathy to the family of long-time OARP member Dr. A. R. Weber of Cincinnati who passed away recently following a short illness. He was a dental surgeon and maintained a private practice for many years in Cincinnati. He was a member of several rail-oriented organizations.

Hours at the Amtrak ticket office at Cincinnati's River Road Station have been changed; open 5:00am-12:30pm and 5:00pm-12:30am Wednesdays thru Sundays, Closed Mondays and Tuesdays (no train). Along with the changed hours, unfortunately, has come a reduction in personnel on duty at the Amtrak station. Jobs have also been trimmed at Toledo's Amtrak ticket office.

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Rail-traveling satirists have been having a field day with the cover illustration on the August/September 1985 issue of AMTRAK EXPRESS which is available free on most Amtrak trains. The Murray Tinkelman drawing depicts an Amtrak turboliner in the background and a cowboy on a horse in the foreground. The cowboy bears strong resemblance to President Reagan who, as we well know, would just as soon eliminate Amtrak completely. We've already noted several "improvised" captions doodled onto the cover; one which sums it up being, "Why ride trains? Git a horse!"

Funding for Amtrak pales in comparison with a recent report that it would cost the U.S. \$9 million just to repair two B1b bomber jet aircraft engines which were damaged when two loose bolts got sucked into the engines. An Air Force Captain was quoted in a recent Dayton Journal Herald article that it could cost about \$7 million to completely replace a destroyed engine on an expensive jet fighter aircraft.

The West German government, a group of German companies and the Budd Company of Philadelphia have approved a grant -- worth more than \$100,000 -- to the Pennsylvania High Speed Intercity Rail Passenger Commission. The grant will be used to study magnetic levitation technology for the Philadelphia-Pittsburgh passenger railroad corridor.

OARP member Paul Laning of Sandusky contributed to a July 14th feature by Hank Harvey in the Toledo Blade's Sunday magazine on the "Air Line", 68.5 miles of straight, level track between Toledo and Butler, IN. This is today the Conrail mainline used by Amtrak's LAKE SHORE LIMITED and many fast freight trains. Paul Laning is a noted authority on the history of northern Ohio railroads.

Starting September 2nd, any U.S. travel agent who sells airline tickets now has the capability of making reservations and selling Amtrak tickets, using the facilities of ARC, the Airlines Reporting Corporation. Amtrak's VP/Sales & Advertising Robert E. Gall said Amtrak is the first non-airline to establish affiliation with the ARC, covering the sale and reporting of rail transportation to its more than 20,000 authorized travel agencies at over 26,000 U.S. locations. Gall stated this would almost double the number of travel agency locations at which Amtrak customers now will be able to purchase rail tickets and tours.

Several OARP members have noted that AmeriTrust Customer Services of Cleveland has run ads in several northern Ohio newspapers promoting "Track Down A Great Vacation" on Amtrak.

OARP's Manfred Orlow and Tom Pulsifer presented 4 films on modern passenger railroading (Europe & Japan) to the July meeting of the Dayton Railway Historical Society and also discussed the passenger rail situation in Ohio. We've heard several positive comments on the printing of the 6:53 in "OARP Blue" ink, as opposed to black. We'll plan to continue this practice.

ONCE AGAIN, OARP IS SEEKING HELP... We'd like a member to assume responsibility for maintaining our various MAILING LISTS and be liaison with our data processor who is located in Dayton. Involves accurate, clerical record-keeping on a regular basis; coordinating closely with your OARP President and Treasurer/Membership Chairman. No pay; but your efforts to help improve this important area of our work will be greatly appreciated by your Association! Contact Tom Pulsifer (see DIRECTORY, Page 2).

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CHRISTMAS IS COMING / The Well-Read Passenger Rail Advocate

Your OARP President is sometimes asked which rail-oriented publications he reads regularly to (try to) keep up with it all. In addition to all the exchange newsletters from other ARPs and rail groups; Amtrak, Association of American Railroads, and rail union communications; here's his recommended reading list along with subscription information. You may also wish to subscribe to some or all of them.

NARP NEWS Published 11 times a year for members of the National Association of Railroad Passengers. \$15 membership includes a subscription. Write NARP at 236 Massachusetts Ave., N.E., #603, Washington, DC 20002. Every OARP member should also be a NARP member.

PASSENGER TRAIN JOURNAL Published monthly by PTJ Publishing, Inc. P.O. Box 860, Homewood, IL 60430. \$24.00 for twelve issues. \$42.00 for twenty-four issues.

RAIL TRAVEL NEWS Published twice monthly by Message Media, P.O. Box 9007, Berkeley, CA 94709. Subscription is \$19.50 a year, \$9.75 for six months, sample copy 85¢.

THE INTERNATIONAL RAILWAY TRAVELER Published bi-monthly by the Hardy Publishing Co., P.O. Box 35067, Louisville, KY 40232. Annual subscription is \$15.00.

MODERN RAILROADS Published monthly by Enright/Reilly Publishing Company at \$40.00 a year. Address subscription request to Subscription Dept., Modern Railroads, Suite 1641, 127 N. Dearborn St., Chicago, IL 60602. This is a rail industry publication serving railroads, rail transit and intermodal transportation.

RAILWAY AGE Published monthly by Simmons-Boardman Publishing Corporation at \$30.00 a year. Address subscription requests to Subscription Dept., Railway Age, P.O. Box 530, Bristol, CT 06010. This is also a rail industry oriented publication.

MASS TRANSIT Issued monthly by Mass Transit, Inc., 1190 National Press Building, Washington, DC 20045. Subscription price is \$30.00 a year. This publication is urban transit oriented.

RAIL TRAVELING OHIOAN TO BE IN GUINNESS BOOK OF WORLD RECORDS!

Jim Brady, 53, of Wilmington, OH likes to travel Amtrak! Using Amtrak's "All Aboard America" fares, along with the expert assistance of Amtrak Regional Sales Manager Fred Frayer and Amtrak Ticket Agent Bob Bachmann at Cincinnati in helping prepare his itinerary, Jim embarked February 11, 1984 on a 30 day rail adventure covering 25,980 miles around the U.S.A.

Jim saved ticket receipts and telephone bills to document his journey. On July 31st Jim Brady was notified that his efforts have been authenticated and that he will appear in the next edition of the Guinness Book of World Records in a new "rail travel" category. Jim Brady's next rail adventure will be three months in Europe with a Eurailpass. Maybe he'll set a rail travel record there too! Jim says, though, he's not going to kill himself to make the "Book" a second time!

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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 WE ARE MOVING FORWARD TOGETHER FOR BETTER RAIL TRANSPORTATION FOR OHIO. WE INVITE YOU TO GET ON BOARD! A NEW MEMBERSHIP IN OARP IS \$10 FOR YOUR FIRST YEAR; \$15 THEREAFTER.

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- SEND ME _____ OARP logo WINDOW DECALS @ 50¢ ea., postpaid.
- SEND ME _____ OARP "LET'S GET OHIO MOVING ON PASSENGER TRAINS" white on blue BUMPER STICKERS @ \$1.00 ea., postpaid.
- SEND ME _____ OARP 1986 CALENDARS @ 10¢ ea. in any quantity PLUS a minimum \$1.00 donation to help cover calendar mailing costs. 1986 CALENDARS will be available in November 1985.
- SEND ME _____ OARP LEGISLATIVE DIRECTORY No charge for these items;
- SEND ME _____ OARP GUIDE TO THE OHIO CONGRESSIONAL DELEGATION & OFFICIALS OF AMTRAK however, OARP would appreciate stamps, a self-addressed stamped envelope or a donation to help us defray postage expenses.
- SEND ME _____ OARP MEMBERSHIP FLYERS
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- SEND ME _____ OARP RAIL TRIP REPORT FORMS
- SEND ME _____ OARP WALLET-SIZE CARDS LISTING AMTRAK INFORMATION & RESERVATION PHONE NUMBERS YOUR DONATIONS TO OARP WILL HELP US DO MORE FOR BETTER PASSENGER TRAIN SERVICES FOR OHIO!
- SEND ME _____ AMTRAK EAST-MIDWEST TIMETABLE
- SEND ME _____ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed business letter size envelope with 73¢ postage [22+17+17+17] affixed for this item to expedite handling. Thanks!)

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"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 1985 FALL MEETING

SATURDAY, NOVEMBER 9TH \$8.50

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