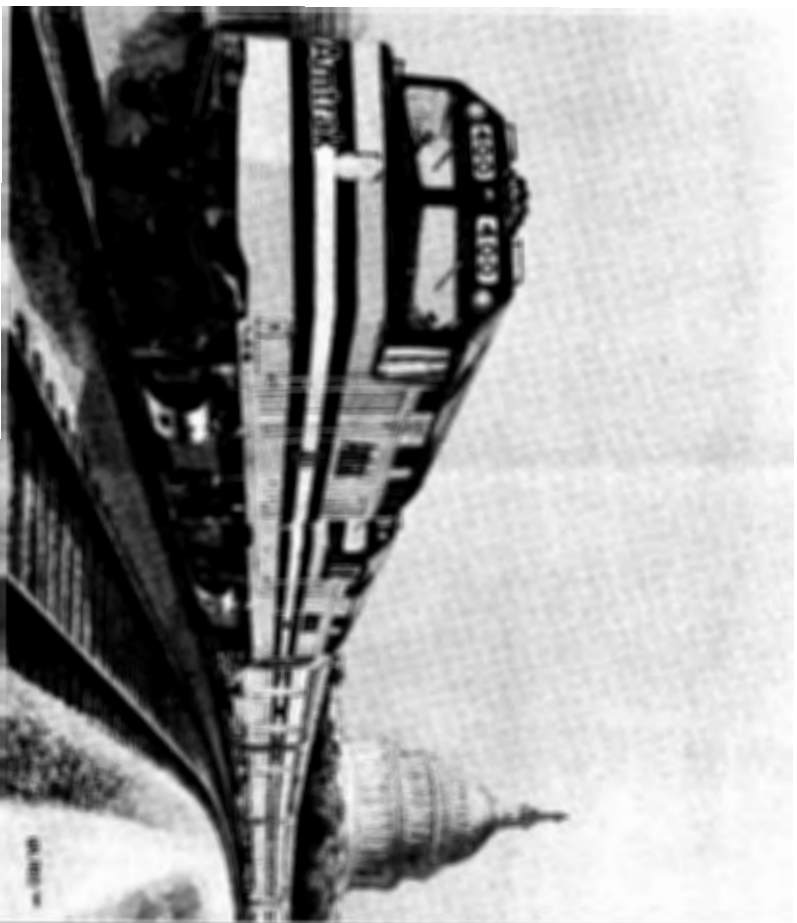


the 6:53



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OHIO ASSOCIATION OF RAILROAD PASSENGERS

DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS

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

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AMTRAK SERVICE CHANGES

Here is a summary of both the permanent and the temporary service changes which Amtrak announced on December 20th and will make effective January 12th:

First, to allay all the rumors concerning the CARDINAL, OARP has been informed that there will be NO CHANGES to the CARDINAL's routing, schedule or days of operation at this time. Amtrak expects to maintain this service in its present form via the Muncie line, until at least the end of April. OARP had earlier been told this train would be rerouted via Indianapolis in January (Chessie System ends freight service between Peru and Wellsboro on January 1st leaving the tri-weekly CARDINAL the sole remaining train to use this portion of track), but now it appears this route will take place later on in 1986. OARP will keep you posted.

TEMPORARY CHANGES / effective January 12th through March 20th:

- * The PIONEER will operate tri-weekly between Salt Lake City and Seattle departing SLC Tu-Th-Sa and departing SEA Su-Tu-Fr.
- * The CRESCENT will operate tri-weekly between Atlanta and New Orleans departing ATL Su-Tu-Fr and departing NOL Mo-We-Sa. The CRESCENT remains a daily train between New York - Washington - Atlanta.
- * The PALMETTO, between Washington and Savannah, will operate southbound only on Fr-Sa-Su and northbound only on Sa-Su-Mo.

PERMANENT CHANGES / effective January 12th:

- * The MOUNT RAINIER will operate southbound Th-Fr-Sa-Su only and northbound on Fr-Sa-Su-Mo only.
- * The southbound SHAWNEE will be discontinued. The southbound ILLINI is extended to Carbondale and will depart Chicago at 4:35pm. The northbound ILLINI will be discontinued, with the ILLINI name assigned to the northbound SHAWNEE on its existing schedule.
- * The eastbound WOLVERINE #350 and westbound TWILIGHT LIMITED #355 will operate Fr-Sa-Su only in the Chicago-Detroit corridor.
- * The STATE HOUSE, in the Chicago-St. Louis corridor, will not operate southbound on Sa and will not operate northbound on Su.
- * In the Philadelphia-Harrisburg corridor, 4 Mo-Th round trips will be discontinued, as will 3 Fr-Sa round trips and one Su round trip.
- * The EMPIRE STATE EXPRESS will be discontinued in both directions between Albany - Buffalo - Niagara Falls, but will remain in service between New York and Albany.
- * The INDIANA CONNECTION, trains #321 and #324, will be discontinued between Chicago and Valparaiso.
- * Operation of The BLUE RIDGE between Washington and Martinsburg has been transferred to the Maryland DOT.
- * Operation of two "403(b)" trains, the NORTH STAR and the SILVER PALM, will not be resumed; and one "403(b)" train, the CAROLINIAN, may not be resumed.

NEW AMTRAK NATIONWIDE TIMETABLES WILL BECOME AVAILABLE AT THE TIME OF THE JANUARY 12th CHANGES. THESE MAY BE SECURED DIRECTLY FROM AMTRAK AT NO CHARGE, OR THROUGH OARP (see page 19 of this issue of the 6:53).

COVER: Detail from Amtrak's 1986 Wall Calendar portrays the CRESCENT departing Washington, DC. The painting by rail artist Gil Reid continues a series commissioned by Amtrak for their large wall calendars. Information on ordering Amtrak calendars appears elsewhere in this 6:53.

LEGISLATIVE REPORT . . .

by OARP's Government Affairs Coordinator MANFRED ORLOW

Welcome to 1986! This year promises to be another busy one for OARP and legislative activities. We hope that your interest and concern for rail passenger service throughout Ohio and the nation will continue during the upcoming months of this new year.

3-C HOUSE SPONSORSHIP ANNOUNCED

OARP is most pleased to share with you the news that Rep. Frederick H. Deering (D-Monroeville) will sponsor the Ohio House version of the 3-C Corridor Rail Passenger Service Legislation in the same form and language as Sen. Cooper Snyder's S.B. #264 reported earlier. This announcement came soon after a mid-November meeting with Rep. Deering, OARP Pres. Tom Pulsifer and OARP Govt. Affairs Coordinator Manfred Orlow.

We are most pleased with Rep. Deering's sponsorship. As a veteran Ohio House member, he is respected by leaders of both parties as a skilled legislator on environmental and transportation issues. OARP wishes him well with the 3-C legislation and pledges to support his efforts in every way during the upcoming months of Statehouse activity. His office may be called directly in Columbus for more information at (614) 466-3547.

At the moment Rep. Deering is busy inviting other House members to co-sponsor the 3-C bill with him prior to its likely introduction in early January. Help is needed right now to solicit support from YOUR own Ohio House Representative with the Deering bill co-sponsorship. Merely refer to your yellow OARP OHIO LEGISLATIVE DIRECTORY or call (toll-free) 1-800-282-0253 to find out who YOUR State Representative is and how he or she may be contacted.

For reference purposes, a complete copy of the identical Senate Bill appeared in the October issue of OARP's the 6:53.

TALKS BEGIN ON 3-C STATION LOCATIONS

Unofficial but necessary discussions have already begun between the Ohio Department of Transportation's Division of Rail Transportation Development staff and numerous on-line local officials to discuss plans for station locations and their ancillary facilities. These initial meetings at the station sites will prove to be most helpful in determining the scope of what needs to be done in an official way once the 3-C legislation has become law. Prime consideration of the stations will be their accessibility by the public, service marketability, security, and ease of train movements. Possibilities at some locations could include dedicated feeder bus service as well as Amtrak mini-van shuttle services. At some locations it was possible for OARP members to be included in the on-site inspections of the station sites, and we thank OhioDOT/Rail for allowing this participation by OARP.

SENATE BILL #264 INTRODUCED

The 3-C Corridor Rail Passenger Service Legislation was introduced into the Ohio Senate on October 16th by Sen. H. Cooper Snyder and 11 co-sponsors. The introduction of S.B. #264 was highlighted with an 11:00am press conference in the State House on October 15th. OARP was officially represented at this press conference by Tom Pulsifer and Manfred Orlow. Also represented at this press conference were OhioDOT, the Sierra Club, and the railroad employees. The press conference was covered by various newspapers, radio and TV stations and resulted in statewide coverage.

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RESOLUTIONS OF SUPPORT LISTED

A total of twelve Ohio Senators joined in sponsoring S.B. #264 on October 16th when it was introduced. They include Senators Snyder, Fisher, Pfeiffer, Drake, Lukens, Ney, Boggs, Collins, Branstool, Shafrath, Horn and Ocasek.

In addition, the following have endorsed the concept of state-supported rail passenger service in Ohio's 3-C Corridor:

Governmental Bodies: Cuyahoga County Board of County Commissioners (Cleveland), Montgomery County Board of County Commissioners (Dayton), City of Middletown Commissioners, City of Dayton Commissioners, City of Springfield Commissioners, Clark County Board of County Commissioners (Springfield), Clark County Transportation Coordinating Committee Board of Directors (Springfield).

OARP's special thanks go to new OARP member MARK CARLSON of Bay Village for his diligence and initiative with getting Cleveland area political support for the 3-C resolutions. Also... our gratitude again to OARP's Springfield Regional Coordinators DAVID MARSHALL and JIM SAUNDERS for their help, and to Middletown OARP member DeWitt Chapple for his important efforts in getting that city's governmental resolution.

Organizational Support: Ohio Association of Railroad Passengers (in support of S.B. #264), Sierra Club - Ohio Chapter, Indiana Association of Railroad Passengers, Dayton Area Chamber of Commerce Transportation Committee, Ohio Planning Conference Board of Directors, Miami Valley Auto Club (AAA Tours) letters of support.

Labor Organizations: Brotherhood of Maintenance of Way Employees; Brotherhood of Railway, Airline and Steamship Clerks; the United Transportation Union; the Brotherhood of Locomotive Engineers (letters of support). OARP's special thanks to members THOMAS BROWN of Newton Falls who is state legislative representative for the Maintenance of Way Brotherhood, and CHUCK YENNI of Columbus who serves in the same capacity for the Locomotive Engineers. In addition, executives Rowland Deal and Howard Randolph of the UTU have been most helpful and supportive along the way. We are grateful for their assistance.

Other: Columbus radio station WTVN-am editorialized in favor of S.B. #264 and, on the morning of October 28th, conducted a listener call-in poll with the phone call votes registering a solid 67% in favor of the 3-C Corridor rail passenger service.

Efforts continue to add more groups and organizations to the list, especially in the on-line cities and counties. Many are pending and resolutions will likely be acted upon after the new year begins to gain momentum again. However, we are pleased with the results to date. We want to encourage all members to become actively involved in helping secure support for the 3-C Corridor legislation. A diversity of support throughout Ohio will aid in making the 3-C Corridor Project a reality.

SENATE AND HOUSE TESTIMONY NEEDED SOON

We also want to encourage you to comment publicly about the Senate and House Bills, whatever your opinion. Hearings will begin soon on S.B. #264 in Sen. Ted Gray's Transportation Committee and somewhat later (after its introduction, of course) in the House Transportation Committee (most likely). Testimony may be written or oral, or a combination of both. Legislative hearings are generally rather informal. We

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encourage you to become active in the political process by scheduling yourself with the appropriate committee and talking with the decision-makers. To call, use the toll-free legislative number listed earlier in this report.

SPECIAL 3-C PROJECT SLIDE PROGRAM AVAILABLE Special funding received from several organizations are making it possible for OARP to produce a 10-12 minute non-partisan informational slide program which can be made available at no charge to any interested organization. A trained speaker from OARP or a typed script may accompany each presentation. To schedule this presentation, call OARP's Pres. Tom Pulsifer. Consult our OARP DIRECTORY on page two.

B A G G A G E & E X P R E S S

Amtrak's BROADWAY/CAPITOL LIMITED initiated service at WARSAW, INDIANA, effective October 25th. On November 16th, Amtrak and local officials conducted a dedication ceremony at the new station. Warsaw is about midway between Fort Wayne and Valparaiso.

OARP has learned that Amtrak will reroute its ADIRONDACK train (effective January 12th) into Central Station at Montreal. The train presently uses historic Windsor Station. Also, the northbound MONTREALER will operate one hour later to give better times to more Vermont stations.

Dayton Union Station suffered major damage from heavy rains in November, including partial collapse of the waiting room ceiling. The Conrail train directors office has been moved to a "tower" between Third Street and Wayne Avenue. Present conditions do not look at all favorable for use of Dayton Union even as a temporary station for the proposed 3-C Corridor Service until a new, permanent facility can be constructed adjacent to the Transportation Center 3 blocks east of Dayton Union.

Marjorie Young, assistant professor of sociology at Wilmington College (Ohio) states that poor intercity transportation is one reason more older Americans are moving from small towns and farms to bigger cities; that transportation has become too difficult for people living in the country. In an October 14th news story carried in many Ohio newspapers, Young concludes that "we need more trains, buses, and mini-buses if small towns and country living are once more to become practical".

OARP may participate in THE GREAT AMERICAN TRAIN SHOW at the Dayton Convention Center, January 18 & 19. IndARP had a booth at the GREAT AMERICAN TRAIN SHOW in Indianapolis in November and reported enlisting 5 new members and accessing nearly 10,000 people. Cincinnati Amtrak agents Bob Bachmann and Johnnie Smith have recently participated with an Amtrak booth at several "show" opportunities in southwest Ohio.

Your OARP President apologizes that this issue of the 6:53 is so late. We did want to include the Amtrak service changes which were not made available to us until December 20th. We have also been very busy with daily efforts on the 3-C Corridor Project. Please keep in mind that we are still a volunteer Association (even though some days it does not seem that way). Your understanding is appreciated. Your OARP President is thankful that more members ARE getting more actively involved in the ongoing work of OARP. This is most necessary to our overall success. It appears that 1986 will be a most crucial year for passenger trains.



[Above] Participants listen to Sen. H. Cooper Snyder explain details of S.B. #264.



[Right] OARP's Government Affairs Coordinator Manfred Orlow "meets the press", newsman Norm West of WKEF-TV 22 in Dayton.



[Right] Fielding questions are Rowland Deal of the United Transportation Union, Manfred Orlow of OARP and Don Young of The Sierra Club.

PHOTOS:
John T. McCann

OARP's NEW 1986 CALENDARS
ARE AVAILABLE!

ORDER YOURS NOW!

For 1986 we have redesigned our handy 9" x 12" OARP CALENDAR so that it appears more streamlined and also allows a much larger area for the photo.

This year our CALENDAR reinforces the concept of modern passenger trains providing dependable, comfortable, safe and economical downtown-to-downtown travel convenience. The photo shows an Amtrak "Passenger Extra" departing downtown Dayton, crossing Main Street and passing the Convention Center. The photo was taken by your OARP President Tom Pulsifer from his office window where he works as advertising manager for Ziebart.

Additionally... our 1986 OARP CALENDAR displays the entire year at a glance with all major holidays highlighted.

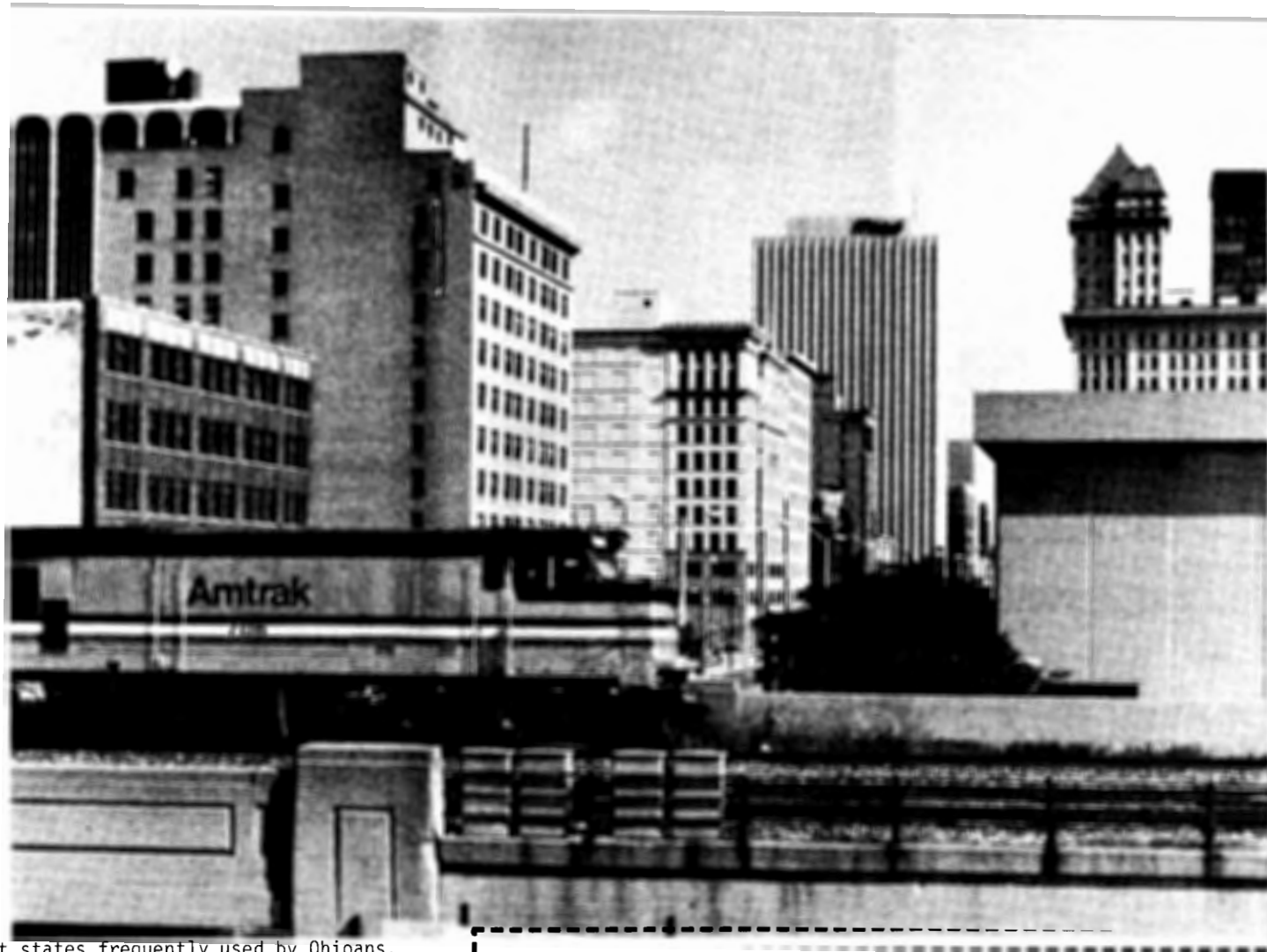
And... our CALENDAR is made more useful to you by listing handy phone numbers you may well need; including:

- * Amtrak's toll-free information and reservations number, including the direct-line local numbers from Cleveland, Cincinnati and Toledo.
- * Amtrak's local station phone numbers for all staffed Ohio stations plus those in adjacent states frequently used by Ohioans.
- * Amtrak's regional sales and marketing offices in Indianapolis and in Toledo.
- * The toll-free Ohio Legislative Information number plus the local number for use in the Columbus area.
- * The Ohio Department of Transportation's Division of Rail Transportation Development.

...plus brief information on OARP, membership, and how to get in touch with us.

AGAIN THIS YEAR, OARP'S CALENDARS ARE JUST 10¢ EACH IN ANY QUANTITY PLUS A MINIMUM \$1.00 DONATION TO HELP US COVER CALENDAR MAILING COSTS.

ORDER SEVERAL; SOME FOR YOURSELF, OTHERS TO GIVE TO FRIENDS & ASSOCIATES!



OARP CALENDARS
P.O. BOX 653
XENIA, OH 45385

Please send me _____ 9 x 12 OARP 1986 CALENDARS

I'm enclosing payment at 10¢ per calendar plus a minimum donation of \$1.00 to help OARP cover the costs of mailing the 1986 calendars.

SHIP TO: _____

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Of the four Amtrak routes serving Ohio, only the CARDINAL posted a ridership increase (14.9%) for Fiscal Year 1985 which is October 1984 through September 1985. Systemwide, Amtrak carried 20,776,091 passengers and did post a 4.2% increase. The LAKE SHORE posted a 12.7% decrease, the BROADWAY/CAPITOL a 4.7% decrease, and the LAKE CITIES (including the Detroit Corridor trains) a 2.4% decrease.

According to a recent item in U.S. News & World Report, railroads abroad (most of which are state owned) are in for modernization and expansion, though few promise to pull out of their money-losing ways. Swiss railways are rated efficient and well run yet even they post chronic deficits. Subsidies to loss-making lines serving remote, less prosperous regions are deemed "inevitable". Investment plan to year 2000 calls for 2.6 billion dollars to expand the 3,000 mile Swiss system. French nationalized railroad posts regular losses despite subsidies, is to balance books by 1989. The TGV has earned money since it began its Paris-Lyon run in 1981. The French aim to link major cities with TGV service. West Germany eyes 10 year, 10.5 billion dollar outlay to handle fast trains and other changes.

OARP has learned that we DID have one of our members involved in the August 26th derailment of the BROADWAY/CAPITOL in Mansfield. OARP member GEORGE BAYLESS of Dayton had boarded at Lima and was in the Washington sleeper. George was uninjured although his car derailed and was tilted at a 45° angle. Thanksgiving Weekend was Amtrak's busiest ever. Although Amtrak assigned 1,130 more cars and scheduled 80 extra trains, and even borrowed cars from various commuter services, Amtrak counted over 8,400 standees on trains; compared to about 5,000 in 1984. The volume of calls to Amtrak set a one-day record of about 173,000!

OARP's DAVE LEBOLD will be representing OARP at the Annual Member Organization Retreat of the Ohio Environmental Council which will be held on January 18th at Sharon Woods Metro Park near Westerville. The Retreat helps OEC members set OEC program priorities for the year and provides member organizations an opportunity to exchange ideas, information and strategies on issues of interest. Members and Associates of the Railroad Passenger Car Alliance will be holding their Annual Meeting in Huntington, WV, on January 9-10-11, 1986. For information, contact Don Maxwell at 606-325-8035 (evenings, please).

Conrail has filed notices with the ICC for abandonment of nearly 570 miles of track in 12 states. Ohio would lose 65 miles. Rail should be coming up soon on the abandoned CR line between South Charleston and Xenia, the route of Amtrak's NATIONAL LIMITED which was discontinued in 1979. It is expected that Conrail will also file to abandon Xenia to East Dayton, the last remaining rail access into Xenia, once a major railroad junction.

OARP member CHARLES M. HORN of Lockbourne had a nice letter on Amtrak, the 3-C Corridor Project, and OARP published in the November issue of Country Living, which reaches 205,000 rural electric system users in the state of Ohio.

Hurricane "Juan" affected Chessie System lines which in turn caused some service disruptions for Amtrak's CARDINAL and CAPITOL. Between Cumberland and Brunswick, MD, parts of the B&O mainline were under 10 feet of floodwaters. The CARDINAL was annulled for several days and the CAPITOL was rerouted via Philadelphia. B&O lost a major bridge on its mainline near Rowlesburg on the former Amtrak SHENANDOAH route.

Careful scrutiny of U.S. Government reports will sometime bring smiles. Here is one sentence from a recent National Transportation Safety Board report on fires in the New York City subway system: "An assistant train dispatcher, on duty at the Brooklyn Bridge Station, also heard the loud nose and immediately activated an emergency alarm box..."

Congratulations to OARP member HAROLD ZWEIFEL of Columbus on his recent election as vice-chairman of the newly-established Ohio State Legislative Committee of NARVRE, the National Association of Retired and Veteran Railway Employees. And... on a snowy December 17th, OARP's MANFRED ORLOW and TOM PULSIFER spoke on the 3-C Corridor Project to members of the Dayton Unit of NARVRE at Sacksteder's Restaurant.

MARDI GRAS & SUPER BOWL: OARP has learned that Amtrak will schedule additional CRESCENT round-trips during the period of travel to these events in New Orleans. The CRESCENT gets cut to a tri-weekly operation between Atlanta-New Orleans January 12th.

Amtrak's three long-distance trains serving Ohio rated additional equipment to handle the year-end Holiday crowds. The CARDINAL operated with one additional sleeping car and two additional "Heritage" coaches from December 15th through January 5th. The BROADWAY LIMITED also carried an additional sleeper and two added coaches. On the CAPITOL LIMITED, the Amlounge II which normally operates only between Washington and Pittsburgh was extended to operate through to Chicago and positioned next to the dome coach. The New York section of the LAKE SHORE LIMITED garnered two extra coaches and an added 3100 series lounge car. The Boston section rated an added through coach. NARP members should watch the upcoming issue of NARP NEWS for a feature article on Ohio's 3-C Corridor and the legislation which will hopefully bring the service to reality.

Amtrak's CAPITOL LIMITED ran as a separate train from Pittsburgh to Chicago on Saturday December 14th due to delay from a freight derailment in Martinsburg, WV; and again on Saturday the 21st due to unusually heavy ridership. On the 14th, the CAPITOL was due in Lima at 8:35am.

OARP has received comments from a few members using the Sandusky Amtrak station about deteriorating conditions caused by vandalism and neglect. Our Sandusky Area Regional Coordinator JOHN KEMPTON reported that windows and lights have been broken and that the electric heaters ran full-tilt for eight straight days because they either could not or would not be shut off, due to the broken windows. Responsibility by the paid caretaker is inconsistent at best with the Amtrak waiting room open for the trains on some days, not on others. OARP has written a letter to Amtrak expressing concern over the negative situation at the Sandusky depot.

OARP PRESIDENT APPOINTS INTERIM COORDINATOR FOR THE LORAIN - ELYRIA AREA

Our Lorain-Elyria Area Regional Coordinator, JOE BROVE is now retired and enjoys a good part of each year in the Sunshine State! Because of OARP's need to have an active contact person in this region, your OARP President Tom Pulsifer has appointed DALE MENCHHOFER of Oberlin who has expressed a willingness to serve as our Regional Coordinator on an interim basis. DALE is a fairly new member of OARP and participated actively in our November 9th Fall Meeting in Delaware, Ohio. DALE's address is 192 NORTH OBERLIN ROAD, APT. 192-L, OBERLIN, OH 44074. His telephone number is (216) 775-0637.

BEST MEETING IN YEARS was the comment echoed by several OARP members following our Fall 1985 OARP Meeting, held on Saturday, November 9th at the Holiday Inn in Delaware, Ohio. We had 51 in attendance for the morning session and buffet luncheon. Then in the afternoon, which was opened up to the public, an additional 20 Delaware area citizens joined us for Senator H. Cooper Snyder's rousing remarks and our wrap-up session. An advance press release about OARP, our Meeting, and about the 3-C Corridor Project merited front-page coverage in The Delaware Gazette, Thursday, November 7th.

Our featured guest speaker was Ohio Senator H. Cooper Snyder of Hillsboro, sponsor of Senate Bill #264 in the Ohio Senate which would allow the State of Ohio to contract with Amtrak for passenger train service linking Cleveland, Galion, Delaware, Columbus, Springfield, Dayton, Middletown and Cincinnati. The Senator gave all of us a stirring presentation on his reasoning for backing the 3-C Corridor Project, stressing the economic development aspects of the Project to benefit not only the immediate Corridor, but the entire State of Ohio. He kept stressing the fact that within the 3-C Corridor there are five million pocketbook consumers. He considers the 3-C Project a minimal investment for a major new transportation service in Ohio. Sen. Snyder and his lovely wife were our guests for luncheon and chatted with everyone who attended our meeting. This personal contact was much appreciated. It was obvious that Senator Snyder was as interested in personally meeting the OARP members as we were in hearing his remarks. This will be an OARP Meeting not soon forgotten!

We began our day with coffee, doughnuts (courtesy of OARP) and conversation at 10:00am. Pres. Pulsifer convened our Fall Business Meeting at 10:30 and introduced OARP Regional Coordinator Alex Heingartner who made everyone "Welcome to Delaware!" It was noted that the new President of the Indiana Association of Railroad Passengers, Nick Noe, and the newly elected NARP Region Six Director from Indiana, Don Hurst, were both in attendance. OARP Secretary Bill Glasser presented minutes of several previous OARP Meetings. All were approved. OARP's Treasurer, Ben Libby presented his report, showing a current balance of \$1,868.74. This was also approved. OARP Member Thomas G. Brown presented a check to OARP's Special Projects Fund from the Brotherhood of Maintenance Of Way Employees. Manfred Orlow noted that other funding was pending.

Under Old Business, Howard Harding reported that OARP can assist the Sierra Club by becoming a "Friend" and would forward the appropriate paperwork to OARP's President as soon as possible. OARP member Tom Podlesak of Kettering reported on the revision of our RAIL TRAVEL GUIDE and solicited assistance and input from members. Of prime consideration under New Business were two resolutions, the first a simple organizational endorsement of Ohio S.B. #264. Passage was unanimous. The second was a statement concerning the disposition of Conrail, with complete text as follows: *The Ohio Association of Railroad Passengers supports a disposition of Conrail that will be the most beneficial to the future of intercity rail passenger service. The resulting ownership of Conrail should pledge to the public full cooperation on improving intercity passenger train service, including, but not limited to: 1) preservation and improvement of the Cleveland-Columbus-Cincinnati (3-C) Corridor; and 2) restoration of the Cleveland-Youngstown-Pittsburgh Corridor to permit viable rail passenger services.* This Statement was unanimously approved.

Also under New Business... Pres. Pulsifer announced that George Bayless of Dayton had offered to assist with clerical work involving our various mailing lists. Concern was expressed regarding problems with the Amtrak depot facility at Sandusky. An update was provided on problems Amtrak encountered with recent flooding in the east, directly affecting both the CARDINAL and the CAPITOL LIMITED services. Help was requested for upcoming OARPportunity (!) Thanksgiving Weekend at the Dayton Fairground Coliseum, with Regional Coordinator Al Wolf coordinating the schedule of our volunteers.

The NARP Region Six Directors in attendance, Howard Harding, Mike Weber, Bill Glasser and Don Hurst, provided an update of Amtrak's budget situation and reported on the NARP Directors Meeting in October in Glenwood Springs, CO. Just before we all enjoyed an excellent Buffet Luncheon, a large number of donated door prizes were given out, along with a few pre-planned and well-deserved "door prizes" for a couple of our members in attendance! Pres. Pulsifer announced that all in attendance should take 10 of our new 1986 OARP Calendars, 2 OARP logo decals and 2 OARP bumperstickers at no charge and put them to good use.

Our Buffet Luncheon featured an excellent spread centered around Beef Tips with Noodles and Chicken Puffs with Supreme Sauce, topped off with a nice selection of fresh-baked pies of the season. There was plenty of good food for everyone and there were many good comments about the Buffet. Following Senator Snyder's presentation, OARP's Government Affairs Coordinator Manfred Orlow gave a status report on the 3-C Corridor Project and handed out a printed summary sheet. Copies of our special 3-C Corridor Newsletter were also available. These are sent mainly to legislators and on-line agencies and organizations interested in the 3-C Project. Manfred asked for volunteers to assist OARP's "Speakers Bureau" and a sign-up sheet was circulated and quite a few indicated they'd help out in their areas. A possible schedule showing how the 3-C Corridor service could fit in with Amtrak connections at both Cleveland and Cincinnati was distributed (and is reprinted elsewhere in this 6:53) and discussed.

Pres. Pulsifer was scheduled to give his version of "The Little Red RAILROAD Hen", but he said there was no way he could top the inspired presentation by Senator Snyder, so he'd save his story for another time! With that, our Fall 1986 OARP Meeting adjourned at 4:00pm.

OUR THANKS TO THE OARP MEMBERS WHO STAFFED OUR DISPLAY TABLE AT THE DAYTON FAIRGROUNDS COLISEUM ON THANKSGIVING WEEKEND, NOVEMBER 30th and DECEMBER 1st: AL WOLF, GEORGE BAYLESS, BOB SCHWENKE, ROBERT REED, LINDA LEAS, MANFRED ORLOW, BETTIE NICKELL and TOM PULSIFER. Over 3,500 people attended this annual Railroad Show and over the years it has been one of OARP's better outreach opportunities. THANKS also to AL WOLF who did the scheduling of our workers for the two-day event.

OARP member MARK CARLSON of Bay Village was featured in a Cleveland Plain Dealer article on December 1st, recounting his personal efforts in approaching city councils across Greater Cleveland asking that they consider resolutions of support for Amtrak service in the 3-C Corridor. Mark Carlson joined OARP and became a very active rail passenger service supporter after he and his wife took a 4,500 mile Amtrak trip through the South and Southwestern United States back in April of 1985. We appreciate Mark's efforts and hope they will serve to inspire others.

OARP's FALL MEETING in Delaware, November 9th

Photos: John T. McCann

(Right) Ohio Senator Cooper Snyder addresses 71 rail passenger service advocates stressing the economic advantages of the 3-C Project for the State of Ohio.



(Above) Senator Snyder chats with a guest.

(Above) OARP's President exclaims, "Look here, everybody; we made page one!"

RAIL TRAVEL AS IT SHOULD BE by OARP member Ted Isaacs, Cincinnati

Ann and I spent just over two weeks in Europe and during that time ALL of our intercity travel was by rail. For many different reasons we were most favorably impressed by the overall quality of the service. There are frequent connections to all major and most smaller cities. Roadbeds are excellent with all-welded rail and rolling stock that seems to be either quite new or maintained in very fine condition. Most lines on the continent are electrified, but most in Britain are diesel. Average speeds of 50mph and better are maintained. Trains depart and arrive within 1 to 3 minutes of scheduled times.

Our first experience was in England with daytime excursions that are operated by British Rail under the name of "Britshrinkers". The tour group leaves London in the morning in a reserved car on one of the regular British Rail trains for a destination 50-75 miles away. At this point tour buses transport the group to several different points of interest and late in the afternoon back to another rail station 50-75 miles out of London. The return train trip gets back to London in plenty of time for dinner. As an example, we were able to visit Salisbury Cathedral, Stonehenge and Bath all in one day with plenty of time for sightseeing and lunch in a typical British pub.

Next, we boarded the Orient Express for the trip from London to Venice. The train to the Channel port has dining accommodations only and a lunch of outstanding quality was served. After crossing the Channel we boarded the train that goes through Paris, eastern France, Switzerland and northern Italy to Venice. Original Orient Express cars have been rebuilt and redecorated in turn-of-the-century style and they are all extremely beautiful. However, we felt that the best part of this trip was the daytime ride through the Swiss Alps. Comparing notes with people who have made this same trip by bus or private automobile, we are convinced that the train provides the best views. Mountain streams tumble down the steep slopes to join small rivers that the train often follows for miles. This is a green landscape except for the peaks that rise above the timberline and, in some cases, are snow-covered. Pretty Swiss farmhouses and small towns add to the beauty of the natural landscape. This is not a scene reserved for the Orient Express passengers, but is of course the same as seen from any of the many trains that travel through this area.

On our return to Paris from Venice and after several days in that fascinating city, we boarded a Trans European Express (TEE) trains for Brussels. Though we had reserved seats, we spent the entire 2½ hour trip in the dining car where we had, for about \$8 each, what we felt was probably the best meal that we had in our entire trip. This in light of the fact that we had traveled to Europe on the QE2 and had meals on the Orient Express as well as at some of the best European restaurants. In this one dining car there were three waiters and a headwaiter. They began the meal carrying silver platters with two choices of appetizers, followed by three choices of main dish, three hot vegetables and several choices of dessert. Hot dishes were hot, cold dishes were cold, and everything was served with style. We recommend TEE trains to all travelers whenever they are available. Incidentally, we had six choices of departure times from Paris to Brussels and this is very typical of travel between major cities.

An extraordinary example of the frequency of rail travel in Europe came to our attention when we decided to spend part of a day in the city of Brugge, approximately 70 miles from Brussels. When we asked about frequency of service we were

amazed to find that there was a train every 1/2 hour! It was only because of this great frequency that we were able to easily make the original unplanned side trip to Brugge.

Except for the Orient Express and the TEE trains, all others have both first and second-class service. We do recommend first-class. Though the standard to cleanliness on European trains is high, it is distinctly superior in first-class. Seats are wider and the cars are less crowded. One final comment. On the train from Paris to Brussels we fell into conversation with several passengers and particularly a couple who live in Brussels but who travel to Paris on business regularly. They said that they never consider traveling between those two cities by air. Total travel time, city-center to city-center, is considerably less by train than by plane and they feel that the train service is not only more convenient, but more comfortable. Maybe someday we will be able to say the same thing about travel between Cincinnati and such cities as Cleveland, Chicago, Pittsburgh, Detroit, and similar distances.

JOIN OARP's JOHN WILSON AND MIKE WEBER ON SUNDAY, JANUARY 19, 1986, FOR THE ANNUAL "BLIZZARD TRIP", A DELIGHTFUL ONE-DAY EXCURSION FROM CINCINNATI ABOARD AMTRAK'S CARDINAL THROUGH THE SNOW-COVERED MOUNTAINS OF WEST VIRGINIA TO WHITE SULPHUR SPRINGS. JOHN AND MIKE WILL HOST THIS TRAIN TRIP WHICH WILL DEPART CINCINNATI'S RIVER ROAD STATION AT 6:05am AND RETURN TO CINCINNATI AT 12:25am. THE CARDINAL HAS A FULL-SERVICE DINING CAR SO YOU MAY ENJOY BREAKFAST, LUNCH AND DINNER ON BOARD AS THE TRAIN FOLLOWS THE OHIO RIVER VALLEY AND THE ENTIRE LENGTH OF SCENIC NEW RIVER GORGE.

Round-trip rail fare is just \$61.00 per person (meals in the diner are not included). Arrangements are being handled by WEST CHESTER TRAVEL, 7324 KINGSGATE WAY in WEST CHESTER, OH 45069, or phone 513-777-6770 to make your reservation for this BLIZZARD TRIP which will run; rain, shine or SNOW!

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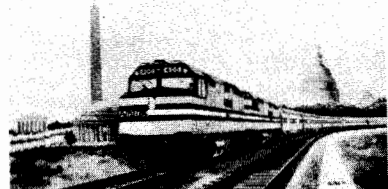
Amtrak's 1986 calendar, pictured here, is now available.

This year's calendar features another beautiful painting by Artist Gil Reid, from a series of works done exclusively for Amtrak.

The calendars are \$4.50 each. Or you can get two for \$8.00 and three for \$10.00. Calendars for 1980 through 1985 are available for collectors at \$1.75 each. Large quantity discounts are available.

To order, make checks payable to: Amtrak Calendar, P. O. Box 7717, Dept. S, Itasca, IL 60143.

*Allow two weeks for delivery.



Amtrak's Crescent, en route from New York to New Orleans, passes historic monuments and the cherry blossom-lined Tidal Basin in Washington, D.C.



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.

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

- SEND ME _____ OARP logo LAPEL PINS (metal) @ \$3.50 ea., postpaid.
- SEND ME _____ OARP logo GLASS TANKARDS @ \$5.00 ea., postpaid.
- 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
- SEND ME _____ SAMPLE COPIES OF "the 6:53"
- SEND ME _____ OARP RAIL TRIP REPORT FORMS Please indicate quantity wanted for any item(s).
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- 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!)

"the 6:53" 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 MIDWINTER MEETING

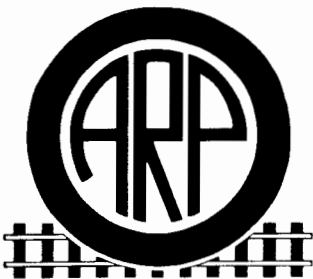
SATURDAY, MARCH 15th, 1986

at INDIANAPOLIS, INDIANA

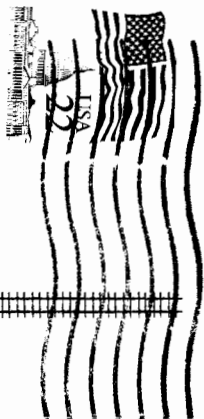
This is the annual NARP REGION SIX MEETING (also IndARP/MARP/OARP) and will include a tour of Amtrak's BEECH GROVE SHOPS and inspection of the newly renovated UNION STATION.

Details in the next issue.

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