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# the 6:53



**GOVERNOR DELAYS OARP's 3-C TRAINS,  
GIVES GO-AHEAD TO MORE HI-SPEED STUDY**



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**issue #68**

Official Publication of the  
OHIO ASSOCIATION OF RAILROAD PASSENGERS

PRESIDENT THOMAS R. PULSIFER, 1751 Wilshire, Box 371, Xenia 45385 ..... 513-372-9868  
 VICE PRESIDENT J. HOWARD HARDING, 489 Overwood Road, Akron 44313 ..... 216-867-5507  
 SECRETARY ROBERT M. BOYCE, 1080 Lincoln Road, Columbus 43212 ..... 614-486-7038  
 TREASURER BENJAMIN L. LIBBY, 1095 Oberlin Drive, Columbus 43221 ..... 614-451-1785  
 GOVERNMENT AFFAIRS MANFRED O. ORLOW, Box 3 - Mid City Sta., Dayton 45402 ..... 513-299-2124  
 INFORMATION SERVICES JOHN T. McCANN, Box 356, West Carrollton 45449 ..... 513-461-0464  
 MEMBERSHIP SERVICES BEN LIBBY

6:53 EDITOR TOM PULSIFER  
 REGIONAL COORDINATORS ARE YOUR LOCAL CONTACT PERSONS:  
 Northeastern Ohio - Area "216"

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. CICCARELLI, 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  
 ELYRIA-LORAIN PHIL COPELAND, 110 Indiana Avenue, Elyria 44035 ..... 365-7970

2 TOLEDO LARRY GEORGE, 3020 Lantern Drive, Oregon 43616 ..... 698-2167  
 LIMA JOHN H. KELLER, SR., 721 Woodward Avenue, Lima 45805 ..... (419) 224-9936  
 SANDUSKY JOHN L. KEMPTON, 1954 E. Oldgate Rd., Sandusky 44870 ..... 625-5556  
 MANSFIELD RICHARD A. FRY, 59 Chilton Avenue, Mansfield 44907 ..... 526-3775

CINCINNATI & W. MIKE WEBER, 14 Joywood Drive, Cincinnati 45218 ..... 851-7959  
 SUBURBAN AREA RONALD D. GARNER, 1884 Kress Road, Mount Orab 45154 ..... 444-3098  
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 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 Dr., Springfield 45503 ..... 399-7406

COLUMBUS & Central & Southeastern Ohio - Area "614"  
 CENTRAL OHIO CHUCK YOUNG, 1307 Neil Avenue, Columbus 43201 ..... 421-6654  
 OHIO VALLEY ALEX HEINGARTNER, 205 W. Lincoln Ave., Delaware 43015 ..... (614) 369-4383  
 CRAIG COLLEY, 324 Star Route, Stout 45684 ..... 858-6202

OARP PRES. TOM PULSIFER Business Phone in Dayton, 9:00a-5:00p weekdays ..... 513-461-0464  
 National Association of Railroad Passengers, 236 Massachusetts Avenue, N.E., Suite #603,  
 Washington, DC 20002. Office 202-546-1550; EVENING-WEEKEND RAILNEWS HOTLINE 202-546-1551

COVER PHOTO: On May 6th, Hamilton County voters approved a tax increase, raising \$41.7 million to transform historic Cincinnati Union Terminal into a "Heritage Center" that will house the Cincinnati Museum of Natural History and the Cincinnati Historical Society with opening expected in 1988-1989. OARP, the Cincinnati City Council, and others would like to see Amtrak -- even the future high-speed service -- call at the Cincinnati Union Terminal again, and become a definite part of the Heritage Center project.  
 When Amtrak's CARDINAL was a "day train" to Chicago, OARP's W. Mike Weber recorded its passage northward past the rear of the massive Union Terminal building with a classic all-Heritage Fleet consist led by two F40 diesels.

This is issue #68 (July) of the 6:53 and the last issue was #67 (March).  
 There is/was no MAY issue this year. — EDITOR

GOVERNOR DELAYS OARP'S 3-C TRAINS; GIVES GO-AHEAD TO MORE HIGH-SPEED RAIL STUDIES — by Manfred O. Orlow

You won't see any 3-C trains soon in Ohio. Not because of Amtrak's January declination letter to our state officials, but because of the actions of some of our state's top political leaders. It seems that the Senate version of the 3-C legislation, as reported in earlier issues of this publication, was scheduled for a final hurdle with Sen. Stan Aronoff's (R-Cincinnati) Senate Finance Committee before being scheduled for a Senate floor vote at a later date. However, that great financial nemesis -- the Federal Gramm-Rudman cutback -- appeared in Ohio by forcing the state's top leadership (Governor Celeste, House Speaker Vern Riffe, and Senate President Paul Gillmor) to virtually eliminate all spending bills from this Spring's legislative session in the Ohio General Assembly. The state is faced, at least temporarily, with greatly reduced Federal funds for many programs later in this year. It is this crisis that the Governor wished to avoid by limiting further action on spending bills. Our OARP-backed 3-C trains would have cost about \$8.9 million (1986 revised figures) for the first biennium. Not a large figure by state standards, but spending, none the less! Technically, our 3-C legislation IS STILL ALIVE for this year. A chance for an early Fall Senate hearing is possible if the legislature meets; but a more likely time might be in November after the election. There is usually a flurry of activity then, as "lame duck" and returning politicians have their last chance in the year. Many issues, both virtuous and trivial, receive legislative blessing and a kiss from the Governor's pen at this time! According to one Ohio State Senator's office however, he would already agree to reintroduce the 3-C bills again next year in January when things are more financially stable (at least as far as we can now see). Our sincere thanks to our friend, Senator H. Cooper Snyder for his continuing efforts to pass the bill. Ever optimistic, his personal involvement is invaluable!

But... that isn't all the news! Senator Robert Boggs' bill creating a new Ohio High Speed Rail Authority (OHSRA) became law last week (May 27), with several restricting changes, but passed none the less. A copy of this bill's synopsis is available from OARP, or from Sen. Boggs' office directly by calling 614-462-7718. In short, this legislation creates the OHSRA agency to oversee the financing, construction, and the operation of the high-speed passenger trains along the 3-C Corridor at a cost (estimated) of about \$2.1 billion with two-thirds of the costs being financed privately. It is an ambitious, inevitable project for Ohio. Bill passage was timed perfectly for the Ohio delegation to convey their good news to the High Speed Rail Association's Annual Meeting in Florida.

Significant last minute amendments restrict the interim pre-planning budget for presenting the entire high-speed proposal before the legislature for approval, from \$500,000 to \$100,000 for this year. Also, OHSRA will be housed within the OhioDOT administrative umbrella, rather than becoming an independent agency. Lastly, an amendment eliminated an ongoing sales tax funding base for administrative support of the new agency.

We congratulate Sen. Boggs and his colleagues -- many of whom are also co-sponsors of our own OARP conventional-speed 3-C train proposal -- for their victory and wish them all the best of luck in the months ahead.

Due to the nature of our consumer-oriented organization, it is anticipated that OARP would continue to play a strong role in the high-speed rail planning for Ohio. A five-member Board representing various segments of interested parties will soon be appointed by Governor Celeste to serve OHSRA.

The membership of OARP present at our May 10th Annual Meeting in Galion voted unanimously to support the high-speed rail legislation. Of course there were questions and differences of opinion during discussions, but our vote chose not to reflect that dissention. A prompt letter about our support was passed on to Senator Boggs on Monday morning.

Our next issue of the 6:53 will explain the high-speed legislation, plus amendments, in greater detail; including a calendar of proposed events surrounding high-speed rail in Ohio for the upcoming months of work by OHSRA. Very important for us is that the high-speed rail legislation contains a provision -- somewhat controversial -- for the OHSRA to oversee all Ohio intercity passenger train operations, including the conventional-speed 3-C Amtrak trains in our own OARP-sponsored pending bills. How that will resolve itself remains to be seen. We shall begin work on that project next week. Finally, I would report that OARP's facilitating role between Amtrak and OhioDOT for Ohio 3-C service will continue in the upcoming months, as before.

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"SOMETHING DIFFERENT" OARP's 1986 Midsummer Meeting, Saturday, July 19th  
Luncheon & Meeting at THE GOLDEN LAMB in Lebanon;  
Guest Speakers from the Railroad Industry; Field Trip over the Indiana &  
Ohio Railroad with Cab Rides for two lucky people! Read on...

## AMTRAK PICTURE IMPROVES — by Manfred Orlow

Nationally, things seem to be looking up for Amtrak, financially. Recently passed Senate and House budgets restore a few of the seized Gramm-Rudman dollars swallowed earlier. The all-important compromise budget acceptable to both houses for a final vote is being worked on again for 1987 by the joint budget committee. Because of the anticipated tax increase planned there is not nearly as much pressure on the Washington legislators to cut spending this year, so the process should be easier and less tense. There is \$591 million for the Amtrak system plus \$12 million for the Northeast Corridor Improvement Project; \$606.1 million for Amtrak in FY 87 and \$630.3 million for Amtrak in FY 88.

There is no extra money for Amtrak, but some earlier cuts (i.e., deferred maintenance) may be restored. Whether or not a slightly increased Amtrak budget will allow for Ohio 3-C service is not known. Be assured that your OARP will explore every possibility. That is your trust in us and our responsibility to you as members of OARP.

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BITS & BYTES & BLINKING LIGHTS... OARP's continuing communications crisis with its constituency and the public could be greatly helped at this point in time with use of a suitable word processor and letter quality printer; either donated or purchased at reduced cost. Several donation requests of manufacturers are pending right now, with only one definite yes. NCR Corporation, as of 4 months ago, has agreed to try to help, when and if suitable equipment becomes available.

What is needed is an 8-16 bit processing unit with around 256K RAM/ROM, MS/DOS or IBM language compatibility, a color monitor, and a letter-quality printer. Software, if included, should be something like WordStar, MailMerge, and maybe a spreadsheet or graphics package. Keep in mind that all donations (corporate or otherwise) to OARP are now tax-deductible. If you can provide serious help in this regard, please contact your OARP President.

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AMTRAK's CARDINAL has been rerouted between Cincinnati and Chicago via Indianapolis. Effective with the end of April timetable change, Amtrak service to Peru, Marion, Muncie and Richmond, IN was discontinued. The CARDINAL now operates from Cincinnati to Hamilton, OH, then west to Indianapolis over the B&O's Hamilton Subdivision on a very leisurely schedule. The train spends nearly two hours on its westbound trip just sitting in Cincinnati's River Road depot. The eastbound train sits there for one hour and five minutes. There is also considerable station time at Indianapolis and it is not uncommon for the westbound train to sit in the corn fields at Julietta, IN -- and the eastbound at McGonigle siding, OH -- to wait for the clock to catch up. All this slowness so that the CARDINAL can adequately serve the Chicago — Indianapolis Corridor market on one hand, and the Cincinnati — Washington market on the other.

OARP is actively urging Amtrak to strongly consider having the CARDINAL make a station stop at Connersville, IN (the B&O depot still stands and platform is usable) which is not far from Richmond and Muncie.

SIXTY-TWO ATTEND ANNUAL MEETING; HEAR OhioDOT's WARREN SMITH Warren J. Smith, Director of Ohio's Department of Transportation was featured guest speaker at OARP's Annual Meeting on Saturday, May 10th at Mo's Banquet Room in downtown Galion. Smith spoke in very general terms about the 3-C Corridor. His repeated mention of Amtrak's W. Graham Clayton (sic) made all in attendance aware that we do have our work cut out for us getting through to key people in the Celeste Administration. When asked a question from the audience on intermodal transportation possibilities for parts of the 3-C Corridor, Smith reminded us apologetically that he'd only been in transportation for three years. One OARP member reported later that in an address just one week following our Galion meeting, Smith "spoke proudly" to a Cleveland audience about Ohio's \$1.9 billion highway construction program! OhioDOT/Rail Division planner Lou Jannazo also attended our Galion meeting.

Our meeting was well publicized in advance by the Galion Inquirer, including one of John McCann's photos of the Amtrak 3-C inspection train passing the historic Galion NYC depot. Dan Ritchey and Ron Myers of the Galion Chamber of Commerce also helped publicize the meeting and, along with Harry, Judy and Chuck Young, assisted with arrangements. And OARP is especially pleased as the owner of the place we held our meeting, Mo Resselat, joined OARP that day! He told us he wants the 3-C service for Galion, and he often takes the BROADWAY from Crestline to Chicago! Our day concluded with a visit to the club layout of the Galion Model Railroad Association across the Square. Our thanks to Paul Zarcone and Dick Fry for making these arrangements. In honor of our visit a TGV and several passenger trains were run on the huge layout.

HIGHLIGHTS OF OARP'S BUSINESS MEETING . . .

- \* Treasurer Ben Libby reported OARP's operating account balance at \$2,590.90; and that the 3-C Project Special Account stood at \$943.67.
- \* After lengthy discussion, voted unanimously to support S.B. #289 (Boggs' High-Speed Rail bill) and to convey constructive comments on it directly to Senator Boggs.
- \* Elected Tom Pulsifer as OARP President, Howard Harding as Vice-President, Bob Boyce as Secretary, Ben Libby as Treasurer; also approved appointments of Chuck Young and Phil Copeland as regional coordinators.
- \* A unanimous vote of thanks was given to all officers for their work this past year, especially on the 3-C Project.
- \* Thanked John Keller who waited last night at Lima for a 90 minute late BROADWAY to retrieve three cartons of time-tables and other materials off the baggage car for our meeting today!
- \* Manfred Orlow provided an update on the 3-C Project. Kevin Gregoire and Howard Harding provided an extensive update on NARP doings and the outlook for Amtrak.
- \* Concern was expressed that OARP could do more for station beautification (plantings, etc.) at some Amtrak stations. John Keller and son do a yeoman job at Lima. Chuck Young offered to assist with this new project.

PLEASE PATRONIZE THESE AUTHORIZED AMTRAK TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS

AKRON	CHIMA TRAVEL BUREAU, INC.	216-867-4770
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CINCINNATI	CAROUSEL TRAVEL/BILL CANEDY, CTC	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
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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 your Agency, and your local PHONE NUMBER.

OARP HAS NEW SECRETARY; TWO NEW REGIONAL COORDINATORS . . .

OARP wishes to thank BILL GLASSER of Canton for his years of service to us as our organization Secretary! Bill had indicated, just prior to our May 10th Annual Meeting in Galion, that he would prefer not to serve in this capacity at this time. Bill has promised to remain an active member and to participate in projects as time allows. We elected ROBERT M. BOYCE of Columbus as our new Secretary! Bob is a long-time member of OARP and works in the Communications Department of Ohio State University. Bob's address is 1080 Lincoln Road, Columbus 43212 and his phone is 614-486-7038. Bob and his wife Gerry seldom miss attending OARP meetings and Bob often helps keep tabs on State House doings.

We also voted to confirm the appointments by your OARP President of CHUCK YOUNG as our new Greater Columbus Regional Coordinator, and of PHIL COPELAND as Regional Coordinator for the Elyria-Lorain area. CHUCK lives at 1307 Neil Avenue, Columbus 43201 and can be reached (best after 8pm) at 614-421-6654. PHIL and his wife Lois live at 110 Indiana Avenue, Elyria 44035 and can be called at 216-365-7970. PHIL succeeds Dale Menchhofer of Oberlin whose employment took him to Washington State. CHUCK succeeds Brad Upham who is now an auditor with Amtrak and in the process of moving to the Philadelphia area. THANKS, Brad and Dale, for helping us!

LARGE OARP DELEGATION ATTENDS NARP REGION 6 MEETING, TOURS AMTRAK SHOPS

Many attending this year's NARP Region 6 Meeting, Saturday, March 15th, at Beech Grove, Indiana, have termed it a tremendous success. In total about 85 were in attendance, 45 of that number from Ohio. The day began with a two-hour guided tour of Amtrak's Beech Grove Maintenance Facility led by Mr. Walter Barrick, General Manager of the Facility, and members of his administrative staff. Highlight of this tour were the prototypes for Amtrak's new single-level sleepers and diner. We also viewed locomotive overhauls, Heritage- Turboliner- and Superliner-Fleet overhauls, fabrication of new cars for Washington's METRO, and toured through most of the shop buildings. Following the tour, all returned to the Parke Hotel where OARP and IndARP held state association meetings. After a good buffet luncheon, the afternoon NARP Region 6 general session was opened with greeting from Mayor Elton Geshwiler of Beech Grove. The main guest speaker of the day was Charles Englehart, Amtrak's Chief Engineer in charge of Equipment. He presented a nice slide show on the prototype low-level cars we had seen in the morning Shops Tour. The three prototype cars are expected to enter revenue service in late 1986 or early 1987 on Amtrak's AUTO-TRAIN and/or MONTREALER. The car shells were constructed by Budd and shipped to Beech Grove for finishing work, including all interior work. The NARP Meeting concluded with a presentation of NARP concerns by Howard Harding. The six incumbent NARP regional directors (Harding, Glasser, Weber, Hurst, DeLora, Bergmann) were re-elected as there were no challengers. The 1987 Region 6 Meeting site was discussed with Columbus, Ohio, and Detroit offered as possibilities. There was also discussion on a possible joint meeting in Chicago with NARP Region 7. OARP wishes to thank Don and Jo Hurst for the many hours they both put in on arrangements for this meeting. This was one of the best attended regional meetings in recent years.

HIGHLIGHTS OF OUR OARP MEETING on MARCH 15th . . .

- \* Chuck Yenni of the Brotherhood of Locomotive Engineers presented OARP a check for \$1,000 for our 3-C Special Project Fund! With this donation the Special Fund balance stands at \$1,200. Our regular operating account stands at \$1,581.76, according to Treasurer Ben Libby.
- \* Manfred Orlow provided a brief update on where the 3-C Project stands and we voted unanimously to officially support H.B. #773 (Deering), the companion bill to Cooper Snyder's S.B. #264.
- \* We discussed Senator Boggs' S.B. #289 which would create a new high-speed rail authority in Ohio and decided to take no action on it at this time.
- \* We discussed the possibility of having OARP do research-and-report type contract work for the Ohio Department of Transportation, where OARP would be paid for producing a report for use by OhioDOT. Our member - attorney Ben Farah reported that this would present no problem to OARP as long as we would retain rights to our work. Following some discussion the membership voted unanimously to allow OARP to do such contract work for OhioDOT should they request it. We would of course decline a project if we felt we could not undertake it with our present resources.
- \* Tom Podlesak updated us on progress on the RAIL TRAVEL GUIDE; or lack of it as he has received little input from anyone towards it.
- \* Consensus to hold our Annual Meeting at Galion in mid-May.

INPUT REQUESTED ON NARP REGION 6 PROPOSAL FOR 1987 MEETING

NARP Region 6 Director Howard Harding is calling for input on a proposal that would significantly change the structure of the annual Region 6 NARP Meeting. At their Spring 1986 meeting, members of NARP from Region 6 (IN-MI-OH) expressed an interest in having their next regional meeting with members in Region 7 and in holding the meeting in Chicago. At the recently concluded NARP Board of Directors' Meeting in Washington, Directors from the two Regions generally agreed that a joint meeting was a good idea, and that Chicago would be an acceptable location. The following ideas were also discussed in Washington, but need to be either agreed to or modified in a mutually acceptable way so that planning can be completed for the meeting:

- Region 6 & 7 Joint Meeting -- Late March 1987 -- Chicago.
- Duration: Two Days, 1:30pm-7:00pm Saturday and 8:30am-12:00nn Sunday.
- Location: "Loop" area hotel.
- Featuring: Tour of a major Chicago area rail passenger facility; Business meetings for joint regional concerns as well as each region and state groups; Dinner & Guest Speaker(s).
- Questions: Which rail facility might we tour? Whom should we seek for guest speakers? On which issues do we wish to focus our discussions? Can we organize large enough groups from various cities to get group rates on Amtrak?

NARP members from Region 6 should communicate input to NARP Region 6 Director R. DON HURST, 137 SOUTH 13th STREET, BEECH GROVE, IN 46107, (317) 784-4621.

Over the years, OARP has traditionally held a "state" meeting as part of the NARP Region 6 Meeting. With the possibility of the NARP Region 6 Meeting being held way outside Ohio and involving greater personal sacrifice of time and money to attend, your OARP President is seeking constructive input on OARP's official involvement as a part of this event in 1987.

URBAN TRANSIT ALSO ENDANGERED OARP member RON KILCOYNE (P.O. Box 3552, San Francisco, CA 94119) writes, "While rail advocates are saving Amtrak, it should be remembered that a link in the national transportation system just as critical--urban transit--is equally threatened. But there is no grassroots effort to save transit akin to the "Save Amtrak" movement. While Congress is hearing from mayors and transit systems themselves, they're not hearing anything from the grassroots about the need for or the importance of transit. Rail advocates should also be just as concerned about urban transit. I will send sample leaflets to anyone who sends a self-addressed, stamped envelope."

Indications are that the Reagan Administration may attempt drastic cuts in mass-transit funding next year.

NEWSNOTE: DAYTON'S RTA RECENTLY VOTED TO RETAIN ITS UNIQUE TROLLEY BUSES!



MEMBERS OF OARP [45 were in attendance] ALONG WITH MEMBERS OF IndARP AND MichARP VISIT AMTRAK'S BEECH GROVE MAINTENANCE FACILITY NEAR INDIANAPOLIS ON SATURDAY, MARCH 15th, 1986, AS PART OF THE NARP REGION 6 ANNUAL MEETING. (L.) INSPECTING THE NEW PROTOTYPE LOW-LEVEL AMTRAK CARS. (R.) WALKING THRU REFURBISHED CARS READY TO GO BACK INTO AMTRAK SERVICE.



Photos processed from slides taken by Tom Pulsifer under existing light conditions at Beech Grove.

Do YOU have some photos that YOU'd be willing to share with us all through pages of the 6:53?

We're always on the lookout for usable shots of interest to rail passenger advocates, Ohio-related preferred.

We can't pay for your photos but we do give you credit in print; and we do pay for any photoprocessing needed for publication (like slides to prints, or duplicate slides) or for use in slide shows.

Please contact your OARP President if YOU're willing to share YOUR photographic efforts with others. We can use slides, b&w prints and glossy color prints.



PLAN NOW TO ATTEND "SOMETHING DIFFERENT"  
 OARP's 1986 MIDSUMMER MEETING & FIELD TRIP  
 on SATURDAY -- JULY 19th, 1986 in LEBANON, OHIO  
 starting at 11:30am and ending at approximately 5:30pm

- INCLUDING:
- \* LUNCHEON & MEETING at the famous GOLDEN LAMB in the heart of historic downtown LEBANON!
  - \* "RAILROAD INDUSTRY INSIGHTS" — A visit with HENRY E. WELLER, JR., President and General Manager, and THOMAS B. McOWEN, Vice President and Treasurer of the INDIANA & OHIO RAILROAD!
  - \* FIELD TRIP on the I & O RAILROAD PASSENGER TRAIN between LEBANON and MASON and return!
  - \* TWO lucky "door prize" winners will WIN A RIDE IN THE CAB OF THE I & O DIESEL locomotive on our passenger train; one winner Lebanon to Mason, the other Mason to Lebanon.

TIMETABLE:

11:30am Registration, Displays & Conversation in our meeting room at THE GOLDEN LAMB

12:00nn LUNCHEON at THE GOLDEN LAMB

1:00pm "RAILROAD INDUSTRY INSIGHTS" with Henry Weller and Tom McOwen of the I & O RR.

2:15pm Award Door Prizes including CAB RIDES on the I & O passenger train.

2:30pm OARP PASSENGER RAIL CONCERNS

3:15pm Adjourn -- walk two blocks south to the Lebanon Railroad Depot.

4:00pm FIELD TRIP on the I & O RAILROAD from Lebanon to Mason and return on the I & O RR PASSENGER TRAIN.

COST for OARP's "SOMETHING DIFFERENT" Midsummer Meeting includes both the LUNCHEON and the FIELD TRIP at just \$13.00 per person. After July 16th the cost goes up to \$14.00 per person. Save a buck and help OARP plan ahead for you by registering early.

"WEEKENDERS": For those who'd like to make a full weekend outing around our July 19th OARP "Something Different" Midsummer Meeting; AT YOUR REQUEST we will send you a small packet of literature on other Warren County area attractions -- including places to stay, things to see and do. Just tuck a note in with your OARP registration forms if you'd like us to send you this material.

REGISTRATION FORMS

for the OARP JULY 19 MIDSUMMER MEETING at Lebanon, Ohio. You must be registered in advance for this meeting which includes the field trip on the I & O train. If you don't want to cut up your 6:53, photocopy this page.

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Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_  
 State/ZIP \_\_\_\_\_  
 Phone Number \_\_\_\_\_

Enclose \$13.00 per person. Make your check payable to "O.A.R.P." and mail to:  
 OARP MEETING  
 P.O. BOX 653  
 XENIA, OH 45385

OARP 1986 MIDSUMMER MEETING & FIELD TRIP

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Name \_\_\_\_\_  
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Enclose \$13.00 per person. Make your check payable to "O.A.R.P." and mail to:  
 OARP MEETING  
 P.O. BOX 653  
 XENIA, OH 45385

OARP 1986 MIDSUMMER MEETING & FIELD TRIP

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IMPORTANT INFORMATION FOR YOU...

Your \$13.00 includes a fine luncheon at The Golden Lamb plus the field trip on the I & O Railroad passenger train which is a part of OARP's "Something Different" 1986 Midsummer Meeting. At The Golden Lamb we have selected "Something Different" for our luncheon, reflecting America's Shaker Heritage -- Chicken Pudding, an individual casserole of Chunky Chicken with Dressing, baked in a rich Savory Sauce and served with Shaker Bean Salad and Leaf Spinach with Rosemary. Luncheon includes Hot Breads and Preserves, Apple Pie with Shaker Crumb Topping, and choice of beverage.

RESERVATION DEADLINE IS WEDNESDAY, JULY 16th! NO REFUNDS will be made after JULY 16th. Reservations can be accepted after July 16th (contact Tom Pulsifer at 513-372-9868 or at 513-461-0464) but the cost will be \$14.00 per person. It is to YOUR advantage to plan ahead and send in your registration forms so we receive them by the 16th of July.

REMEMBER... Meeting Cost rises to \$14.00 AFTER JULY 16th!!

OARP PLANNING "SOMETHING DIFFERENT" FOR JULY 19th MEETING...

...and we hope that you'll plan to be with us in Lebanon, Ohio on that Saturday. Note that because we'll be running a bit later into the afternoon than we do with most meetings, we'll be starting our day just prior to the noon luncheon at the historic Golden Lamb in the heart of downtown Lebanon. This way you won't have to start out so early in the morning and most will be able to get back home before dark.

Our guests, Henry Weller and Tom McOwen from the I & O Railroad plan to give us passenger rail advocates some inside insights into the railroad industry today. The I & O is a respected shortline railroad company operating freight and passenger excursion trains. "Something Different" for OARP; this is the first time we've had railroad industry officials meet with us. In addition to their presentation, there will be plenty of time for questions and discussion.

Our meeting place is the famed, historic Golden Lamb. It is at the intersection of US 42 with SR 63, SR 123 and SR 48 and they have a large parking lot to the rear of the Inn. We've provided a map in this issue of the 6:53 to assist you in getting there from I-71 and I-75. The map also shows the route of the I & O Railroad field trip set for late afternoon. The I & O operates over the former route of the Cincinnati, Lebanon & Northern which, in its early days, was a narrow gauge line. The track between Lebanon and Hageman is owned by the City of Lebanon which recently put \$75,000 into trackwork to effect the operation of the I & O excursion trains, and resume freight service, into downtown Lebanon.

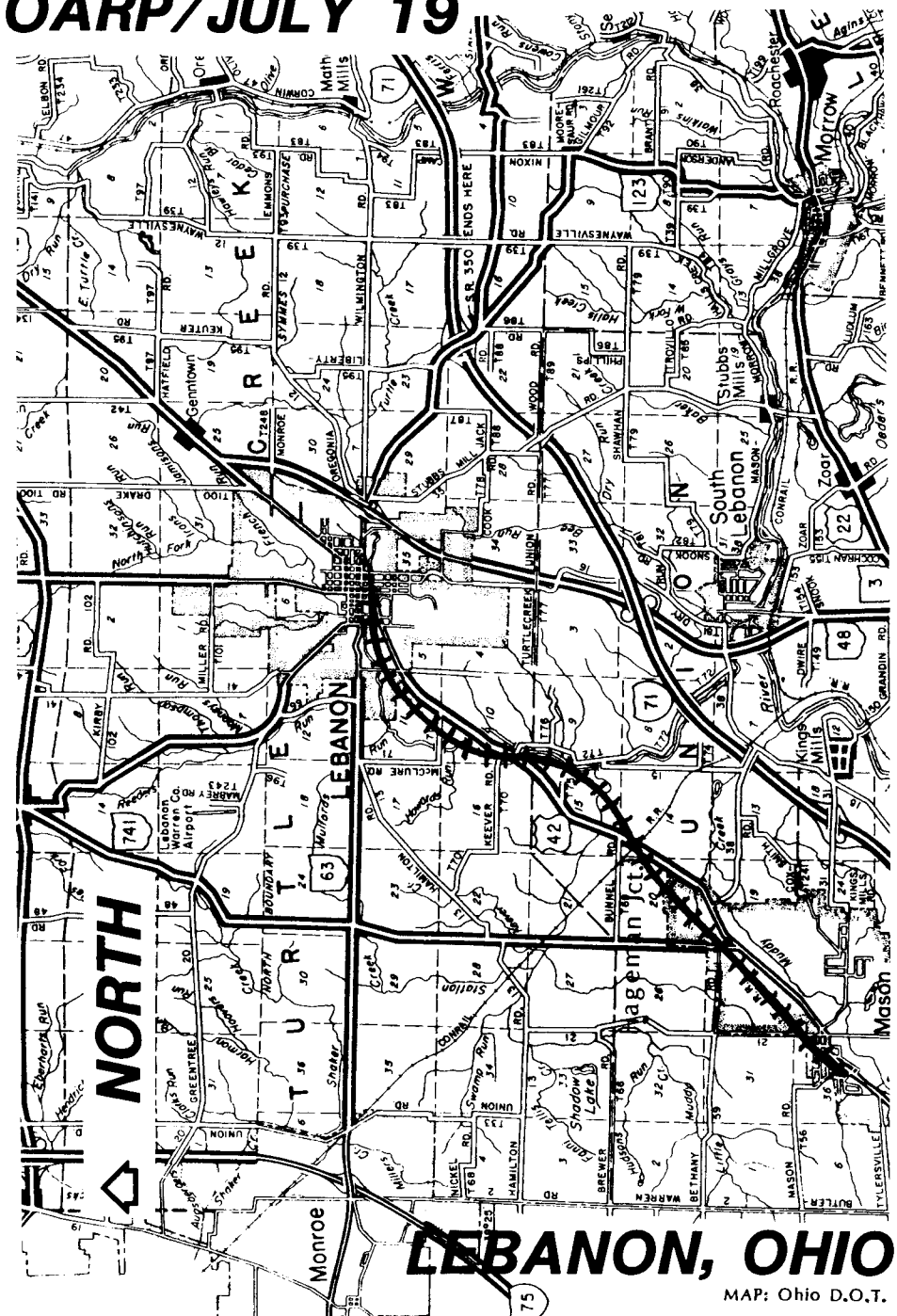
OARP members might look up John Hauck's newly published book (Pruett) on the CL&N entitled Narrow Gauge in Ohio. John's dad Cornelius Hauck is a long-time member of OARP! John Hauck's book details the history of local passenger train service on this route.

Our FIELD trip over the I & O will give us a first-hand look at an operating shortline railroad in Ohio, preserving and expanding rail freight services for Ohio's business and industry. Buffies, take note; OARP does not run "fan" trips. We structure our rail FIELD trips as learning experiences. We'll be riding one of the I & O regular Saturday passenger excursion trains and we're very grateful to the I & O for allowing two of our people to ride the engine on this day! Again; "Something Different" for OARP! Please note that our "honorary engineers" may be required to sign releases before boarding the diesel locomotive.

The I & O is expected to be operating into downtown Lebanon by early July after completion of the track rehab program. If service is not able to operate into Lebanon the day of our Meeting, alternate arrangements will be made for us to ride the Mason - Monroe portion of the I & O line. If adjustments need to be made to our "Meeting Timetable" as published in this issue; all in attendance will be notified at the time of the luncheon at The Golden Lamb.

This year's Midsummer OARP Meeting does promise "Something Different" for you. Please join us!

# OARP/JULY 19





BAGGAGE & EXPRESS

The April 1986 issue of Ohio Magazine featured a negative-in-tone article on Amtrak's CARDINAL by Bob McKay. The article was also flawed by numerous factual errors. The feature's only redeeming factor was a full color lead photo of the LAKE SHORE LIMITED entering the Elyria depot. The June issue of Ohio Magazine ran two letters critical of McKay's article. Both were from OARP members; GARLAND JOHN GATES and DAVE SHREINER. Shreiner is a business-owner from Millersburg. Gates presently serves as Mayor of the City of Shelby, Ohio.

OARP's own JOHN H. KELLER of Lima spoke on The Railroads of Northwest Ohio, March 15th and 16th, as part of the Centennial Celebration of the Village of Continental in Putnam County, Ohio. The program was made possible in part by the Ohio Humanities Council. It could have been a lucky day for more OARP members! Did you know that the Ohio Lottery three-digit number picked on March 15th, the day of our meeting over in Beech Grove, Indiana, was "6-5-3"?

Xenia members of OARP, RAY KLINE, JR. and TOM PULSIFER have been appointed to a special Rail Task Force established by the Xenia City Commission to coordinate input on the rail transportation situation in Xenia, which faces loss of its last remaining Conrail service in mid-June.

OARP thanks Mr. Douglas C. Trites, Vice-President of Unit Rail Anchor Company in Illinois for providing enough copies of the Railway Age RAILROADER'S GUIDE TO WASHINGTON for all our officers and regional coordinators to use for reference.

Our thanks to member CONNIE LITTLE for sending in the copy of the Free Press (Canton, Ohio) of April 16th which featured a front page story on Amtrak. The reporter rode the CAPITOL from Canton to Washington and also interviewed NARP Regional Director Jim Churchill from Virginia who happened to be aboard the train. The result; favorable and visible publicity for Amtrak and rail passenger transportation.

Unconfirmed, but good news! Amtrak forecast \$17,000 in ticket sales for the Lima station for April 1986. Actual sales were close to \$21,000! Lima's Amtrak ticket office is open through every night and also during the business day on Mondays-Tuesdays-Wednesdays.

OARP's TOM PULSIFER and MANFRED ORLOW will address Dayton's Luncheon Optimist Club on June 2nd on Amtrak and the Ohio 3-C Project.

Amtrak's FLORIDIAN lives! Train announcers in Chicago's Union Station have been recently heard on several occasions referring to the Chicago-Tampa thru coach (which operates via the CAPITOL LIMITED and the SILVER STAR through Washington, DC) as the "Floridian Service"! Amtrak's FLORIDIAN train was one of the political casualties of 1979 and ran direct between Chicago and Florida. The thru coach between Chicago-Tampa is pegged into the computer, for ticketing purposes, as "Train 840" out of Chicago. Train announcers call #40, the BROADWAY, #440, the CAPITOL, and #840, the FLORIDIAN!

Indianapolis' NEW Union Station Project celebrated its Grand Opening the weekend of April 21st and the event was well-publicized in the midwest and even made several national TV news programs. Early photos and film clips were seen along with brief shots of Amtrak's HOOSIER STATE departing. The Union Station at Indianapolis was the first "union" railway depot in the U.S. and originally opened in 1853 with the existing "head house" built in 1888. It is an outstanding example of Romanesque-Revival architecture.

Amtrak recently closed its ticket office at the Erie, PA, Amtrak depot.

BAGGAGE & EXPRESS

OARP Pres. Tom Pulsifer, interviewed May 27th on Tom Locicero's morning show on WCOL-AM in Columbus, remarked that Ohio has been talking and studying high-speed trains for 10 years now and that it's time to get started and get some trains rolling on the 3-C Corridor.

OARP's John H. Kellers (Sr. & Jr.) mentioned prominently in a Hank Harvey feature on Amtrak in the Toledo Blade Magazine, May 26th.

CONGRATS to the Mike Webers on the recent arrival of a new Amtrak passenger (a baby girl!). Mom and daughter are doing fine.

Full diners for the CAPITOL LIMITED and for the CARDINAL from June 15th thru Labor Day this year.

With recent changes in Amtrak operating crew districts being effected, Amtrak will consider establishing a stop for the BROADWAY/CAPITOL at Mansfield and eliminating the stop at Crestline. Mansfield has a much greater population base and is closer to I-71 and has intercity bus service, but the former PRR station is not in the best of surroundings. OARP will monitor this.

OARP salutes the four Ohio travel agencies recently named for Amtrak's Golden Spike Society awards for outstanding sales performance; AKRON AUTO CLUB (Akron), AAA WORLD WIDE (Cincinnati), OHIO MOTORIST ASSOCIATION (Cleveland) and ROUND THE WORLD TRAVEL (Cleveland). Round The World and their rail travel specialist "Amtrak Al" Mladineo are both members of OARP.

The 3rd International Convention on High Speed Rail was held May 27-29 at Walt Disney World, hosted by the High Speed Rail Association. Although Delta Airlines was designated the "official carrier" to this event (!) OARP is aware that a few brave souls did plan to ride Amtrak to and from Orlando, or the AUTO-TRAIN to Sanford.

New York City's newly renovated Penta Hotel (across 7th Ave. from Penn Station) offers Amtrak passengers (ticket dated same day) 20% off a night's stay. Penta Hotel is in the Best Western system.

Letters To Editors -- pro-Amtrak -- recently noted in the Ohio press from OARP members AL WOLF and MARTY WILLIAMS (Dayton Journal Herald) and PIERRE MARLAIS (Cleveland Plain Dealer).

Amtrak considering making stop at Thurmond, WV (CARDINAL route) a year-round stop so as to better serve growing numbers of whitewater rafters.

NARP will propose that Amtrak operate new routes that would not require operating subsidy increases, including: daily EAGLE, daily CARDINAL with Indianapolis-Kansas City-Omaha leg, daily SUNSET with Jacksonville extension, direct Midwest-Florida service via 3-C Corridor and Atlanta, restore LONE STAR through Oklahoma to Dallas-Houston, restore Washington-Detroit via Pittsburgh-Alliance-Cleveland, restore service to Wyoming (Chicago-Salt Lake City), add second frequency Los Angeles-Seattle, and add Dallas-Denver direct train link. Proposals require new capital equipment grants and mail/express contracts on more routes.

Amtrak Washington-New York-Attleboro-Hyannis weekend service MAY become a reality yet this Summer. Amtrak HAS added a new Chicago-Springfield (IL) round trip operating daily except Sundays.

MEALS (and wine-cheese baskets) ARE NOW INCLUDED IN ROOM CHARGE (nationwide) for these first-class Amtrak accommodations: Superliner deluxe, economy, family, and handicapped "special" rooms; Heritage bedrooms and roomettes. Slumbercoaches are NOT included. This arrangement has existed for several years on the New York-Florida trains.

Traveling Amtrak this Summer? Make reservations NOW! Some trains are ALREADY pretty well sold-out, especially over weekends.

A FOUNDATION IN OARP'S FUTURE? Long-term funding support for our ongoing passenger rail advocacy is being explored by our Government Affairs Director, Manfred Orlow. As our activities for a balanced transportation system for Ohio become more technical and documentary in nature, skilled and time-assisting support staff help looms ahead as a possibility. OARP is eligible to receive funds for this purpose from any for-profit benefactors such as corporations, individuals, or foundations. If you have specific ideas or contacts with these entities, please get in direct contact with Manfred Orlow (Directory, pg. 2). We'll keep you informed about this proposal's progress in the next 6:53.

OARP IS GRANTED PERMANENT TAX-DEDUCTIBLE STATUS!

Early May mail brought us a communication from the I.R.S.; news of our final designation as a 501(c)(3) educational publicly-supported organization, not in the form of a foundation. OARP thanks the I.R.S. for confirming this status upon us and we will do our best to continue to serve in the public interest throughout our area of influence. OARP is incorporated in Ohio as a non-profit association and exempt from Federal income tax under section 501(c)(3) as a publicly-supported organization. Dues and donations to OARP are tax deductible in accordance with Section 170 of the I.R.S. Code.

NEW 1986 3-C PROJECT COST REPORT OUT A just-completed 35-page OARP comparative cost analysis for the capital improvements and operating portions of the Ohio 3-C Project Proposal has just been sent to the Ohio Legislative and Administrative Leadership with hopes of spurring on bill action (but without success, as reported elsewhere). Copies of this work are available and will be prepared as needed for a cost of \$3.00 each. This helps us cover the photocopying charges and mailing costs. Address your request to OARP's Xenia address and please allow about 2 weeks for delivery.

DAYTONIAN PROPOSES "DINNER TRAIN" FOR OHIO

Lt. Col. George Elwood of Dayton is actively promoting plans for excursion "dinner trains" between Dayton and London over trackage Conrail wants to abandon. Operation would be patterned after the successful "Star Clipper" supper trains now running out of Cedar Falls, Iowa. In addition to abandoned segments, Conrail has indicated it would sell a money-making segment from South Charleston to London to enable the added freight revenues to help keep the entire 50-mile line open. Several Greene and Clark County shippers would also benefit from preservation of local rail freight service on the route.

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!  
 Address \_\_\_\_\_  
 City \_\_\_\_\_  
 State/ZIP \_\_\_\_\_ Phone \_\_\_\_\_

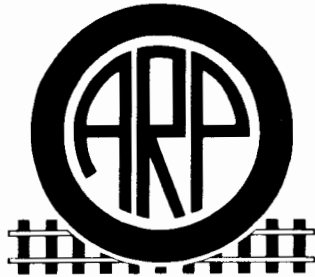
Mail this entire page with your check/money order made payable to O.A.R.P. to OARP MEMBERSHIP SERVICES  
 P.O. BOX 653, XENIA, OH 45385

ADDITIONALLY . . .

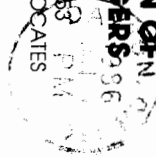
- SEND ME \_\_\_\_\_ OARP logo LAPEL PINS (metal) @ \$3.50 ea., postpaid.
- SEND ME \_\_\_\_\_ OARP logo GLASS TANKARDS @ \$5.00 ea., postpaid.
- SEND ME \_\_\_\_\_ OARP logo WINDOW DECALS @ 50¢ ea., postpaid.
- SEND ME \_\_\_\_\_ OARP "LET'S GET OHIO MOVING ON PASSENGER TRAINS" white on blue BUMPER 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.
- 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" Please indicate quantity wanted for any item(s).
- 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] affixed for this item to expedite handling. Thanks!)

"the 6:53" is the official bi-monthly publication (Jan-Mar-May-Jul-Sep-Nov) of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES IN AND THROUGH OHIO. The work of OARP is supported solely through membership dues and by extra donations of time, talents and dollars by our members. JOIN OARP NOW and HELP US FIGHT FOR THE RAIL TRANSPORTATION ALTERNATIVE! Annual dues are \$10 (min.) for NEW MEMBERS and \$15 (min.) for all renewals. There's a handy membership coupon printed in this issue. ALL ABOARD!

NEXT MEETING: OARP MIDSUMMER MEETING  
"SOMETHING DIFFERENT"  
SATURDAY — JULY 19, 1986 — LEBANON  
LUNCHEON & MEETING at THE GOLDEN LAMB  
INSIGHTS INTO THE RAILROAD INDUSTRY  
FIELD TRIP ON THE I & O RAILROAD  
Full Details Inside This Issue . . .



OHIO ASSOCIATION OF  
RAILROAD PASSENGERS  
P.O. BOX 653  
XENIA, OHIO 45385-0653  
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