

the 6:53



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OHIO ASSOCIATION OF RAILROAD PASSENGERS

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COVER PHOTO: The loneliness of this arrow-straight high-speed stretch of Conrail mainline in Ohio's 3-C Corridor would be improved with the addition of an intercity Amtrak passenger train; giving us an attractive travel alternative to driving congested I-71 only a few miles east of where this photo was made. But, alas; the powers that be have set their sights on "high-speed trains" for a distant future and refuse to see Ohio's present needs for conventional passenger trains NOW! Credit John McCann for this photo. We're about a mile north of Ashley, looking south towards Columbus on a quality mainline of welded rail and automatic block signals to protect train movements in both directions.

A 1986 CHRONOLOGY OF OHIO'S CURRENT HIGH-SPEED LEGISLATION:

- June 30 - Omnibus S.B. 289 High Speed Rail Bill is signed into law by Governor Celeste. It creates the Ohio High Speed Rail Authority, removes OhioDOT authority for any Ohio passenger rail development, creates Intercity Rail Development Fund, gives power of acquisition to make loans and issue revenue bonds, mandates that members of the OHSRA submit plan to legislature before January 1, 1987 for General Assembly approval, to develop, finance, construct and operate the proposed Cleveland-Columbus-Cincinnati high-speed trains.
- Sept. 9 - Initial meeting of the new OHSRA; members include legislators, labor representation, corporate executives and entrepreneurs. Ohio Sen. Boggs elected chairman.
- October - Several Ohio U.S. Congressmen succeed in getting "transition rules" exemption continued in new Federal tax law, to allow state to sell \$2 billion in tax-exempt bonds at a low interest rate and use proceeds to buy U.S. Treasury bonds at a higher rate. Over 4 years, authority expects to make a profit of about \$100 million for studies. And then, if all goes well, a decision will be made about route segments and actual construction, if any. Other OHSRA meetings take place to discuss financing, plan options, etc.
- Nov. 14 - State Rep. Ross Boggs (the Senator's brother) sponsors and introduces \$2 billion bond financing proposal bill H.B. 1054 in Ohio House Finance Committee. It is approved quickly and sent to the entire House and passed by a clear margin within two days! Through a colleague of Sen. H. Cooper Snyder, amendment is introduced in Committee for \$9 million for conventional-speed 3-C train study and operation for a two-year period. It is defeated.
- Nov. 15 - Sen. H. Cooper Snyder and OARP's Manfred Orlow hold impromptu Columbus press conference in attempt to gather more public support for the interim service amendment.
- Nov. 20 - The Ohio Senate approves Am. H.B. 1054 by a vote of 23 to 8. Snyder conventional-speed \$9 million 3-C trains study amendment is withheld at the last minute in lieu of written statement of OHSRA's chairman's support for same. Constitutionality of bill is immediately challenged. Bill is sent to Governor Celeste.
- Dec. 15 - Wire services report that a highly unusual go-slow

resolution as requested by the Governor before signing. The OHSRA acquiesces. The bill is ready to be signed into law.

YOUR OARP PRESIDENT COMMENTS... Talk about RAILROADING! We've witnessed it here, we have - we have! And despite promises from Senator Boggs, WE HAVE ABSOLUTELY NO ASSURANCE WE'LL GET THE CONVENTIONAL AMTRAK INTERIM SERVICE IN THE 3-C CORRIDOR. Not at all. I'm afraid the good Senator Boggs has acquired the stubbornness of one Art Wilkowski (remember him?) and the word of the hour is FULL SPEED AHEAD, HIGH-SPEED ONLY! Senator Boggs DOES NOT WANT any "Amtrak" service because if the conventional/interim service does well he fears people will be satisfied and won't want the high-speed system. And if the interim/conventional service does poorly he fears the negative image will thwart the push for his high-speed system. Unfortunately, the railroaded push for high-speed in Ohio's future has unleashed a hefty amount of negative press here and now. That's going to make Senator Boggs' job more difficult. It's making OUR push for conventional service more difficult. One caller on November 20th asked if we would now celebrate our victory. I say "What victory?" We have nothing to celebrate. If anything, we're back to square one and the fight is starting anew. I've learned all too painfully that four more years of talking and studying is actually an excuse for doing nothing. That's what we have and that's what we've got! Will I be proven wrong? We'll just wait and see. In the meanwhile, we'd better get busy. We've got a lot of work to do.

CHANGES... CHANGES... On November 8th your OARP President was informed he would no longer be working for Dave Marshall (OARP's founder and 1st President); also that OARP's Government Affairs Director Manfred Orlow, along with a small accumulation of OARP files, computer and printer should plan to vacate the Ziebart office space in downtown Dayton. Your OARP President does have a new job, a new office location and a new phone number. But he will not now be as free during the day to handle any OARP business except phone calls of an essential nature. Your OARP President is now Account Services Manager for Advertising & Talent Associates in Kettering, Ohio. The new phone number is 513-439-2355. At this writing we have not yet located space from which Manfred Orlow can work. As soon as something is finalized, all officers and regional coordinators will be notified so that he can be reached about OARP legislative matters.

We ask your understanding and patience in these times of changes. We are all grateful that Dave Marshall did allow OARP matters to be conducted from the space in the Ziebart offices for several years. Perhaps we've had it too good for too long. OARP cannot go on pretending to be a full-time organization. If enough people out there feel it should be a full-time organization (we know there is plenty that needs to be done and plenty of opportunities for us out there), then adequate funding for personnel and a suitable office must be available. At this time, OARP can not afford this. If YOU can provide some constructive assistance, please contact Tom Pulsifer about it.

WHAT IS OHIO'S FIRST LADY OF RAIL TRANSPORTATION SAYING THESE DAYS?

No stranger to the cab of an Amtrak F40, OhioDOT Rail Division's Deputy Director Jolene Molitoris was quoted in the Columbus Dispatch on October 19th in part as follows:

"Everything we do is geared to industrial development."

According to her, passenger rail service within the state is virtually unavailable. A panel has been appointed and given \$100,000 to consider whether the state should build a \$2 billion high speed passenger train system.

With negativism like this it's no wonder that Ohio DOT officials are so woefully ignorant about modern passenger trains and so quick to urge fundings for energy deficient highways and forcing more of us to drive.



THERE WAS POSITIVE NEWS IN 1986 and some of it impacted Ohio. Amtrak reported that the percentage of its costs covered by commercial revenues rose for the 5th consecutive year, while passenger-miles are up for the 4th straight year! Amtrak doubled its Chicago-Pittsburgh service, the first significant expansion of the long-distance network in many years and one which may yet lead to restoration of direct Cleveland-Pittsburgh service! Amtrak's re-routing of the CARDINAL restored direct Indianapolis-East Coast service for the first time since 1979! Massachusetts was pleased with ridership on the New York-Hyannis trains it funded and has already arranged for an expanded 1987 operation! Better than expected ridership developed quickly on the Portland, OR, light rail line! Commuter rail cars for the Miami-West Palm Beach service have already been ordered and a Fall 1987 startup of service is projected! The U.S. House of Representatives voted resoundingly on July 30th against "cut Amtrak" amendments! We all know well that the fight for more and better passenger train services in Ohio and elsewhere is far from over. YOUR help IS needed! To those who fight for what they believe in come the victories! All aboard!

OARP IS IN A DILEMMA.

On the one hand, we should be very happy that so much attention is focused on Ohio and rail passenger service because of the recent passage of the high-speed rail legislation; but on the other hand, we are both disappointed and angry that no one will be able to use ANY new trains, for at least 7-8 years, in spite of millions and millions of dollars being spent for further planning and study.

Even though there are promises, I must report today (12/12) that OARP has been unable to include conventional-speed trains in the just-passed High Speed Rail Bill (Am.H.B.1054), although a specific written commitment to "provide for full and active consideration" of 79 mph 3-C trains has been handed to OARP's strongest Statehouse proponent, Sen. H. Cooper Snyder, by the chairman of the High Speed Rail Authority, Sen. Robert Boggs.

In the opinion of the sponsors and backers of the \$ 2 billion high-speed measure, there are no trains needed nor warranted before the start-up of the high-speed, even though a 2-year study of ridership and marketing would cost only about \$ 9 million for 2-trains per day in each direction between Cleveland and Cincinnati; and these could begin in 16 months.

The passage of Am.H.B. 1054 has raised many questions, not only from us, but from countless others from Ohio and in Washington, including the Treasury Department about the constitutionality of the bond sale and the resulting profits. Is high speed the only way to serve Ohio's 7.5 million 3-C potential-passengers? We may never know.

Why is there such opposition from only a very few political promoters? And why should the dissenters' opinion prevail to the detriment of the potential rail patrons who must sit quietly by to wait, while the "professionals" plan for the next generation.

Many questions such as these need to be answered during the next few weeks and months of activity, and the issue of new conventional-speed trains for Ohio during 1987 or early 1988 is by no means over.

As things stand now, a fair statement might be that "we have lost the battle, but not the war" for this session of the legislature.

If the \$ 9 million 3-C study cannot be negotiated with members of the High Speed Rail Authority, then OARP will definitely push for the immediate re-introduction of the two Ohio House and Senate bills now pending.

* * * *

As for my own priorities of OARP work during the upcoming next few months in addition to the above, I see myself continuing to try to enhance the influence of the "All-Aboard in '87" business-civic 3-C committee so that it will act with unified purpose to pass 3-C legislation.

The 3-C citizens' groups newsletter we have published periodically needs to be expanded and revived. Because of impending news which we awaited almost daily this fall, it has been neglected so much that a new edition needs to be published very soon to about 500 addresses, to gather support and cooperation from more of the "troops."

Another priority for me will be to seek new corporate and foundation outside funding for the special 3-C communication project costs we are encountering. Except for the dependable giving of the railroad brotherhoods and one or two corporate gifts which we have already mentioned, other support has been sporadic, at best, in spite of traditional fundraising efforts with over 80 companies and foundations and an appeal to individuals through this newsletter. Obviously, however, what works for some, certainly doesn't seem to work for us. We'll have to try something new.

There are also a number of high-level private meetings being initiated by your OARP which we hope will bring results. Our planning priority as always, is to bring the best train service to the most people (using current passenger rail accounting standards) of course, in as short a time as possible. We hope that means we are working on your behalf as we pursue this policy. Remember that this is YOUR organization, and your input is very important to us, especially now. Let us hear from you, not only about what WE should be doing, but what YOU can do to help!

And lastly, by the time you read this, your OARP president and I will be working in separate offices for the first time in several years. Although I was not involved at all with Ziebart, Tom's employer, David S. Marshall who is the founder of OARP, conveniently allowed my presence in Tom's office for several years. This was our office center for me and what little equipment we have, and the all-important telephone. Although I have made many friends there, I'm looking forward to new people and new experiences. I'll miss that place; but mostly I'll miss Tom.

More, in the next issue.

BROADWAY & CAPITOL LIMITEDS REPORTEDLY DOING WELL AFTER SPLIT

OARP understands that ridership on both the BROADWAY LIMITED and the CAPITOL LIMITED has become quite healthy since both trains were permanently split west of Pittsburgh at the end of October. By mid-November Amtrak agents were reporting that sleeper space was virtually unavailable until after the Holidays and that coach space was already sold out on a few dates. The CAPITOL LIMITED is handling additional mail and express business between Washington and Chicago.

Additionally, the Conrail "Fort Wayne" line which these Amtrak trains use has received further upgrading this year, now allowing passenger trains a top speed of 79mph between Bucyrus (Colsan Interlocking) and Fort Wayne (Adams Tower). Operational reliability of the Amtrak trains is now better assured also since the trains no longer need to make double or triple stops at all the stations as they did in the past nearly every trip with the combined trains.

Conrail has also seen fit to begin routing additional freight trains over their "Fort Wayne" line, taking some pressure off the congested "Lake Shore" route. OARP understands from 3 to 6 additional freights in each direction have been reported on this line which has been single-tracked over the past several years.

Amtrak has added agents at Lima and Fort Wayne. Hopefully revenues will increase to the point where these staffed stations can be kept open for all trains. OARP will be watching this situation carefully.

FEDERAL TAX LAWS ARE CHANGING... and it may be to your advantage to make a special gift to OARP before January 1, 1987. Income tax brackets will be changing so your donations in 1986 may produce a greater tax savings for you than the same donations made in 1987. If you do not itemize deductions, you'll receive full credit for any donations made in 1986, but not in 1987. The increase in the standard deduction may reduce or eliminate the benefit of donations made in 1987, but does not affect 1986 contributions.

REMEMBER YOUR OARP WITH A FULLY TAX-DEDUCTIBLE YEAR END GIFT! EVEN IF YOU'RE NOT IN THE 50% BRACKET, IT'S STILL DEDUCTIBLE AND WILL HELP YOUR ASSOCIATION AND OUR CAUSE!

OARP PARTICIPATED IN AMTRAK'S "OPEN HOUSE" AT CANTON on Saturday, October 25th. The eight-hour daytime event attracted over one thousand visitors! Several area OARP members and officers staffed a display table in the waiting room from which we dispensed much OARP literature and talked with visitors about OARP and our work for more and better passenger trains. Working the Canton "Open House" for OARP were Howard Harding, Bill Glasser, Doug Hudson, Don Holloway, Russ and Dave Aldinger, Jim Stevenson, Ken Prendergast and Dave Mangold. OARP thanks lead agent Bob Walls for inviting us to participate, and we thank our members for helping out! It worked! We've recently had several new members join from the greater Canton area and have mailed out literature in response to inquiries.

OARP ORGANIZES PROFESSIONAL 3-C BRIEFING MEETING ON OCTOBER 7

Your Association organized and conducted a meeting involving potential users of the 3-C Corridor service on Tuesday, October 7th in the Heritage Room of The Nationwide Building in Columbus. This by-invitation-only briefing session was attended by thirty representatives of businesses, municipalities, chambers of commerce, civic organizations and others. Hosted by John Doulin of The Nationwide Corporation, facilities and refreshments were provided at no cost to OARP. The session was opened by Ohio Senator Richard Pfeiffer, one of the co-sponsors of our 3-C Corridor conventional service bill. The Senator was quick to note he IS a user of Amtrak (latest trip from Elyria to Boston on the LAKE SHORE) and encouraged the push for the 3-C service. The consensus of this session was that they felt the Governor's non-support of our legislation comes from fear that any interim service in Ohio which might be less than perfect would be detrimental to the "image" of the proposed high-speed rail plan; therefore, it should be discouraged. In contrast to that, however, our group felt that interim service does indeed serve a good purpose since it "readies" the public for the high-speed trains, especially if the interim service is good and well run. It also provides a much-needed service to all enroute cities as well. OARP's Tom Pulsifer and Manfred Orlow conducted the meeting which was also attended by OARP's Howard Harding, Bill Hutchison and Bob Boyce as officers who have been most closely involved with the ongoing work on the 3-C Corridor Project.

OARP'S FALL 1986 MEETING IN AKRON A SUCCESS!

Nearly 50 members and guests attended OARP's Fall Meeting which was held in the elegant Akron Women's City Club on Saturday, October 18th. Early arrivals enjoyed coffee/tea and FRESH baked pastries!

We hosted TWO guest speakers and both were with us for the entire day, giving members plenty of opportunities to chat informally with them. Richard Enty, Rail Administrator for the Greater Cleveland RTA presented an interesting slide program on their 1985 Railbus Demonstration Project between Mentor, Euclid and downtown Cleveland using RTA and Norfolk Southern trackage. He also showed aerial views of the proposed Railbus system routes and station locations. He concluded his presentation by giving everyone present an actual ticket used for the 1985 demonstration project as a souvenir!

Our second guest speaker was Mrs. Jeanne Waldock of Olean, NY, spokesperson for The Eight State Rail Preservation Group. As a citizen concerned with saving our freight railroads, Jeanne presented her "30 Reasons We Should Save Our Railroads" and outlined concerns about the abandonment of many Conrail line segments in this area, affecting not only local shippers but in some cases future intercity passenger services. OARP appreciates having both speakers at our meeting. Their topics were indeed timely and both elicited many discussion questions from an attentive audience.

OARP held its business meeting in the morning session. Treasurer Ben Libby reported a balance of \$2,524.04 as of October 10th. There was no business acted upon other than approving the Treasurer's Report, however we did devote considerable time to discussion of several timely concerns; including the impact of changes in Amtrak services to Ohio. Manfred Orlow reported on the 3-C Corridor Project, the October 7th 3-C Briefing Session in Columbus, and OHSRA activities to date. Howard Harding reported on the recent NARP Directors Meeting in Portland, Oregon.

An excellent noon luncheon of Beef Tips or Baked Fish was enjoyed by all. A large number of "door prize" items were given away; enough in fact that EVERYONE present received something to take home!

Just before the conclusion of our busy day we saw the brand new Amtrak sales promotion film, thanks to Howard Harding who secured a print of the film at the recent NARP meeting.

OARP thanks Don Holloway and Dorothy Holloway who made it possible for us to hold our Fall Meeting at the Akron Women's City Club facilities. We also thank Howard and Patty Harding for handling arrangements for this OARP meeting. And, thanks to John Jacobsen of Amtrak for having a carton of the new Amtrak nationwide schedules sent to us (via train to Cleveland!) for our meeting.

PLEASE NOTE YOUR OARP PRESIDENT'S NEW WORK PHONE NUMBER WHICH MAY BE USED FOR ESSENTIAL OARP MATTERS DURING THE WORKDAY. IT SHOULD NOT BE USED FOR CALLS OF A NON-ESSENTIAL NATURE.

DAYTON, OHIO

513-439-2355

8:30 am - 5:30 pm

"Although there's no comparison to the romance and experience of a nighttime journey on a passenger train, Amtrak's present schedules call at most Ohio stations during hours of darkness. OARP is working to bring daytime intercity trains to Ohio's populous Cleveland - Columbus - Cincinnati Corridor and improved train times for the other routes."

This is the message conveyed by OARP's FULL-COLOR 1987 CALENDAR which is now available!

The photo, an Ektachrome by W. Mike Weber, depicts an Amtrak F40 locomotive with its bright headlight piercing ahead into a light nighttime fog, with the crossing flashers and gate lights adding color to the scene. This one-color version in "the 6:53" comes nowhere near doing Mike's photo justice. You need to see the actual 1987 OARP CALENDAR to really appreciate it!

As in the past, OARP's CALENDAR not only has the whole year before you at a glance, with holidays highlighted; but also lists for your information and reference...

- * Amtrak Reservations & Train Information toll-free and local phone numbers.
- * Amtrak's Regional Sales & Marketing Office toll-free phone number.
- * Amtrak local station phone numbers (will save many a call to "Information").
- * Ohio's Legislative Information toll-free phone number plus OhioDOT's Rail Division office number.
- * Useful information about OARP.

Our 1987 OARP FULL-COLOR CALENDAR measures 9" by 12" and is printed on a quality stock. Our 1987 CALENDAR is one which we believe you'll be proud to display in your home or office as well as to hand out to friends and associates. We received our 1987 CALENDARS from our printer in mid-November (Quality Graphics of New Carlisle, Ohio) and we've already filled a goodly number of advance orders for them. We now await YOUR orders and will fill them as rapidly as we can.

Pricing for our 1987 OARP CALENDARS is the same as for previous years; 10¢ each in any quantity PLUS \$1.00 for postage and shipping for any order -- any quantity. This means ONE calendar would be \$1.10, TEN calendars would be just \$2.00. We do it this way to encourage you to order several and give them out to friends and associates, thereby helping spread the word about, and visibility of, your OARP.

PLEASE USE THE ORDER BLANK AT THE RIGHT TO HELP SPEED YOUR CALENDARS TO YOU. MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO O.A.R.P. AND BE SURE TO PRINT THE REQUESTED INFORMATION.....



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

Please send me _____ OARP 1987 CALENDARS
I'm enclosing payment at 10¢ per calendar
PLUS a minimum donation of \$1.00 to help
cover the costs of mailing the calendars.

SHIP TO: _____

Dec86

OHIO LEGISLATURE -- SOME CHANGES FOR 1987-1988:

Based on the results of the November 4th Election, OARP lists here the newly-elected members (based on information available to us at this time):

117th OHIO GENERAL ASSEMBLY

SENATE: 4th Dist. Vacancy due to Sen. Donald E. Lukens being elected to U.S. Congress from the 8th Congressional District.
11th Dist. LINDA FURNEY (D), 1953 Brussels, Toledo 43613
17th Dist. JAN MICHAEL LONG (D), 522 Glenmont Drive, Circleville 43113
27th Dist. ROY L. RAY (R), 692 Sunnyside Avenue, Akron 44303

HOUSE: 1st Dist. WILLIAM E. THOMPSON (R), 4960 Defiance Trail, Delphos 45833
6th Dist. JAMES M. PETRO (R), 315 Falmouth Drive, Rocky River 44116
10th Dist. RONALD M. MOTT, SR. (D), 7713 Wake Robin Drive, Parma 44130
16th Dist. VERMEL M. WHALEN (D), 16804 Glendale Avenue, Cleveland 44128
35th Dist. WILLIAM SCHUCK (R), 1881 Willoway Circle North, Columbus 43220
48th Dist. ARLENE SINGER (D), 4000 Sylvania Avenue #17, Toledo 43623
53rd Dist. ROBERT F. HAGAN (D), 2018 Cordova Avenue, Youngstown 44504
58th Dist. JUNE H. LUCAS (D), 1435 Locust, Mineral Ridge 44440
76th Dist. L. EUGENE BYERS (R), 550 Township Road #2802, Loudonville 44842
86th Dist. LARRY ADAMS (R), 1517 Colorado Avenue, Marion 43302
98th Dist. JERRY W. KRUPINSKI (D), 2713 Cleveland Avenue, Steubenville 43952

100th CONGRESS - OHIO DELEGATION

U.S. SENATE: no change

U.S. HOUSE: 8th District DONALD E. LUKENS (R), 1100-A Park Lane, Middletown 45042
14th District THOMAS C. SAWYER (D), 1298 North Howard Street, Akron 44310

Your OARP will once again publish its very useful LEGISLATIVE DIRECTORY listing all names, addresses and committees of the 117th Ohio General Assembly, as well as the complete listing of the Ohio Delegation to the U.S. Congress. We hope to have our OARP OHIO LEGISLATIVE DIRECTORY available to you sometime during the month of February 1987. Write NOW for a copy. We will mail it to you as soon as we get them from the printers. It will help OARP help you in this regard if you'll enclose a self-addressed stamped #10 envelope with your request.

PRELIMINARY DETAILS ANNOUNCED FOR JOINT REGIONAL NARP MEETING

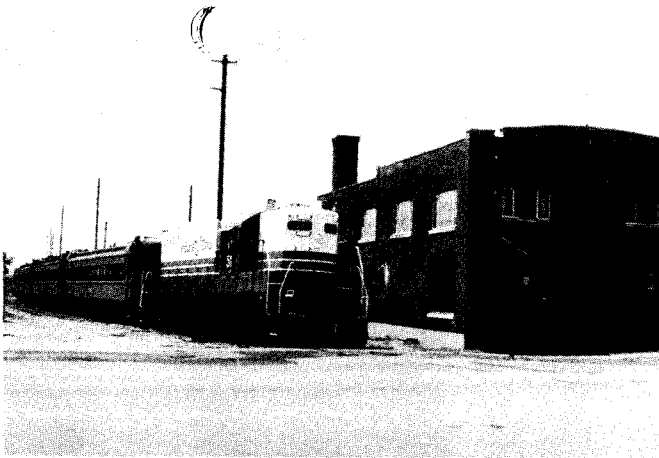
NARP Region 6 (Ohio-Michigan-Indiana) and Region 7 (Illinois-Wisconsin-Minnesota-North Dakota) are planning a JOINT ANNUAL MEETING to be held in CHICAGO on Saturday, March 21 and Sunday, March 22, 1987. Meeting events will generally allow for Saturday arrivals and Sunday departures by Amtrak. On Saturday there would be a dinner meeting with guest speaker in the evening, preceded by a cocktail hour. As early as possible on Sunday there would be a group tour of the Amtrak Maintenance Facility (the 14th Street Coach Yard) followed by a NARP business meeting at Chicago Union Station. Full details are not yet finalized. NARP Director Jim Otto of Minneapolis is coordinating plans for this joint NARP regional meeting. We will have complete details in the next issue of the 6:53 and all NARP members will receive details via NARP mailings.

Please note that, though we fully encourage OARP members to attend this joint NARP regional meeting, OARP is NOT planning to hold any sort of OARP meeting in Chicago as part of this event. We plan to hold our own OARP meeting on another Saturday in March so as not to conflict with this event.

THANKS... to the OARP volunteers who staffed our display at the annual Thanksgiving Weekend Railroad Show in the Montgomery County Fairgrounds Coliseum in Dayton on November 29th and 30th: Al Wolf, Allen Wolf, Malinda Wolf, Bob Schwenke, George Bayless, Clarence Cross, Mary Cross, Manfred Orlow, Mike Weber, Linda Leas and Tom Pulsifer. We talked about modern passenger trains with many visitors and gave out a carton-full of Amtrak's nationwide schedules, plus other Amtrak and OARP materials. Our continuous slide show presented a potpourri of "Amtrak in Ohio" shots including views of the interior of different types of cars found on Amtrak's trains. This particular Show opportunity has always been a good one for OARP; thanks especially to those individuals who give a few hours of their time to come and meet the public to talk about passenger trains. Again this year Al Wolf worked on coordination of this project.

A gentleman whose byline is seen in such publications as Rail Travel News, Newsday, and International Railway Traveler has moved to Ohio to teach classics and archaeology at The Ohio State University/Lima Campus. He is Duane W. Roller and is a new member of OARP. While teaching in Toronto during the past few years he served on the executive board of Transport 2000 Ontario. Welcome to Ohio, Duane! And welcome to OARP!

OARP's 1987 CALENDAR (in full-color this year!) IS AVAILABLE! See the centerfold of this issue for details and a handy form on which to place YOUR order. Get several, for yourself and to give out to friends and associates. OARP's calendar is a good "outreach tool" to inform others about train traveling.



INDIANA & OHIO #51 prepares to cross U.S. 42 and pull into the depot in downtown Lebanon, OH with a load of OARP members and guests and the general public in the four ex-DL&W cars behind. The occasion was OARP's 1986 Mid-Summer Meeting and the "First Day" of I&O passenger train service on its Mason - Lebanon (OH) route, Saturday, July 19th. This photo was taken by OARP member Mark J. Adamcik.

NEWS FROM BILL FUEHRING... Bill is now devoting full-time efforts with the GOLDEN AGE RAIL EQUIPMENT CORPORATION in Bellevue, OH which restores and leases railway passenger equipment for excursion service. At this time, none of their cars are Amtrak-compatible. GOLDEN AGE may be contacted at P.O. Box 61, Bellevue, OH 44811, or by calling 419-483-6235.

The Mad River & NKP Railroad Society (P.O. Box 42, Bellevue, OH 44811, 419-483-2222) and the Orrville Railroad Heritage Committee (P.O. Box 31, Orrville, OH 44667, 216-683-2426) will jointly sponsor a May 1-2-3, 1987 round trip excursion over Norfolk Southern from Orrville and Bellevue to St. Louis and back. Overnight two nights in the Omni International Hotel right in St. Louis Union Station! Tours of the city and the nearby Transportation Museum with its large collection of historic railway equipment. Please contact either sponsor for details. This train limited to 600 passengers.

The Mad River & NKP RR Society is also sponsoring these railtours in 1987; Tenth Annual April in Toronto Trip (April 3-5), Western U.S.A. Rail Tour (June 6-15), Western Canada Rail Tour (September 5-20), and a Mexico Rail Tour sometime in the Fall. Contact Ruth Fuehring at 419-483-6235 for details or write for a flyer.

The Mad River & NKP RR Society will again sponsor their popular STATE FAIR LIMITED passenger excursions from Toledo and Bay Village to the Ohio State Fair during August. These trains will be steam-powered out of Toledo and from Bellevue on the Bay Village trip. Details will be announced soon.

We're pleased to announce that DENNIS HALE (19855 West Outer Drive, Suite 201W, Dearborn, MI 48124) is now serving as Amtrak's Sales Manager for Ohio. The Amtrak Sales offices may now be reached via a toll-free number, 1-800-TEL-TRAK. Hale succeeds Susan Rice and Gary Stupka. We're also pleased to welcome FRANK STOY back to Ohio as newly-appointed Amtrak Regional Supervisor for Ohio succeeding Tom Jensen. Stoy last served Amtrak at Minneapolis/St. Paul. He may be contacted at Central Union Station, 415 Emerald Street, Toledo 43602.



Amtrak's 1987 Wall Calendar features a painting by noted rail artist Gil Reid. It depicts the COAST STARLIGHT running alongside the Pacific Ocean near Point Conception, CA, between San Luis Obispo and Santa Barbara. The painting tops a 23½ by 33½-inch calendar which shows the entire year at a glance. Copies of Amtrak's 1987 Calendar should be ordered directly from AMTRAK CALENDAR, P.O. BOX 7717, DEPT. S, ITASCA, IL 60143. Cost is \$4.50 for one, \$8.00 for two, \$10 for three. Cost includes shipping and handling charges. Amtrak's 1987 Calendars are now ready for distribution.

OARP Pres. Tom Pulsifer spoke on Ohio's 3-C Corridor to the Urban Transportation Club in a luncheon meeting at Ohio State University on November 19th. OARP's Secretary Bob Boyce is a member of this group.

It appears to OARP that any reroute of Amtrak's CAPITOL LIMITED via Cleveland and Toledo will not take place until the Fall of 1987 at the earliest. Conrail and Amtrak are squabbling over who pays for signalling "improvements" CR says are needed between Alliance and Cleveland. Trains would back in and out of Cleveland's Lakefront Amtrak Station unless a rather expensive crossover is built east of the depot. It appears that Amtrak may consider a stop at Hudson, to serve nearby Akron, but middle of the night train times would likely prevail as the U.S. Postal Service apparently has a lot of say now in the scheduling of Amtrak trains that handle large amounts of U.S. Mail.

OARP understands that relocating the Crestline (BROADWAY-CAPITOL) stop to downtown Mansfield is not likely to happen soon. The site of the former PRR depot in Mansfield (demolished some time ago) is in a very depressed part of town and thus far no suitable alternative site has been found in the city. Though Mansfield has a much larger population base and is a bit closer to I-71, the attractiveness and safety afforded by the Crestline stop outweigh present conditions in downtown Mansfield. It would be good if the Amtrak timetables could list Crestline as a dual-designation stop, i.e. Crestline (Mansfield).

OARP is watching a potentially serious situation affecting Amtrak in Toledo's Central Union Station. Conrail is reportedly considering moving all of its division offices from Toledo to Detroit. This would leave Amtrak as the only tenant in the large Toledo depot facility. OARP knows from the experiences in Cincinnati that Amtrak is extremely reluctant to be sole tenant in a huge empty facility and that alternative "Amshack" depots are not always the best solution either.

IndARP (the Indiana Association of Railroad Passengers) reports to OARP that Amtrak officials have talked with Connersville officials about restoring the B&O depot there for a stop on the CARDINAL route. Amtrak has no funds for this purpose, but private fund-raising locally did the job at Warsaw, Indiana, now a regular stop on the BROADWAY-CAPITOL route. An estimated \$39,000 needs to be raised to refurbish the depot's waiting room, rebuild the station platform, and install proper lighting and signage. If everything goes well, Connersville might get its CARDINAL stop by the Fall of 1987.

OARP's Lima Area Regional Coordinator John H. Keller reports a long series of different events (Fall 1986 - Spring 1987) in connection with "TRAIN TOWN" which is a public program working to recover, understand and develop Lima's central role in the railroad industry which shaped the towns and cities across modern America. In fact, as a noted railroad historian, our own John Keller is very much involved with many of the "TRAIN TOWN" activities. For information about "TRAIN TOWN" you may write: The American House, P.O. Box 5283, Lima, OH 45802 or call 419-224-6873.

From time to time OARP receives questions about Operation Lifesaver, promoting rail-highway crossing safety. Ohio's Operation Lifesaver coordinator is: Chris Ely, 2600 Parsons Avenue, Columbus, OH 43207, 614-445-5175. OL is now incorporated and nationwide efforts are coordinated from a main office in Phoenix, AZ.

OARP's Mike Weber reports that the CARDINAL will keep its 11 dining car all Winter, as will the CAPITOL LIMITED. The CITY OF NEW ORLEANS will lose its full diner over the Winter period. By the way, Mike has been appointed Amtrak/Passenger News Editor for a new rail publication called Trackside Times which is edited by another OARP member, Dave Oroszi of Dayton! Trackside Times is \$10.00 for 6 issues a year; 4415 East Greenview Drive, Dayton, OH 45415 is the address of the Editorial Office.

Jim Stevenson reports that the old PRR bridge over the Maumee River in Toledo, downriver from the present Conrail bridge used by Amtrak trains, is slated for demolition. This was the route of the RED ARROW and other PRR passenger trains. The old drawbridge has been termed a hazard to navigation on the Maumee River.

OARP Rail Trip & Station Report forms being sent in by members taking Amtrak trips are showing in general that conditions are not the best; from inept personnel dealing with minor problems, to malfunctioning toilets (including filthy toilets) and inoperative lights in restrooms, food service cars running out of food soon after train leaves point of origin, and great inconsistencies. It appears that OARP members encounter either GREAT personnel and service on their trip or else it is LOUSY service and ARROGANT personnel. We hear reports both good and not so good. We encourage members to report on their experiences, both to OARP AND to Amtrak (so that negative conditions are both registered and corrected and the positive employees are rewarded).

Our thanks to Bill Hutchison for recently putting in many hours to update OARP's earlier report on Buffalo-Cleveland-Chicago and Pittsburgh-Cleveland-Detroit services. These Corridors would interconnect, as a hub, at Cleveland with the proposed Ohio 3-C Corridor services.

OARP's Mark Adamcik was featured in a September 16th Plain Dealer article on Cleveland's Cuyahoga Valley & West Shore Model Railroad Club which is headquartered in the old LS&MS depot at Olmsted Falls, Ohio.

No one was injured September 20th when the eastbound LAKE SHORE LIMITED struck a trailer truck stalled on a grade crossing near the Erie, PA, Amtrak station. The eastbound LAKE SHORE was delayed 5 1/2 hours, the westbound 2 hours. The Amtrak locomotive was damaged by an ensuing fire.

OARP member Duane Roller reports that on the morning of October 25 the westbound BROADWAY LIMITED ran in TWO sections from Pittsburgh to Chicago due to a Conrail freight derailment in Pennsylvania. The second section was seen in Lima just before 2:00pm. The final combined BROADWAY/CAPITOL arrived in Chicago on October 26th, the following day.

We can report that Charles M. Lewis of Lewis & Michael, Inc. of Dayton, a moving and storage company, has offered storage space for OARP's records and files for an indefinite period. OARP would have occasional access to our materials during regular business hours. Since this just came about, we haven't gotten into the details of this yet, but will be working on it very soon. This should be an immediate answer to one of our problems -- the lack of proper and adequate safe storage space for our growing files.

The Chicago-Tampa through "Floridian Service" coach, carried in the CAPITOL LIMITED and SILVER STAR has been discontinued. Also eliminated are station agents at Spartanburg, SC, Glasgow, MT, Martinsburg, WV, Harpers Ferry, WV, Columbus, WI, Red Wing, MN, St. Cloud, MN, Staples, MN, Hutchinson, KS, Beaumont, TX, Grenada, MS, Wilson, NC, and Yemassee, SC. We report on a positive note, however, that checked baggage service has been restored at INDIANAPOLIS after a 7-year absence!

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Authorized AMTRAK travel agents who wish to join OARP and be listed in this DIRECTORY should send a \$25.00 check, made payable to the OHIO ASSOCIATION OF RAILROAD PASSENGERS, and mail this to OARP, P.O. BOX 653, XENIA, OH 45385. Please refer any inquiries on OARP's "TRAM" (Travel Agency Member) PROGRAM to OARP Pres. Tom Pulsifer (at the same address) or call 513-439-2355 (days) or 513-372-9868 (evenings/weekends). These DIRECTORY listings are limited to the CITY, the BUSINESS NAME of your Agency, and your LOCAL PHONE NUMBER. Limited to OHIO Travel Agencies.

THANKS, CATHY! We wish to extend a hearty and gracious "THANK YOU" to Cathy Preibisch of Xenia who spent the better part of September, October and November 1986 sorting and filing OARP's growing accumulation of paperwork. We are also indebted to the Greene County Historical Society for leasing OARP their "little white house" on their property in downtown Xenia so Cathy could have a good working place.

We really appreciate the work Cathy has done. A good start has been made with files categorized and established. A lot of "fine tuning" will need to be done at another time. And we hope to secure suitable space to store OARP's materials so they remain both safe and usable.

GET MAGNETIZED !

Those who have them are raving about them -- OARP's new MAGNETS are handy and useful promotional items to use yourself or to give to others. Our magnetic noteposters measure 2 3/8" by 2", feature the Amtrak logo in accurate colors, the Amtrak "800" number, silhouette of a modern train, plus OARP's name and address. 4 for \$1! Please use the order form on page 19.



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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 just \$10 for your first year; \$15 thereafter.

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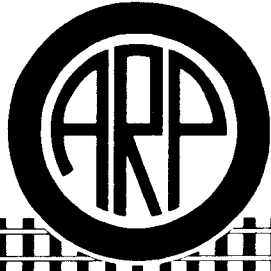
Note: Amtrak (1-800-USA-RAIL) will mail you single copies free.

"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 WINTER MEETING

We're planning for a late-Winter "WORKSHOP" type meeting to openly discuss the future course of OARP and other pressing concerns. This will be arranged on a Saturday in March, somewhere in central Ohio, and will include a low-cost luncheon.

Full details will be announced in the next issue of the 6:53. Watch for it!



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