support among regional planners! I hope that many of you in
ber of

8

Rep. Fred Deering (D-Monroeville) has once again come
call the

through for those of us who favor the incremental approach to new passen­

As reported in the last issue of the 6:53, Ohio Senator H. Cooper Snyder
and Cleveland.

March and April have been very busy months for the OARP office in Dayton
as we continue our work to gather interest and support for the pending

Our NCR-donated computer and printer are housed there and from this location
Manfred works on our current Ohio 3-C Corridor Special Project. We are in
Room #111 of the Far Oaks Building which is at 2801 Far Hills Avenue. Manf-
red is at this location most weekdays between 9:00am and 4:00pm; but if

Our expenses include $180 per month for rent and utilities
plus $40 per month for a business phone line. We do have a (donated)
answering machine hooked up on this office number for use when Manfred is not
there. The number is 513/294-0710. Please continue to send ALL MAIL
to the OARP Xenia address. OARP members are encouraged to stop by our office
when you are in Dayton. You'll see we're honest; this office IS small!!

S. B. #65, H. B. #359, ETC.

--- by OARP's Government Affairs Director, Manfred O. Orlow

much of the activity this Spring has been devoted to identifying and working on a one-on-one basis with
additional proponents of the conventional-speed trains. We hope to get
each and every one of them to testify during the bill hearings; either or-
ally in person or by written means. Particular thanks go to Galion Cham-
bles Committee Director Ron Myers for his work getting support among regional planners! I hope that many of you in Ohio who read
Arguments in favor of Amtrak staying at C.U.T.:

1. It is one of the newest pre-Amtrak stations in a major U.S. city. Only those in Milwaukee, Syracuse and New Orleans are newer.
2. It is centrally located.

Arguments against Amtrak remaining in C.U.T.:

1. It is a large, bi-level station, incidentally, the trains are not visible from the ticket counter/waiting area. The station offers all services; i.e., checked baggage, package express, wheelchair lift, and servicing of dining and lounge cars. It is usually manned by a single agent at any given time. Thus, passengers cannot be properly taken care of when the agent is down on the platform at train time; and reducing services at such a heavily used stop as Toledo is unthinkable.
2. Amtrak is already paying an outrageously disproportionate share of the building’s utility bills, and would have to absorb the entire amount if they were to become the building’s sole tenant.
3. The building, under previous Penn Central and current Conrail ownership, has fallen into serious disrepair.
4. Safe long-term parking is no longer available nor recommended.
5. The surrounding neighborhood is in a rapid rate of decline.
6. Unless you’re a regular passenger, a railfan, or over 50 years old, the station is not all that easy to find. When it opened 37 years ago it was considered to be a good location. That’s no longer the case. Many young Toledoans don’t even know that C.U.T. exists.

Comments:
The arguments against Amtrak’s staying in C.U.T. far outweigh the arguments in favor of staying. When Amtrak returned to Toledo in 1975, the station certainly was one of America’s newest, even though it was 25 years old at that time. However, with the many new facilities Amtrak has erected across the nation, C.U.T. now stands as just another dilapidated monument to a bygone era. Its central location is strictly in a geographical sense. Downtown Toledo is 9 to 5, Monday thru Friday. And that’s it, with the current renaissance of that area being almost exclusively geared to the 9-to-5 segment of society. All of downtown Toledo’s major retail and entertainment establishments have relocated, mostly to the growing southwest and northwest areas of the city. The only reason most of Toledo’s Amtrak passengers ever come to the central city is to use the train. It would be far more convenient for them if the station were located at Byrne Road or McCord Road, among other sites.

The six negative arguments are compelling, but the most important reason for Amtrak to leave C.U.T. stems from the flux of Conrail’s position on the matter. While Conrail officials officially say otherwise; most insiders feel that the company’s vacating of C.U.T. is not a question of “if” but “how soon”. Should Conrail decide to leave, they are required to give Amtrak on 60 days notice. Sixty days is certainly not enough time to acquire land and construct a new station. Furthermore, there is no guarantee that Amtrak would be allowed to remain in C.U.T. if
Conrail left especially the facility were to be sold. In all probability, Toledoans would see their Amtrak facilities moved into an "Amshack"-style temporary building (like Elyria or St. Louis) until a new station could be built. Future budgetary pressures, especially for capital funding, could cause the "Amshack" to become Toledo's permanent Amtrak station.

Toledo is by far Amtrak's busiest station in Ohio, with four daily trains and over 63,000 passengers arriving, departing, or changing trains (in FY 1986). These numbers could increase substantially with the possible re-routing of Amtrak's CAPITOL LIMITED via Cleveland and Toledo this fall. The "Amshack" scenario must NOT be allowed to happen in Toledo! I believe OARP should recommend that Amtrak immediately take action necessary for the construction of a new station at Toledo, regardless of whether or not Conrail stays in Central Union Terminal. I also feel that OARP should approach the Toledo City Council, the Lucas County Commissioners, The Toledo Metropolitan Area Council of Governments (TMACOG), the Toledo Area Regional Transit Authority (TARTA), and the Toledo-Lucas County Port Authority to seek moral support and technical and/or financial assistance for a new Amtrak station.

This recommendation will be on the agenda for OARP's ANNUAL MEETING on May 16th. Any added input on this Toledo dilemma should be submitted prior to your OARP ANNUAL MEETING.

LAST CALL for OARP's 1987 TRAIN CALENDAR... Our handy 9" x 12" informational 1987 CALENDAR features a Mike Weber color photo of an Amtrak passenger train heading into a light nighttime fog. Atmospheric! Additionally, our 1987 CALENDAR lists all the telephone numbers used most by Amtrak passengers in Ohio. Beats all those charges for directory assistance! Ask tor OARP's 1987 CALENDAR in any quantity, plus $1.00 for postage and handling per order. Address your request to OARP CALENDARS, P.O. BOX 653, XENIA, OH 45385. Make your check or money order payable to O.A.R.P.

"MAKE A NOTE TO TRAVEL BY TRAIN" is the motto on OARP's new woodgrained finish #2 PENCILS which were introduced at OARP's March 1987 WORKSHOP MEETING in Delaware, Ohio. These professional quality PENCILS also list Amtrak's nationwide Toll-Free Reservations & Information Network plus OARP's name and mailing address. This is another useful item to help reach out to get people into OARP and to get them on the passenger trains! Everyone who comes to our OARP ANNUAL MEETING on May 16th will get some FREE "Make a Note To Travel By Train" PENCILS! In the meantime... we'll mail you five for $1.00 and that includes postage and handling! Just make your check or money order payable to O.A.R.P. and address your request to OARP at P.O. BOX 653, XENIA, OH 45385.

WHAT ARE YOU DOING .......... TO BRING NEW MEMBERS INTO OARP?

"BUILD MEMBERSHIP" IS THRUST OF OARP MARCH 14 WORKSHOP MEETING

Though many topics were discussed during OARP's WORKSHOP MEETING in Delaware, Ohio, on Saturday, March 14th, it quickly became evident to all that one means of solving problems -- of accomplishing goals -- is that more people need to be involved and brought into our Association.

About three dozen OARP members attended this WORKSHOP MEETING, which was conducted in a delightful Holiday Inn. Amtrak's new district supervisor, Frank Stoy, attended so as to become acquainted with OARP's leadership and activist members throughout the state.

Pres. Pulsifer opened the WORKSHOP with an informal "State Of Our Association" report, touching on many things including our financial status, membership, computerization progress, archive storage, and administrative concerns. Treasurer Ben Libby reported that he had done a recent compilation of membership records showing we have 166 delinquent members; with dues more than six months in arrears. Vice-Pres. Howard Harding suggested we all need to keep one question in mind; that is "What is OARP accomplishing?" What the active core believes OARP is accomplishing and what the average OARP member thinks we are accomplishing may be vastly different.

For the bulk of the WORKSHOP, Pres. Pulsifer asked everyone to try to focus their input -- first on goals, then on objectives, then on priorities, and finally on strategies -- as a means of keeping topics in some perspective. Considerable time was devoted to ways of building membership in OARP. Some of the suggestions which will be followed-up on included: identify benefits of membership to specific groups; identify markets (college students, senior citizens, etc.); literature in Amtrak stations; talk-show participation; direct mailings to specific markets; general advertising in metro and statewide magazines; hold open public meetings; exhibits at fairs and shows; and establishing and cultivating good media contacts. In addition, Howard Harding and Mike Weber spoke briefly about the upcoming NARP Regional Meeting the following weekend in Chicago and sought any input to take to present at that occasion. Howard stated that one serious problem NARP is currently facing is the otherwise well-meaning individuals "run off on their own" with their facts sometimes screwed-up -- instead of contributing to the group effort to accomplish changes. The result is the officials and legislators get confused or mixed messages, instead of a clear and organized one.

Pres. Pulsifer reported this problem is not unique to NARP. He mentioned a recent and widely circulated proposal from a well-intended OARP member calling for, among other things, restoration of direct Amtrak service between Dayton and Indianapolis. This person was unaware that most of the trackage on that route was ripped up several years ago!

BULLETIN! THE SOUTH PORTSMOUTH AMTRAK STOP HAS BEEN MOVED A FEW MILES EAST TO A LOCATION ALONG US 23 & KY 7 (MAIN STREET) IN THE NEARBY VILLAGE OF SOUTH SHORE, KENTUCKY!
The combined NARP Region 6-7 Annual Meeting, held in Chicago the weekend of March 21-22, saw a good attendance of 75 or so. The Ohio contingent included Howard Harding, Dave and Donna Shreiner, Bill Glasser, Mike Weber, Mark Adamcik, Dave Buschert, Frank Stoy (Amtrak’s district supervisor), and me. All the Ohioans traveled to Chicago and back by Amtrak and all reported routine, on-time trips. On Saturday afternoon starting at 3:30, participants were given a slide presentation and a talk by an official of Illinois D.O.T., illustrating the physical improvements that have been made in recent years to Amtrak stations in Illinois, with particular emphasis on the stations served by ILLDOT 403(b) trains. Illinois is to be commended on the fine appearance of many of its rail passenger stations. This presentation was coordinated by Region 7 NARP Director W. David Randall. Saturday evening, Jack Martin, President of NARP, spoke to the participants at a banquet held at the Midland Hotel. Jack made some brief introductory remarks and then a lengthy question-and-answer session followed.

Some of the points covered:

*A. Amtrak for FY1988 will probably end up with just over $600 million for operations and an undetermined amount for capital and safety improvements in the Northeast Corridor.

*B. Amtrak hopes to order 20 AEM-7 electric locomotives for the NEC and 15 F40 diesels soon and hopefully have the capital money for them when they are completed.

*C. Amtrak is conducting a survey of Heritage Fleet cars stored at Beech Grove with an eye to retaining those that can be head-end powered at a reasonable cost and disposing of those that are beyond economic overhaul. The State of Michigan has expressed interest in paying for some of the HEP work to free UP cars elsewhere for additional Michigan service.

*D. A reroute of Amtrak’s CALIFORNIA ZEPHYR over the G&MN route between Chicago and Omaha looks good for the Fall of 1987.

*E. Amtrak management favors a reroute of the CAPITOL LIMITED through Toledo and Cleveland to Pittsburgh. Amtrak and Conrail have already begun negotiations on payment for signal work between Cleveland and Alliance, Ohio.

At the banquet, Jack Martin had arranged for everyone present to receive a new Amtrak planning timetable and a copy of the new Amtrak Travel Planner booklet.

On Sunday morning the group toured the Amtrak 12th Street Coach Yard and the 16th Street Locomotive Facility. We observed operations on the Amtrak Commissary, the Coach and the Locomotive Shops, and the Control Tower overlooking the entire complex. Following the facility tour the group assembled for a meeting at the headquarters of the 20th Century Railroad Club (in the former Soo Line Chicago Freight Terminal Building near Union Station) and discussed regional concerns to be brought before the Spring NARP Board Meeting coming up in April in Washington, DC. Among the concerns expressed and agreed upon were the following:

* Need more run-thrus, and better scheduling of operations at the Chicago hub -- locals to long-hauls and vice versa.

* NARP NEWS should support state ARPs; the relationships between NARP and the state ARPs need to be clarified and improved -- local level efforts need better support from NARP.

* Amtrak’s advertising (Again!)

* Need to take a hard line on any frequency reductions -- all routes.

Toward the end of the Sunday morning session ballots were tallied and results of the NARP regional elections were announced with Paul Arden (IN), John DeLora (MI), Bill Glasser (OH), Howard Harding (OH), Don Hurst (IN), and Mike Weber (OH) being elected NARP Regional Directors for our Region 6 for 1987-88.

Another Ohioan, OARP and NARP member Frank Griesinger (Cleveland) ran as a candidate in Region 6. Other Region 6 candidates were Alan Gebauer and Terrence Donnelly, both from Michigan.

Following this meeting the weekend came to a close as the participants scattered to board their various trains to return home. It was an exciting and eventful weekend!

OARP EXTENDS OUR CONGRATULATIONS TO THE NEWLY-ELECTED REGIONAL NARP DIRECTORS IN OUR REGION SIX!

PLANS ARE ALREADY UNDERWAY FOR OARP TO HOST NEXT YEAR’S NARP REGION SIX ANNUAL MEETING IN TOLEDO!

PHONE BOOKS WANTED!

Can you help provide the OARP “OFFICE” with current or very recent copies of the following PHONE BOOKS, especially White Pages:

CLEVELAND
COLUMBUS
TOLEDO
YOUNGSTOWN
CANTON
MANSFIELD
DELAWARE
SPRINGFIELD
HAMILTON
MIDDLETOWN
CINCINNATI

These are needed to help us work on the 3-C Corridor Project. If YOU can help just bring your book(s) to the May 16th OARP ANNUAL MEETING. Thanks to those who’ve already provided books (for cities not listed above).

WATCH FOR OUR AD IN THE MAY 1987 ISSUE OF "OHIO MAGAZINE"...

Yes! We’re running an “outreach” ad in the unique Classified Section in the back of this monthly publication, under a new heading created specially for us... "Trains".

Here’s what will appear:

ALL ABOARD! We want modern passenger trains serving Ohio’s Cleveland - Cincinnati Corridor now! Together, we can achieve. Write for sample newsletter. New membership $10.00. Ohio Association of Railroad Passengers, Box 653-C, Xenia, OH 45385.

The cost is $70. per issue and it would be good if we could run this ad in at least three consecutive issues to gain added visibility and, hopefully, new members and increased help in getting our long-sought 3-C Corridor trains.

We'd welcome your donations earmarked to help cover the costs of outreach advertising like this to make more Ohioans aware of OARP.
OARP has just been informed that noted Ohio railroad historian John Keller (who also serves as our Lima Area Regional Coordinator) was hospitalized April 13th in Lima. Latest word from his son is that John is feeling better, but that his heart is being continuously monitored. It is expected that John will soon be released from the hospital to return home and will have to take life easy for a good while. All of us who know John Keller well know it will be hard for him not to be getting involved with the busy schedule he has followed for years. We encourage ALL of our OARP "family" who know John Keller to send him a cheery greeting card or perhaps a little note to let him know we're thinking of him and wishing him a complete recovery!

Address:  
JOHN H. KELLER, SR.  
721 WOODWARD AVENUE  
LIMA, OH 45805  

Thanks!

The photo of the VIA RAIL CANADA "LRC" Intercity Train courtesy Bombardier.

OARP PURSUES DIFFERENT APPROACH TO ACHIEVING 3-C CORRIDOR PASSENGER TRAINS

Amtrak's continuing cash and equipment shortage compels OARP to revise its approach to getting conventional rail passenger service expansion in Ohio. The traditional shared-expense 403(b)-type service arrangement is not now available to us. OARP has contacted Bombardier. With headquarters in the Montreal area and plants in both Canada and the U.S., Bombardier is right now the only active builder of new passenger rail cars in North America. We have learned that Amtrak would be agreeable to operate Bombardier LRC (Light-Rapid-Comfortable) train sets in the 3-C Corridor. OARP has been provided with estimated prices for the LRCs -- also more conventional type cars -- and have been told that delivery could be made within 12-18 months of placing an order.

OARP does not know whether or not Ohio legislators will -- in sufficient numbers -- accept the idea of buying or leasing rail passenger cars of any kind! We do not know whether or not Ohio will spend enough money to operate a decent service. Bombardier makes the LRC passenger rail cars for VIA RAIL CANADA which operates them in intercity service between Windsor/Sarnia-Toronto-Ottawa-Montreal-Quebec City. Current production models have overcome earlier operating difficulties and are considered operationally acceptable by Amtrak. And, enough cars are presently available to operate Ohio's 3-C service of two daily round-trips for a price which is remarkably competitive with earlier estimates.
THE OHIO ASSOCIATION OF RAILROAD PASSENGERS will hold its 1987 ANNUAL MEETING & ELECTION OF OFFICERS for 1987-88 at the HOLIDAY INN EXHIBITION CENTER at 116 Park Avenue West in downtown MANSFIELD, OHIO. This Meeting will be held from 10:30a until 4:00p on SATURDAY, MAY 16th. The Meeting will include a LUNCHEON BUFFET at the cost of $10.50 per person. This BUFFET will include two main entrees plus a salad bar and a dessert bar, in addition to choice of vegetables, breads and beverages. We have invited THREE GUESTS to be with us this day and speak to us immediately following the Luncheon. Each speaker will have a presentation and will answer questions from the audience. All three will have vital information to share with us. YOU will want to be there to participate in all discussions.

The HOLIDAY INN is not hard to reach. It is just west of Ohio SR 13 and US 42 on Park Avenue West. A Mansfield map, with the Holiday Inn starred, appears elsewhere in this issue.

In the morning session, and in the afternoon wrap-up session, we will take care of OARP business (and include a report from the recent NARP Regional meeting and our April director’s meeting in Washington). You will elect OARP officers for the next year. Those who serve OARP do so without pay; and there IS work involved AND it takes a degree of dedication, ability and follow-through. There are both times of elation and frustration. This organization would not be where it stands today without the dedicated efforts of a sizeable core of activists whose work is endorsed and supported in various ways by ALL of our fine members! OARP’s Annual Meeting is YOUR opportunity to step up to the challenge -- to step forward to take an active role in the ongoing work of your Association; or to have an active voice in determining the future direction for OARP. Our annual election of OARP’s leadership is not a matter to be taken lightly. As with most of OARP’s meetings, we have quite a few nice DOOR PRIZES to give away; and we’ll have a good supply of Amtrak timetables, Travel Planners, and other materials for everyone.

As we are anticipating a larger-than-average number to attend this particular meeting IT IS IMPORTANT THAT YOU REGISTER IN ADVANCE so THAT BOTH OARP AND THE NICE FOLKS AT THE HOLIDAY INN CAN ACCOMMODATE YOU IN COMFORT; WITH SEATING SET UP FOR THE NUMBER OF GUESTS WE EXPECT!

Please observe the May 13th cutoff date if at all possible; though we will accept telephoned reservations through the 15th. PLAN NOW TO BE WITH US IN MANSFIELD ON SATURDAY, MAY 16th. WE KNOW THIS OARP MEETING WILL BE GREAT!

**ANNUAL MEETING • MAY 16**

**TIMETABLE FOR THE DAY:**

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<tr>
<td>10:00am</td>
<td>COFFEE &amp; CONVERSATION</td>
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<tr>
<td>10:30am</td>
<td>OARP ANNUAL MEETING &amp; ELECTION OF OFFICERS</td>
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<td>12:00pm</td>
<td>LUNCHEON BUFFET with SALAD BAR &amp; DESSERT BAR</td>
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<td>1:15pm</td>
<td>GUEST SPEAKERS:</td>
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<td>FRANK STOW</td>
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<td>DENNIS HALE</td>
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<td>Regional Sales Manager, Amtrak</td>
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<td>TIMOTHY BLEEDER</td>
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<td>Executive Director, Ohio High Speed</td>
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<td>3:15pm</td>
<td>MEETING WRAP-UP</td>
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It was a great meeting and much was accomplished. We were welcomed by Tim Sheard, who was the meeting chairperson, and by Tim’s wife, Tracy Sheard. Tim introduced the first speaker, Dennis Hale, who was the keynote speaker for the day. Dennis spoke on the topic of "The Future of Rail Transportation" and provided a great deal of information on the current state of rail transportation in the United States.

The next speaker was Frank Stow, who spoke on "The History of Rail Transportation". Frank provided a fascinating overview of the history of rail transportation, from the early days of steam engines to the modern-day electric trains.

The final speaker of the day was Tim Sheard, who spoke on "The Future of Rail Transportation". Tim provided a detailed overview of the current state of rail transportation, and discussed the challenges and opportunities facing the industry.

Following the speakers, there was a Q&A session where attendees were able to ask questions and have their concerns addressed.

The meeting adjourned at 4:00pm, and everyone was able to head home with a new appreciation for the challenges facing the rail transportation industry.

Please take the time to reflect on the information you heard today and consider how you can contribute to the future of rail transportation in your area.
PLEASE REGISTER NOW... for OARP's ANNUAL MEETING in MACON, GEORGIA, on SATURDAY, MAY 16th. You may use photocopies of these forms if you don't want to cut up your 653.

REGISTRATION FOR OARP ANNUAL MEETING / MAY 16, 1987
Mail to: OARP ANNUAL MEETING
P.O. BOX 653
XENIA, OH 45385
Please enclose $10.50 per person. Make your check or money order payable to: O.A.R.P.
Please Register By MAY 13th! No Refunds After MAY 13th!

NAME ______________________
ADDRESS ____________________________________________
CITY/STATE/ZIP ____________________________
PHONE NUMBER ____________________________

INFORMATION FOR YOU... We strongly urge EVERYONE to register in advance for this OARP ANNUAL MEETING! Both we and the Holiday Inn can accommodate you better if we know in advance that you're coming. You MAY make a phone reservation (as late as Friday evening May 15th) with Tom Pulsifer at 513/372-9368, and pay when you get to the Meeting on Saturday. Note carefully that anyone making a telephoned reservation will be held to it unless it is cancelled by May 13th. We cannot make any refunds after May 13th. The Registration Forms will also be used for the drawings for DOOR PRIZES! Please register just one person per form. Make extra copies if you need to.

IF YOU NEED A RIDE; OR CAN PROVIDE A RIDE FOR SOMEONE ELSE, just contact your closest OARP officer or regional coordinator. Consult the handy OARP DIRECTORY on page two of this 653. Coming by Amtrak? By advance arrangement we'll have someone meet you at the depot when you arrive. Just let us know. We'll get you to Mansfield and back again!
The Columbus Dispatch reports that Custom Coach of Columbus is building a $500,000 custom tour bus for CBS Football Commentator John Madden who is giving up riding Amtrak in favor of the “added convenience” of his new bus. Madden, who does not fly, has gained national recognition in recent years for his travels on Amtrak trains. Penn State's award-winning railroad history conference will be held again this year on June 18-19-20-21 at the Altoona Campus of Penn State. THE AMERICAN RAILROAD CONFERENCE focuses on technology, operations and culture. OARP members and other attendees last year and pronounced it excellent! This year's revised and expanded program provides unique perspectives on rail operations in the heart of the Alleghenies; including tours of rail sites in the Altoona and Cumberland areas. The per person cost of $325 includes conference materials, meals and rooms at Penn State/Altoona Campus. Please CALL 814/946-4321, extension 59 for information; or WRITE: Railroad Conference, PSU/Altoona Campus, 111 Smith Building, Altoona, PA 16601-3760. OARP's BILL HUTCHISON wrote a feature article on Amtrak's Chicago - St. Louis Corridor for Rail Travel News. It was published in the March 1, 1987 issue of RTRN. It shows that, with a little creative scheduling, vast improvements can be made with Amtrak connections at the Chicago Union Station "Hub".

The JOHNNY CASH FREEDOM TRAIN, originating in Memphis May 30th and terminating in Baltimore June 14th (all via CSX rail lines) will be in Cincin­nati on June 7th. There will be a patriotic rally and concert in the ten cities announced as stops for the special passenger train. Two CSX "fe" diesels will head the train. Watch for details in the local press.

We're always pleased when our OARP "alumni" become active in other ARPs. OARP's DALE MENCHHOFER moved last year from Oberlin to Seattle, WA, and has been elected to the board of directors of the Washington ARP. Dale served for a short time as our Lorain-Elyria Area Coordinator for OARP. CityGuide, a companion publication of Columbus Monthly, DOES mention the nearest Amtrak station which is 75 miles distant at Crestline! The February 1987 issue of Ohio Business editorialized prominently in favor of 3-C Corridor conventional-speed passenger trains before committing billions to the high speed trains. "Operation Lifesaver" activity in Ohio recently included a "monthly excursion in Lima. During the 3½ mile trip, which has 14 grade crossings, several motorists drove around lowered gates. This was captured on film and shown on the WJLO-TV weekend news by Christine Ely of Ohio's Operation Lifesaver coordinator. Office phone is 614/445-4174.

Amtrak's CARDINAL and CAPITOL LIMITED, operating in part over tracks of the cao and B&O (Chessie System/CSX) have been speeded up as these railroads have signed incentive-pay contracts with Amtrak and have agreed to tighter schedules. Timesavings; 30 minutes out of the CARDINAL's schedule and 25 minutes off the CAPITOL schedule. Amtrak announced new One-Way ALL ABOARD FARES effective March 23rd: $59/1 region, $79/2 regions, $99/3 regions. These new Special AAI fares allow no stopovers and are not good for First Class nor Metroliner Service nor AUTO-TRAIN. Passengers have to use tickets within 4 days of purchase. The regular ALL ABOARD fares will rise to $159, $239 and $299 after June 30th. Contact Amtrak at 1-800-USA-RAIL (or your travel agent) for complete fare details.

Town & Country Taxi of Akron advertises "special rates to Cleveland or Canton Amtrak stations". Contact Town & Country at 216/929-7212 in Akron.
LOOKING AHEAD...

OARP is planning to hold our 1987 MID-SUMMER MEETING in BELLEVUE, OHIO at the MAD RIVER & NKP RAILROAD MUSEUM. Details are not yet set, but we're working towards a Saturday in mid-July. The next issue of the 6:53 will have complete details for you.

Several of the Mad River & NKP Railroad Society folks are also OARP members. Their Museum (which is well worth a visit any summer weekend) contains a good collection of passenger equipment and passenger railroadiana including "Silver Dome" which was the very first Vista Dome car ever built!

Your OARP President is working with Bob Dick and Bill Fuehring and the others at Bellevue on plans for this day.

LOOKING FURTHER AHEAD...

OARP has been informed that Amtrak has tentative plans for an OPEN HOUSE at the CLEVELAND AMTRAK STATION sometime this Fall. It has been suggested by several of your fellow members that we try to schedule OARP's FALL MEETING in CLEVELAND to coincide with this event.

Recent OPEN HOUSE events at LIMA (1985) and at CANTON (1986) proved popular and were well-attended by the general public. OARP provided and staffed a display table at both OPEN HOUSES and will also plan to participate at the CLEVELAND event.

Again; watch upcoming issues of your 6:53 for details.

ARE YOUR OARP DUES PAID UP-TO-DATE? WE DEPEND ON YOUR GOOD SUPPORT!

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JOIN

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 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.

Name _____________________________________
Address ____________________________________
City/State/ZIP ________________________________
Phone ______________________________________

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

SEND ME OARP "MAKE A NOTE TO TRAVEL BY TRAIN" PENCILS @ 5/$1.00 postpaid. NEW ITEM!
SEND ME OARP (logo) METAL LAPEL PINS @ $3.50 ea., postpaid.
SEND ME OARP MAGNETS with Amtrak logo, train, "800" number imprinted @ 4/$1.00, postpaid. HANDY NEW ITEM! 2"x2".
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 1987 CALENDARS @ 10¢ ea. in any quantity PLUS a minimum $1.00 donation to help cover calendar mailing costs.
SEND ME OARP OHIO LEGISLATIVE DIRECTORY No charge for these items however, OARP would appreciate stamps, a self-addressed stamped envelope, or a donation to help OARP defray postage expenses.
SEND ME OARP MEMBERSHIP FLYERS Please indicate QUANTITY wanted for any item(s).
SEND ME SAMPLE COPIES of "the 6:53" Your DONATIONS TO OARP WILL HELP US DO MORE FOR BETTER PASSENGER TRAIN SERVICES FOR OHIO!
SEND ME OARP RAIL TRIP REPORT FORMS
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Letraset was invented on a train.

John Dankworth composes music on trains.

Peter Barkworth reads scripts on a train.

This advertisement was conceived on a train.

The only thing ever created in cars is a jam.
"the 6:53" is the official bi-monthly publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit educational organization of some 750+ 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 and friends. 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. Look for the handy membership application/forms order form printed in this issue.

ALL ABOARD!

NEXT MEETING: SAT., MAY 16, 1987
OARP ANNUAL MEETING & ELECTION OF OFFICERS
10:30am - 4:00pm MANSFIELD, OHIO
HOLIDAY INN/CONVENTION CENTER $10.50
GUESTS: Frank Stoy & Dennis Hale / Amtrak
Tim Shear / Ohio High Speed Rail Assn.
Luncheon Buffet with Salad & Dessert Bars!

MIDSUMMER MEETING - BELLEVUE, OHIO - mid-JULY

OHIO ASSOCIATION OF RAILROAD PASSENGERS
FIRST CLASS MAIL

Bill Hutchison, Jr.
3720 State Road, #2
Ashtabula, OH 44004

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