

the 6:53



July 1987

Issue #73

Official Publication of the
OHIO ASSOCIATION OF RAILROAD PASSENGERS

COVER PHOTO:

Only weeks prior to the split into two separate trains, OARP member KEN PRENDERGAST caught a good crowd boarding Amtrak's eastbound BROADWAY/CAPITOL at Canton, Ohio, in the wee hours of a Sunday morning. Hopefully no luggage-laden passengers will trip on the broken concrete.

The path to the passenger train is paved with rubble...

SOME THOUGHTS ON INFRASTRUCTURE

by Tom Pulsifer

Sure, we love passenger trains! We want more of them! And, when we can, we DO travel by train! But in many American cities the path to the passenger train is paved with rubble... or broken glass... or boarded up windows... or poor lighting... or peeling paint... or four-letter words... or unlit signage... or bad parking conditions... or inoperative public telephones... or lack of posted basic information. Why?

Ohio Senator Bob Boggs writes, "One of the goals of any passenger rail service should be high standards of accessibility, cleanliness, convenience, security, and overall system quality."

The Senator is right!

Some Ohio Amtrak stations are not up to the condition standards you and I would like. As I speak with some Ohio legislators, the perception of Amtrak trains as being "second class" transportation (however unjustified) is being used to quash OARP's attempts to push for the 3-C service, despite our assurances to the contrary.

Infrastructure improvements for Amtrak in Ohio are a must. It will take money. And attitude improvements. And commitments to quality. Amtrak will not do it alone. You or I won't do it alone either. Yet there is a crying need for higher quality standards. It's apparent to me that we must assess the infrastructure through the point of view of those who don't or won't use the service, and start asking questions.

I have encountered all the negative conditions in paragraph one at various Ohio Amtrak stations. They reflect poorly on Amtrak. They reflect poorly on Ohio. They also reflect poorly on passenger rail transportation in general. I don't like that. Neither should you.

Hope comes in bits and pieces; but it comes -- with struggle, with effort. The dangerous platform surfaces at Canton are soon slated for renewal. The heavily vandalized Sandusky "station" may be relocated to a better environment at the east side of town -- at least efforts are under way to effect this. Cleveland's free-standing Amtrak sign has been re-bulbed and shines again over the Shoreway. By taking care of the individual trees, we help improve the forest!

I believe OARP can help turn negatives into positives. Sure, it'll take some work in our Amtrak station communities, and just maybe you'll need to get yourself involved.

But status quo won't cut it if we really want a better tomorrow.

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updated to JULY 15, 1987

2 PM phone press

2 PM

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Before Press

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by Manfred Orlow
OARP's Government
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THE 3-C CORRIDOR PROJECT

Once again we're in the middle of the Summer season and still don't have our trains. But are we any closer?

Yes, I do think so. The past few months have seen a flurry of OARP activity everywhere along the proposed 3-C Corridor route from Cincinnati to Cleveland. We have earnestly begun, with the help of some of our Regional Coordinators and other volunteer helpers, to distribute our new "All Aboard, Ohio!" brochure throughout the State. This informational piece describes how conventional-speed passenger train service can serve Ohio's most populous intercity transportation corridor. Can you provide names and groups to include with our brochure distribution campaign? Please, please let us know. Especially if you live in Ohio within or close to the 3-C Corridor. It is important that we reach as many potential users of this rail passenger service as possible within the next few months.

We want others to know what we're doing... and why. Surprisingly, in spite of distribution by the thousands to senior citizens groups, city officials and others, response has been less than overwhelming to say the least. In fact, our OARP President and I have concluded that if OARP were to stop the 3-C Campaign tomorrow, it would hardly be noticed. There have been very few follow-up inquiries from the public thus far.

Drop the campaign? It's NOT going to happen. We're the only statewide organization pushing for the 3-C passenger trains. Almost everyone in the OARP membership can visualize the tremendous social and economic possibilities of modern passenger train service within Ohio's 3-C Corridor. On the legislative front, S.B. #65, sponsored and co-sponsored by State Senators Snyder and Boggs, respectively, had its first hearing, with sponsor testimony only, on June 9th. I attended that hearing by the Senate Finance Committee, surrounded by a room-full of emptiness, in spite of notices of the hearing. Senator Snyder was eloquent, as usual, and there were a few questions from members of the Finance Committee, although I did not get the impression there was a great deal of interest within the group. No vote was taken, of course, and the bill will continue to be heard with proponent and opponent testimony during the next legislative session in the Fall.

Summer OARP legislative activities will be confined to further distribution of the 3-C brochure, and to begin to organize bill testimony schedules. We believe it is important the legislative committees hear from as diverse a parade of witnesses as possible, representing the 3-C Corridor cities and potential user groups from up and down the line.

OHIO HIGH-SPEED RAIL

We were both surprised and discouraged to learn of the recent bond funding plan's abandonment for the proposed Ohio high-speed rail project. No one will deny that the planned ar-

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rangement was controversial and risky, but press reports of the Ohio House and Senate leadership's initiative with this led the public to think that the action was a reflection of the merits of the entire high-speed rail program.

We are seldom privy to inside information about the Ohio High-Speed Rail Authority's activities, so we are not sure what will happen within that body to keep the planning momentum continuous. Press reports indicate that approximately \$1 million for studies and administrative purposes will continue to fund their work. We wish them well, and will continue to seek their cooperation and assistance with the alternative OARP proposal for the incremental approach to a future high-speed rail system by starting out with conventional-speed service.

AMTRAK FUNDING

In Congress, the House budget resolution calls for \$614 million for Amtrak with an additional \$27 million being designated exclusively for the Northeast Corridor. However, an extra \$4 million of demonstration money has been added to test high-speed operations of the Spanish "Talgo" articulated train, according to sources at NARP in Washington. A Supplemental Appropriations bill included in the House-Senate Conference Report, designates \$5 million extra for rail work on the MONTREALER route, where passenger train service has been suspended and substitute dedicated bus service provided for Amtrak passengers.

A special mailing to all OARP members the week of June 22nd strongly urged an intensive letter writing effort aimed at Congress requesting their support for full funding for Amtrak and mass transit. Letters from the constituents DO count -- more than you might imagine. That's why it is vitally important to speak up for better trains!

A FINAL NOTE

OARP welcomes ROLAND NESSLINGER to his new position as Assistant Director of the Ohio Department of Transportation. He succeeds Robert Clark Brown who resigned in May to become a vice president in transportation bonding for Shearson Lehman Bros. of New York. Nessleringer is former president of the Ohio offices of the consulting engineering firm of Parsons Brinckerhoff, Inc. He will oversee transportation modes for Ohio D.O.T., including rail, mass transit, aviation and water transportation. Although we have not yet met or talked with Mr. Nessleringer, we understand he is rail-oriented and will likely take a personal interest in both the 3-C Corridor conventional-speed proposal and the high-speed rail project. Selfishly, we hope this interest will be positive. We wish him well in his new post!

STATE REP. BOB CORBIN [R-Dayton, 38th Dist.] HEARD FROM, NEEDS INPUT....

Corbin writes, in part, on June 4th; "...I am opposed to H.B. 359. I feel that it is a bad idea and...has little chance of passage. I don't consider it a valid incremental approach to intracity [sic] rail passenger service...I don't believe such a service can be economically successful. Ohio...is primarily an automobile using society."

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A LETTER FROM NARP PRESIDENT JOHN R. (JACK) MARTIN
P. O. Drawer 1734
Atlanta, GA 30301
May 8, 1987

Mr. Tom Pulsifer
Ohio Association of Railroad Passengers
P.O. Box 653
Xenia, OH 45385-0653

Dear Tom:
I read with interest the April 1987 issue of the 6:53. Indeed, I read the 6:53 regularly.

I was dismayed, however, by the report of points covered during my question and answer session at the joint NARP Region 6 and 7 meeting in Chicago. I believe publication of a correction is warranted since otherwise I will have attributed to me statements that I did not make. Of the five points specifically noted in the report:

1. I did state that Amtrak for FY1988 would probably end up with just over \$600 million.
2. The number of AEM-7 electric and F40 diesels is misstated. My notes indicate I referred to 10 F40 diesels and 7 AEM-7 electrics.
3. The comments concerning the Heritage Fleet cars and the state of Michigan's interest in possibly paying for HEP work are correct.
4. I did not say that a reroute of the California Zephyr over the C&NW route between Chicago and Omaha looks good for the Fall of 1987. What I said was Amtrak would make a decision by June and if they elected to reroute the train, it might be done by the Fall of 1987. At the time of the Chicago meeting, no decision had been made by Amtrak. As of the date of this letter the decision has not been announced.

5. I did not say that Amtrak management favors a reroute of the Capitol Limited through Toledo and Cleveland and I did not say that Amtrak and Conrail were negotiating on payment for signal work between Cleveland and Alliance. I did say that Amtrak would like to reroute the Capitol Limited through Cleveland but that in so doing that presented a dilemma for Pittsburgh. If they are able to serve Cleveland at a decent hour, Pittsburgh will not have convenient times. I made no comment about negotiating for signal work.

Also, I was erroneously given credit for those at the meeting receiving a new Amtrak nationwide time table and a copy of the Amtrak Travel Planner booklet. In fact, those arrangements had been made by the sponsors of the meeting.

Best regards,

/s/ John R. Martin

Editor's Note: We appreciate Jack's admission to accuracy in reporting. May this serve to remind ALL of us that we MUST make sure everything's lined up correctly before we take the train down the tracks!

OARP FALL 1987 MEETING TO COINCIDE WITH AMTRAK OPEN HOUSE at the CLEVELAND LAKEFRONT STATION. Date & Details Forthcoming.

SIXTY ATTEND OARP ANNUAL MEETING: HEAR THREE GUEST SPEAKERS!
OARP held its 1987 Annual Meeting on Saturday, May 16th at the Holiday Inn/Convention Center in downtown Mansfield. 60 were in attendance and our meeting received extensive statewide press coverage. Unfortunately an AP wire story proved a bit misleading with incorrect references to both high-speed trains and to commuter trains in mentioning what OARP is proposing for Ohio's 3-C Corridor.

Nevertheless... our Annual Meeting went well and we had THREE featured guest speakers. Timothy S. Shear, Executive Director of the newly organized Ohio High-Speed Rail Association, updated us on the status of the high-speed project and urged closer cooperation and dialogue between OARP and the high-speed rail proponents. Frank Stoy, Amtrak's District Supervisor, updated us on some Amtrak operational improvements -- both systemwide and some projects pertaining to Ohio -- highlighting concerns with Amtrak's infrastructure (stations and facilities) in Ohio and Indiana. Our third guest, Dennis Hale who is Amtrak's Regional Sales Manager, brought updates on advertising, sales, and service enhancements on some Amtrak trains. All three guests fielded many questions from the interested audience and a significant portion of our meeting was devoted to our guests.

The morning Business Meeting was highlighted by extensive discussion on the Toledo Central Union Terminal situation. In the afternoon "wrap-up" session we passed the following motion; "That the Ohio Association of Railroad Passengers ask the Toledo City Council and/or the Toledo Metropolitan Area Council of Governments (TMACOG) to appoint a task force with broad representation to look into the disposition of Toledo's Central Union Terminal." Treasurer Ben Libby reported a current OARP balance of \$1,448.86 with some bills outstanding. Manfred Orlow spoke briefly on the status of the 3-C Project and the new OARP "All Aboard, Ohio!" 3-C Project Brochure was introduced. Vice President Howard Harding reported that OARP now has official permission to make its membership flyers available, by way of our own literature holders, in the Amtrak stations in Ohio. Holders and supplies were distributed at the close of the day to those who promised to take care of this task in the various Amtrak cities.

The Annual Election of OARP Officers was conducted by Larry George. Guess what? You have your same four officers for another year! All four were re-elected unanimously and unopposed. President Tom Pulsifer thanked the membership for their continuing support but added very frankly that the demands of time and involvement he sees being placed on the leadership of OARP indicate we must seek funding so that OARP can be in a position to employ administrative help and quite possibly an executive director.

Amtrak materials for the meeting attendees were provided by Frank Stoy and Dennis Hale, including some door prize items; and for their gracious help we thank them! We also appreciate Howard Harding's extensive report on NARP's recent Directors Meeting in Washington. We also congratulate Howard on his appointment to NARP's Executive Committee! He is the first Ohioan to serve in this capacity for NARP.

by LARRY GEORGE, OARP's Toledo Area Regional Coordinator

It has been rumored that Conrail is moving at least some of its crew dispatchers back to Toledo, presumably in their old offices in CUT. Evidently the attempt to dispatch crews on Conrail's busiest division from a point 50 miles away hasn't worked out. Also, it's been reported recently that the CUT boiler has failed, and that Conrail is spending a large amount of money to replace it, rather than making a stopgap repair. These developments, if true, indicate that perhaps Conrail is seeing the wisdom of staying in CUT. If that's so, and if the utility bill "scam" that Conrail has been perpetrating upon Amtrak can be resolved, then MAYBE there's hope that Amtrak can remain in CUT. It must be remembered that other factors exist in the Toledo situation which render Conrail's remaining in CUT totally irrelevant.

As for OARP's motion, made at the May Annual Meeting in Mansfield, that the Toledo City Council and the Toledo Metropolitan Area Council of Governments (TMACOG) form a task force to address the CUT issue; I can say the proposal's reception has been lukewarm at best. City Council has informed me, by way of the Mayor's office, that they have decided to let TMACOG carry the ball on this issue, since TMACOG has already done some work on it. This refers to a proposal made several years ago by the late Harry Broadway, then a city councilman, to make CUT into an intermodal train/bus facility. Within the past month, TMACOG made public their conclusion that such usage of CUT was not feasible, at least not for the foreseeable future. I have communicated with TMACOG's Director, and he has assured me that they will study the issue further. He added, however, that any conclusion would be a "long term thing".

At our OARP Meeting in Mansfield, I was informed by a fellow OARP member who happens to work for a Toledo radio/TV station, that some of my comments in the April 6:53 regarding the CUT issue were more than a little upsetting to the Mayor of Toledo and one of the heads of the local convention and visitors bureau. The bureau executive sent some literature for distribution at our meeting. The booklets proclaim that downtown Toledo is alive and well and imply, by reason of being sent to our meeting, that Amtrak would have to be crazy to leave its present near-downtown location. For anyone who took one of these booklets close inspection would reveal absolutely no reference to the fact that one can get to Toledo on a passenger train. There is a half-page display, with a head-on shot of a jetliner superimposed upon a photo of the downtown skyline, extolling the virtues of using Toledo Express Airport; and another display showing Ohio's Interstate Highway system with an inset map of downtown Toledo and how to get there from the Interstate. But no mention whatever of CUT or Amtrak. Yet this booklet's promoters and the Mayor of Toledo, whose indifference on the issue has already been mentioned, are "upset" at the suggestion that Amtrak find a more suitable location for serving its Toledo customers.

I felt that OARP's "Task Force" recommendation from our Annual Meeting was a good one,

but frankly I'm not surprised at the less than enthusiastic response by the agencies to which it is addressed. TMACOG, at least, is interested, but they don't seem to realize that Amtrak's problems in Toledo cannot wait for a long-term solution. Many well-intentioned people, including other OARP members and editors of the Toledo Blade, have suggested ways to keep Amtrak in CUT. But, again, frankly, most of these have been pie-in-the-sky, with no accompanying suggestions as to how to pay the bill.

Given these circumstances, I intend to introduce a resolution at our Midsummer Meeting in Bellevue, recommending that Amtrak commit itself to a new Toledo station as soon as funding -- from whatever source -- is available. I've been told that the City of Toledo does indeed own some land adjacent to CUT. I'll check this out. Also, there's land for sale along the north side of Air Line Yard on Hill Avenue near Scott Park. This land is owned by Penn Central Corporation. There would be no problem in running LAKE SHORE route trains off the mainline to this site and back onto the mainline at the east end of the yard. The site is very close to the wye for the Detroit line, thus turning the LAKE CITIES consist would be no problem. Indeed, it would be far easier than it is at present.

I also understand that Conrail has recently been bending over backwards to be cooperative with Amtrak at CUT. It's hard to say right now whether this is due to a recent top level management change in Conrail's Toledo hierarchy, OARP's recent publicity over the CUT issue, or a combination of both. I'll keep you informed as to how this progresses.

We could easily devote this entire 6:53 and then some to the Toledo situation. It has produced a healthy amount of input -- pro and con, positive and negative -- via letters, editorials and phone calls. A well-written and lengthy letter on this issue from OARP member RON PILLATOWSKI of Toledo was distributed at the Mansfield Meeting. There have been numerous articles and editorials on this matter in The Blade. This issue will be further discussed at Bellevue July 25th. Again, your Toledo Area Regional Coordinator serves to do just that -- to coordinate all input on this issue. Please channel your thoughts and suggestions through LARRY GEORGE (see Directory on Page 2) so that he may bring them before our upcoming Midsummer OARP Meeting in Bellevue, especially if you cannot attend and wish to have your input considered. --- OARP Pres. Tom Pulsifer

OARP's modest little ad in the May and June issues of OHIO MAGAZINE drew a modest response -- plus one new member thus far. We thank the several OARP members who earmarked special donations to help pay for the ad.

We believe the recent Ohio High-Speed Rail funding debacle has left many citizens and even legislators thoroughly confused (Why is this OARP still pushing for trains?) and we are facing a very serious and difficult time in educating people about conventional rail passenger train service for Ohio.

 Retail and Wholesale Catalog \$1.00 Refundable. Royalwood Ltd., 517-0M Woodville Rd., Mansfield, Ohio 44807
 419-528-1600

TRAINS

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

TRAVEL

 Gettysburg... Free 48-page booklet! Travel Council, 35
 America Plaza 7th, Columbus, OH 43228

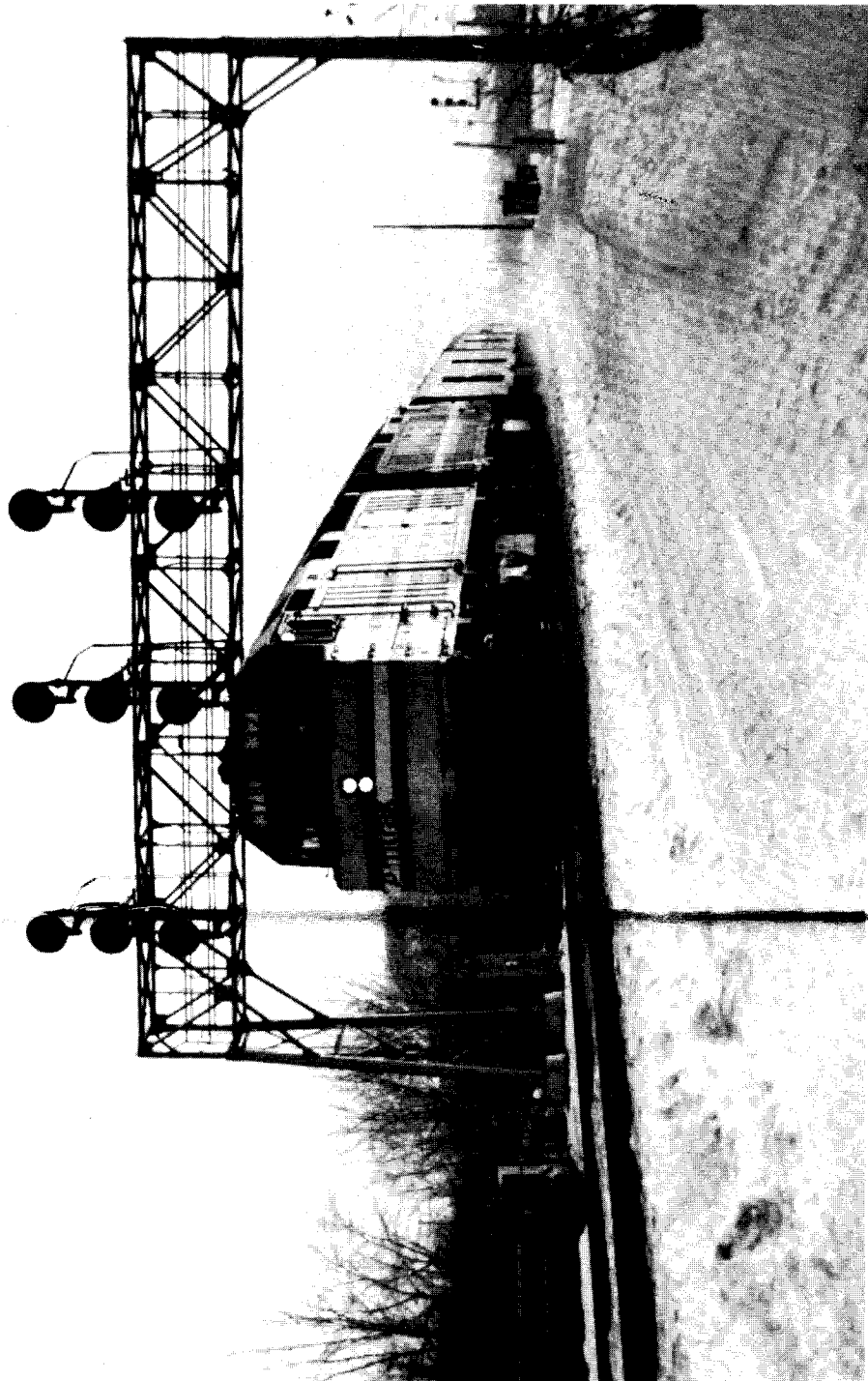
MARCH 3, 1984 AT BEREA, OHIO.
THE TEMPERATURE IS 2° F.
AMTRAK'S WESTBOUND LAKE SHORE
LIMITED HIGHBALLS TOWARDS
CHICAGO... ON TIME!

--- Ken Prendergast photo
A full-color version of this photo will grace OARP's 1988 CALENDAR. We will have these new 1988 OARP CALENDARS ready in September and by breaking this news in this issue of the 6:53 we are encouraging advance orders and will accept your order now.

Our handy CALENDARS measure 9" x 12" and are printed on a quality stock. Pricing will be the same as for previous years so as to encourage you to order several and to use them as "outreach" tools by giving them to friends and associates for use in homes and offices. They're just 10¢ each in any quantity, plus just \$1.00 towards postage and shipping for any order, any quantity. One CALENDAR would thus be \$1.10. TEN CALENDARS would be \$2.00. 100 CALENDARS would be just \$11.00. OARP's 1988 COLOR CALENDAR not only has the entire year before you at a glance, with the major holidays highlighted; but also lists for your information and handy reference...

- AMTRAK RESERVATIONS & INFORMATION TOLL-FREE AND LOCAL PHONE NUMBERS.
 - AMTRAK'S REGIONAL SALES & MARKETING OFFICE TOLL-FREE PHONE NUMBER.
 - AMTRAK'S LOCAL STATION PHONE NUMBERS (will save Ohioans many a call to "Information").
 - OHIO'S LEGISLATIVE INFORMATION TOLL-FREE PHONE NUMBER PLUS OHIO D.O.T. RAIL DIVISION'S COLUMBUS OFFICE PHONE NUMBER.
 - Useful information about your O.A.R.P.
- With each year OARP's CALENDARS grow in popularity. SEND IN YOUR ADVANCE ORDERS NOW. You'll not be disappointed.

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

Please send me _____ OARP 1988 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.

1988 CALENDARS
Ship to: _____
[July]

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AMTRAK TO MAINTAIN CURRENT CALIFORNIA ZEPHYR ROUTE

On June 11th Amtrak announced it will continue to operate its Chicago - San Francisco CALIFORNIA ZEPHYR on its present route over the Burlington Northern (BN) route through Illinois and southern Iowa for at least another year. After considering operational and marketing data for a proposed alternate route between Chicago and Omaha over the Chicago & North Western (C&NW), Amtrak determined that projected revenues and cost savings were insufficient to justify a change in the routing of this train at the present time.

In December 1986, Amtrak operated an inspection train over the C&NW line, passing through Geneva, DeKalb, and Sterling, IL, also Clinton, Cedar Rapids, Marshalltown, Ames, Boone and Carroll, IA. The inspection train, the second one operated by Amtrak over the C&NW line in five years, was run to determine the feasibility of operating the train through the central portion of Iowa, with an eye toward improved running times and increased passenger revenues. The C&NW has performed track re-novation on the line over the past several years. Amtrak determined

that rerouting the CALIFORNIA ZEPHYR over the C&NW could save Amtrak up to \$500,000 in annual subsidy needs, due primarily to higher passenger revenues. However, this projection assumes significant market penetration in a geographical area whose established travel patterns have not included intercity passenger trains in more than 16 years. Amtrak also determined that, given the magnitude of a major route change and only a marginal revenue improvement, the train should continue to operate on its traditional BN route. Other factors influencing the decision were higher crew costs, and increased scheduled running times. Amtrak stated that if the C&NW line is further upgraded, they would reconsider the reroute, but would need commitments from the cities along the C&NW line that they would provide all station facilities without capital or operating costs to Amtrak.

AMTRAK ESTABLISHES DEDICATED BUS SERVICE TO REPLACE MONTREALER

Starting May 14th, Amtrak established a fast, new dedicated bus connection at Springfield, MA, offering rail passengers daytime service to and from most of the Vermont communities served by the MONTREALER, together with a new direct connection with downtown Burlington. Amtrak has been forced to suspend train service for an indefinite period on the Springfield to Montreal segment of the MONTREALER route due to deteriorated track conditions on the Boston & Maine (B&M) Railroad. The Vermont bus connects at Springfield with trains #470 and #473, and is operated on a reserved seat basis under existing applicable fares. The bus does not operate north of Burlington, nor does it serve St. Albans or Essex Junction. Train service over the affected segment was suspended April 6th due to flood conditions between Springfield and White River Junction. The service suspension was extended after April 20th when an inspection of track confirmed that "slow orders" over portions of that line would reduce Amtrak train speed, in some places to as low as 5-10 mph, causing delays in excess of two hours. Also influencing Amtrak's decision was B&M's position that it would not schedule track maintenance that would appreciably increase safe track speeds on the segments affected. This situation is now in arbitration. Between April 6th and May 13th, Amtrak operated through overnight bus service between Montreal and Springfield as a temporary substitute for the suspended MONTREALER passenger train. NARP is strongly supporting ongoing efforts to restore the MONTREALER passenger train service to northern New England.

O A R P M I D S U M M E R M E E T I N G 1 9 8 7

The OHIO ASSOCIATION OF RAILROAD PASSENGERS will hold its MID-SUMMER MEETING on SATURDAY, JULY 25th from 10:30am - 4:30pm at the MAD RIVER & NKP RAILROAD SOCIETY'S MUSEUM on South West Street in BELLEVUE, OHIO. The cost for this meeting is \$10.00 per person and this will include your luncheon at McClain's Restaurant which is within easy walking distance from the Museum and where we will eat as a group in their private dining room. Though we have planned a busy and event-filled day, informality is stressed. We will be outside quite a bit; so dress appropriately including comfortable walking shoes!

OARP member BILL FUEHRING, Past President of the Mad River & NKP Railroad Society is our host for this day and has promised an enjoyable day for us -- rain or shine. The MR & NKP Museum is small but growing and has many unique pieces of railway equipment and artifacts on display. It is now the home of "Silver Dome", the very first Vista-Dome car ever built! There are other passenger cars on display; also cars which are based in Bellevue and used in railroad excursion service. We'll see rehabilitation work in progress on some passenger equipment.

Our GUEST SPEAKER, GEORGE F. PAYNE is a specialist in railroad passenger equipment. In his present post with Maryland D.O.T. and in his past work with Amtrak, he has worked with both the development of new equipment and the refurbishing of older equipment for intercity passenger rail service. He will share his insights with us as Ohio proceeds (albeit slowly!) towards future passenger train service in the 3-C Corridor. George Payne is a native Ohioan and grew up in Rocky River.

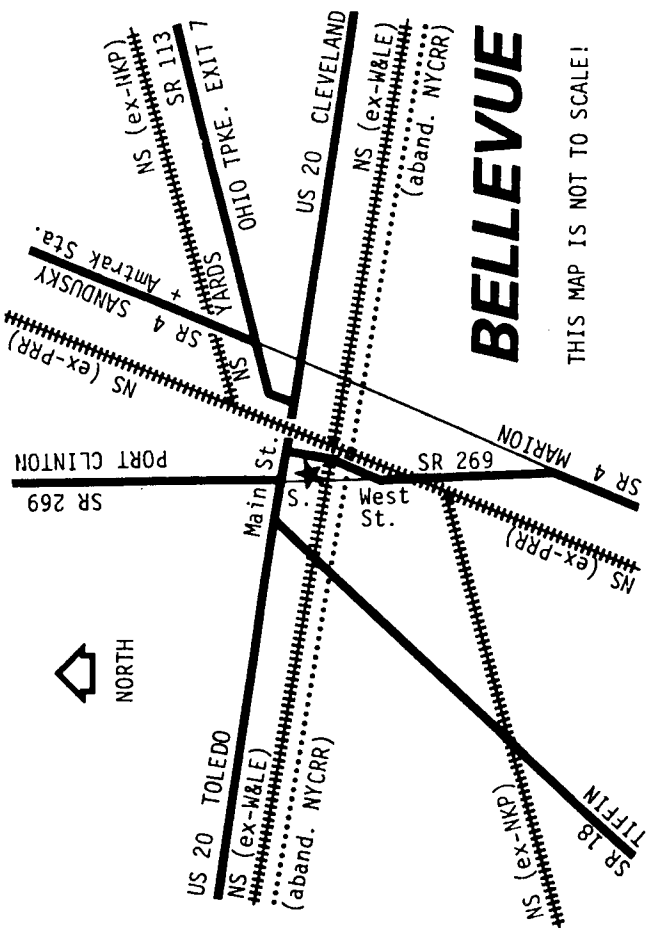
Later in the day, following a guided tour of the MR & NKP Museum, we will also enjoy a guided tour of the Norfolk Southern (N&W) BELLEVUE YARD. This is a very large, modern freight classification yard at a strategic junction point for this railroad. Through our guided tour we will not only observe a wide variety of modern equipment and motive power, but learn something about modern railroad operations.

You'll want to miss this OARP MIDSUMMER MEETING! Please use photocopies of the registration forms if you don't want to cut up your newsletter. Please remember that both OARP and the MR & NKP Museum can accommodate you better if we know you're coming. No Saturday morning surprises, please! We CAN accommodate you as late as THURSDAY EVENING, July 23rd, if you make a phoned reservation with OARP Pres. Tom Pulsifer at 513/372-9868 and pay when you get to Bellevue on Saturday. Note that you'll be held to your reservation unless it is cancelled by the 22nd of July. We cannot make any refunds after the 22nd. IF YOU NEED A RIDE OR CAN PROVIDE A RIDE FOR SOMEONE ELSE; please contact your closest OARP officer or Regional Coordinator. See Page 2 of this issue. COMING BY AMTRAK? By ADVANCE ARRANGEMENT ONLY, the MR & NKP van will meet the westbound LAKE SHORE LIMITED at Sandusky and transport you to Bellevue. Advance arrangements are stressed so we know how many are coming and can accommodate you.

Our OARP (SUMMER MEETING at the MR & NKP Railroad Society's "Freight House" will put us in a historic building (ex-Lake Shore & Michigan Southern) on South West Street. The newly-renovated meeting room there is air-conditioned for comfort! The MUSEUM is not hard to find and there is ample parking. The railroad tracks adjacent to the MUSEUM are "live" tracks and trains or switching movements may be expected at any time so please observe common-sense safety. The same goes for the NS YARD TOUR. Do not let carelessness spoil our day. SAFETY FIRST! Follow the instructions of our host and tourguides at all times.

TIME TABLE FOR THE DAY: SATURDAY, JULY 25, 1987

- 9:30am Coffee & Conversation for the Early Arrivers, at the MR & NKP "FREIGHT HOUSE" Meeting Room.
- 10:30am OARP MEETING FOR BUSINESS
- 12:00nn GUEST SPEAKER: GEORGE F. PAYNE, Assistant Director, Maryland D.O.T. Rail Administration.
- 1:00pm OARP LUNCHEON at McClain's [\$10.00 per person].
- 2:00pm GUIDED TOUR of the MAD RIVER & NKP RAILROAD MUSEUM.
- 3:00pm GUIDED GROUP TOUR of the NORFOLK SOUTHERN (N&W) BELLEVUE YARD.
- 4:30pm [approximately] Adjourn.



BELLEVUE

THIS MAP IS NOT TO SCALE!

GETTING THERE . . .

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During the week of June 22nd, all OARP members were mailed a copy of our new "ALL ABOARD, OHIO!" brochure along with notice of our MIDSUMMER MEETING and a request for letters to Congress supporting full funding for Amtrak. Full information regarding our MIDSUMMER MEETING is reprinted in this issue of the 6:53 along with some added details. If you would like a copy of our new "ALL ABOARD, OHIO!" brochure; just ask for one -- or several. A self-addressed, stamped #10 envelope with your request will expedite it.

OARP MIDSUMMER MEETING REGISTRATION FORM	OARP MIDSUMMER MEETING REGISTRATION FORM
Name _____	Name _____
Address _____	Address _____
City/State/ZIP _____	City/State/ZIP _____
Phone Number _____	Phone Number _____
\$10.00 per person. Kindly make your check/m.o. payable to: O.A.R.P.	\$10.00 per person. Kindly make your check/m.o. payable to: O.A.R.P.
Mail to: OARP MIDSUMMER MEETING P. O. Box 653 Xenia, OH 45385	Mail to: OARP MIDSUMMER MEETING P. O. Box 653 Xenia, OH 45385
By JULY 22nd!	By JULY 22nd!

- AGENDA ITEMS for the OARP BUSINESS MEETING on JULY 25th:
1. STRATEGIES for September Hearings on S.B. #65 and H.B. #359 in the Ohio General Assembly.
 2. RESOLUTION on the Toledo Central Union Terminal matter.
 3. RESOLUTION to support application for Organizational Membership in The Sierra Club.
 4. DISCUSSION on OARP Future Leadership Training.
 5. PLANNING for the Fall OARP Meeting in Cleveland.
 6. Other matters brought before the meeting.

IN CASE YOU MISSED IT... please note that last-minute registrations by phone for the July 25th OARP Meeting will be handled ONLY THRU THURSDAY the 23rd (not on Friday the 24th)!

AND... Manfred Orlow's (OARP Government Affairs Director) Dayton office will be closed July 8 - 29. Important matters, call Tom Pulsifer at 513/439-2355 or 372-9868. You may also contact OARP member Malinda Wolf (wife of our Dayton Area Regional Coordinator Al Wolf) at 513/294-7110. During a part of this time period, Manfred will be traveling on inter-city passenger trains in Europe.

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Two Amtrak detours of interest to Ohioans... The first was the eastbound CAPITOL LIMITED, thwarted by a Conrail freight derailment in Warsaw, IN, and went to Pittsburgh by way of Elkhart and Cleveland. It passed thru Cleveland, without stopping, at 7:00am on Sunday, November 30th. It was reported out of Pittsburgh at 10:30am, four hours off its original schedule, and giving it a 3 1/2 hour running time from Cleveland to Pittsburgh over the Alliance route.

The second included some very rare mileage for the CARDINAL. During Sunday, April 26th, the CSX(C&O) derailed a coal train on its Cincinnati-Huntington mainline. The westbound CARDINAL was detoured up the Columbus-Toledo mainline as far as RA Junction which is a bit southeast of Chillicothe. Then the train backed up over the 3.9 miles of the Renick Subdivision (B&O) to West Junction on the Cincinnati-Parkersburg mainline (or what's left of it). The train then proceeded west through Chillicothe and Midland City to Cincinnati where it turned and left for Chicago at 7:00am Monday morning giving passengers an equally rare daylight trip through eastern Indiana!

Word has been received of the death of OARP members AL CORDREY of Wadsworth, Ohio, and VICTOR CLAUSEN of Peru, Indiana. We extend our sincere sympathy to the families. OARP member BILL CHANDLER's name was inadvertently left off the list (in the April issue) of those attending the Region 6 & 7 Joint NARP Meeting in Chicago in March. Sorry, Bill!

Thanks to KEN PRENDERGAST and HOWARD HARDING for arranging for OARP to be represented at the recent "Train Meet '87" at Quaker Square in Akron, June 20 & 21. A CARDINAL stop at Connersville, Indiana, is still being actively discussed. The Connersville Rotary Club has taken responsibility for spearheading the drive in the community, along with saving the old railroad station which was constructed in 1882. IndARP is working closely with the Rotarians on this. Columbus area OARP members will be interested to know that a giant mural depicting old Union Station (torn down in 1977) has been painted on the wall of the Aardvark Video Store at 612 North High Street. Of the original ornate Union Station facade, only one stone arch remains; forlornly enshrined in a small park nearby.

We have received words of thanks and appreciation of support upon renewing OARP's professional memberships in The Ohio Chamber of Commerce and in The Ohio Environmental Council. The Chamber provides us with valuable legislative information and direct contact with their Transportation Committee. The OEC is assisting us legislatively with our push for the 3-C Corridor thanks to their established presence in the State House.

Greyhound announced on June 21st that it would acquire most of the assets of Trailways for \$80 million. Greyhound and Trailways together control about 80% of America's intercity bus service. Although duplicate routes in Ohio would likely be eliminated, it is not clear yet what impact the sale of Trailways will have on Ohio. Conrail will invest \$3.7 million to upgrade part of the LAKE SHORE route east of Buffalo, New York; installing 50,000 ties, surfacing 90 miles of roadbed and rehabilitating 45 grade crossings. The Albany-Cleveland-Chicago line is one of Conrail's busiest. 20 high speed TrailVan piggy-back trains use it daily. The rehab work will also benefit Amtrak's LAKE SHORE LIMITED and its EMPIRE CORRIDOR trains.

BETHANY & TOM PULSIFER and AL WOLF moved stored OARP "archives" from Ziebart storage on July 3.

Cincinnati OARP member ED KIPP recommends that Cincinnati area members who are buying Amtrak tickets -- if they are not purchasing their tickets from an OARP member travel agent that they buy them from the Amtrak station. Ed feels that unless more people purchase tickets at the station, they may lose the day shift and that if sales drop further, Cincinnati could become an unmanned Amtrak station.

OARP's JOHN H. KELLER was one of three featured guest speakers May 17th at Lima's Civic Center, focusing on Lima's role in the railroad industry.

Columbus OARP member KARL J. GELPER had an informative letter about OARP's push for conventional 3-C Corridor service published in the May issue of the Free Press, an independent newspaper circulated in the Columbus area.

More and more complaints are surfacing about the dark blue and dark gray shading used in Amtrak's timetables. It makes them hard to read, especially for older people or persons with poor eyesight.

More Conrail upgrading... OARP has received word that Conrail is also spending more than \$20 million to upgrade portions of the Cleveland-Toledo-Chicago mainline, replacing 83,000 ties, surfacing 265 miles of roadbed and rehabilitating about 200 grade crossings. This is the route of Amtrak's LAKE SHORE LIMITED.

Did you know that Amtrak is looking at replacing the Toledo-Detroit LAKE CITIES train with a bus? They have to run the bus anyway on days the connecting LAKE SHORE LIMITED is very late into Toledo. OARP understands Amtrak will make no firm decision until the Detroit station matter is resolved. Because of structural problems and projected building renovation at the Michigan Central Station in Detroit, Amtrak is seeking an interim station site. Least expensive solution is for Detroit Corridor trains to terminate at suburban Dearborn. Use of Dearborn, and a direct routing, could shave up to 30 minutes off the Toledo-Detroit LAKE CITIES run. As of this writing, OARP has not learned of any decisions. Early word indicated Amtrak might have to vacate the M.C. Station as early as September of this year.

OARP member RUDY SCHWABE of Berea and his family rode one of the New York Empire Corridor turbo trains in April from Buffalo to Albany. RUDY reported the New York bound train was standing room only by the time it had reached Schenectady! People in New York have Amtrak trains to ride and they DO ride 'em!

Pay as you go? On Amtrak it costs (from Jacksonville, FL) \$36.00 round-trip to Orlando [160 miles] but \$60.00 round-trip to Savannah [148 miles]; \$75.00 round-trip to West Palm Beach [352 miles] yet the same price to Charleston [250 miles]. ??? Amtrak's Warsaw, Indiana, stop was used by 9,523 passengers in 1986 and the volume of ridership pushed its rank to 265th out of some 500 cities served by Amtrak. Warsaw is an unmanned stop about halfway between Fort Wayne and Valparaiso. According to Mayor Jeff Plank a massive local letter writing and phone campaign led to the establishment of the Warsaw stop on the BROADWAY/CAPITOL route.

CAPITOL LIMITED via Cleveland???? OARP's latest understanding is that Amtrak is still "considering" the route, but that it would NOT occur until the Spring of 1988, if then. We DO understand that some changes in the CARDINAL's schedule are being considered for the Fall of 1987, but Cincinnati's train times will still be in the midnight - 6:00am time-frame. Slight adjustments to the BROADWAY and CAPITOL schedules are also being considered for this Fall. In general, mail revenues on Amtrak are reportedly up about 20% over last year!

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

We welcome two new Travel Agency Members of OARP; the RANDALL PARK MALL TRAVEL AGENCY, INC. ("Amtrak Al" Mladineo) and the MIAMI VALLEY AUTOMOBILE CLUB (Virginia Adams):

- | | | |
|---------------|---------------------------------------|--------------|
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| CANAL FULTON | MASSILLON AAA TRAVEL | 216/854-6616 |
| CINCINNATI | AMES TRAVEL SERVICE | 513/651-1700 |
| 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 |
| DAYTON | THE MIAMI VALLEY AUTOMOBILE CLUB | 513/224-2888 |
| FAIRBORN | HERITAGE TRAVEL, INC. | 513/879-5444 |
| FINDLAY | MCDOWELL TRAVEL AGENCY, INC. | 419/422-6151 |
| MASSILLON | MASSILLON AAA TRAVEL | 216/833-1084 |
| NORTH RANDALL | RANDALL PARK MALL TRAVEL AGENCY, INC. | 216/475-TRIP |
| PERRYSBURG | HAYES TRAVEL AGENCY | 419/874-2271 |
| PIQUA | MIAMI COUNTY AUTO CLUB | 513/773-3753 |
| ST. MARYS | VIP TRAVEL SERVICES, INC. | 419/394-7428 |
| SANDUSKY | SANDUSKY TRAVEL SERVICE, INC. | 419/626-4633 |
| TROY | MIAMI VALLEY 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. check, made payable to O.A.R.P., and mail this to OARP, P.O. BOX 653, XENIA, OH 45385. Please refer any inquiries on our "TRAM" (Travel Agency Member) PROGRAM to OARP Pres. Tom Pulsifer. DIRECTORY listings are limited to the CITY, the BUSINESS NAME of your Agency, and the LOCAL or PRIMARY PHONE NUMBER. Limited to OHIO Travel Agencies.

A NOTE FROM JOHN KELLER... "I want to assure you that your concern for me is appreciated! I am most grateful for the card from the meeting and for those from individuals. Will you please mention this in the 6:53? My condition is improving -- just need to act my age." /s/ John H. Keller

We reported in the April 6:53 that noted rail historian and OARP's Lima Area Regional Coordinator John H. Keller had been hospitalized. John had suffered a slight heart attack, but we are most pleased to report his recovery has been very good and he has been permitted to resume some activities. At our OARP Annual Meeting in Mansfield we had everyone there sign a cheery greeting card for John Keller which was then hand delivered to him by OARP member Russ Heine of Lima.

WE APOLOGIZE that about 50 copies of our April 6:53 sneaked into circulation with several unprinted pages. These copies were supposed to have been discarded and got into the wrong pile. The situation came to light when we got notes from several unhappy members; but we did make things right for those who did contact us about it. Things like this can happen from time to time. If it does happen to you, will you kindly let OARP know about it so we can make things right for you. If we don't know about it we can't correct it.

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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 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.

Name _____
 Address _____
 City/State/ZIP _____
 Phone _____

CHECK HERE [] if you can be active in the on-going work of your OARP!

Mail this entire page with your check/money order made 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" x 2".
- 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 1988 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
- SEND ME _____ SAMPLE COPIES OF "the 6:53"
- SEND ME _____ OARP RAIL TRIP REPORT FORMS
- SEND ME _____ OARP WASHINGTON GUIDE TO THE OHIO CONGRESSIONAL DELEGATION & OFFICIALS OF AMTRAK.

- SEND ME _____ OARP WALLET-SIZE CARDS LISTING AMTRAK INFORMATION & RESERVATIONS PHONE NUMBERS.
- SEND ME _____ AMTRAK EAST-MIDWEST TIMETABLE
- SEND ME _____ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed business letter size #10 envelope with 75¢ postage [22+17+17] affixed for this item to expedite handling. We are not always able to offer these timetables in quantities at all times. OARP appreciates your understanding.)

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

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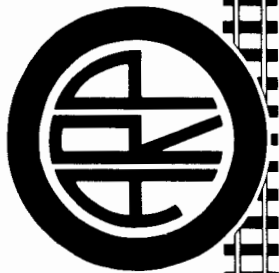
"the 6:53" is the official bi-monthly publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit educational organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER 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 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/materials order form printed in this issue. ALL ABOARD!

OARP's 1987 MIDSUMMER MEETING

BELLEVUE, OHIO SAT., JULY 25th
 MAD RIVER & NKP R.R. SOCIETY MUSEUM
 10:30am-4:30pm \$10.00

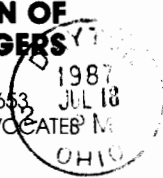
Speaker: GEORGE F. PAYNE — Maryland
 D.O.T. Rail Administration
 Luncheon NS (N&W) Yard Tour

FALL MEETING / CLEVELAND [tentative]



OHIO ASSOCIATION OF RAILROAD PASSENGERS

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