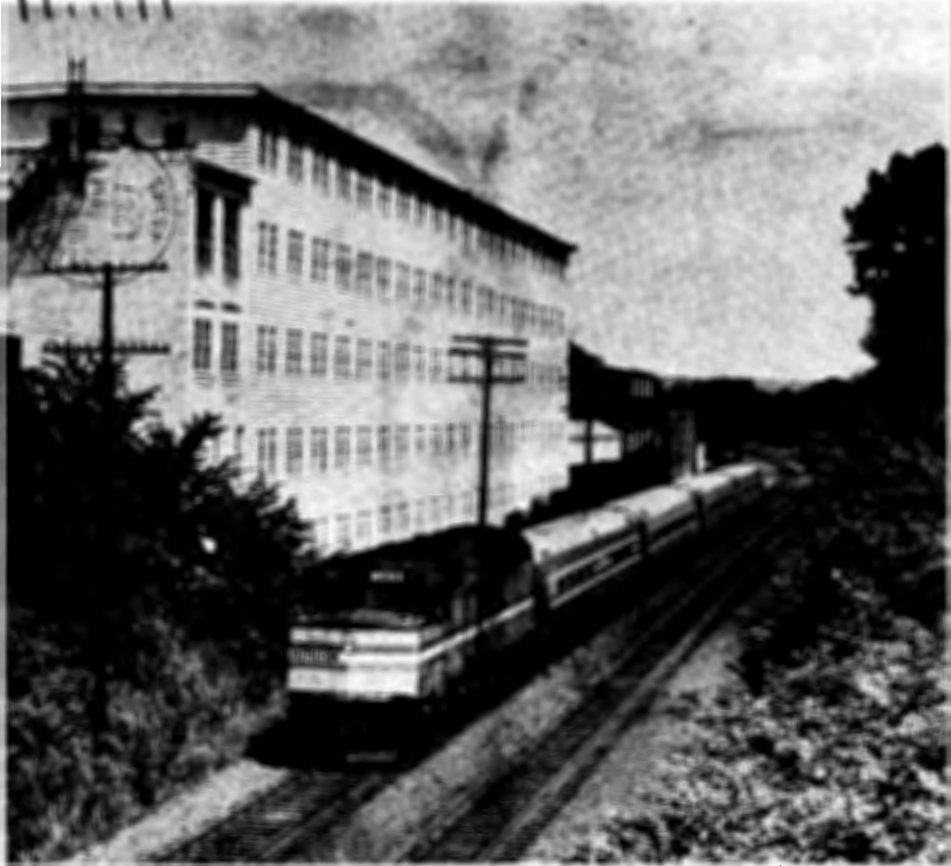


POSITIONS FOR PASSENGERS
TRAINWAY R.R. HOODS / S. MONTGOMERY

the 6:53



Amtrak Intercity Corridor Train on the LAKESHORE Route. (Amtrak photo)



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PRESIDENT THOMAS R. PULSIFER, 1751 Wilshire Drive, Xenia 45385 ... (W) 513-439-2355 (H) 372-9868
 VICE PRESIDENT J. HOWARD HARDING, 489 Overwood Road, Akron 44313 216-867-5507
 SECRETARY ROBERT M. BOYCE, 1080 Lincoln Road, Columbus 43212 614-486-7038
 TREASURER BENJAMIN L. LIBBY, 1095 Oberlin Drive, Columbus 43221 614-451-1785
 GOVERNMENT AFFAIRS MANFRED O. ORLOW, 2801 Far Hills Ave., #111, Dayton 45419 (W) 513-294-0718 (H) 299-2124
 MEMBERSHIP SERVICES BEN LIBBY
 6:53 EDITOR TOM PULSIFER

Please Be Considerate; Call At Reasonable Hours

REGIONAL COORDINATORS are your local OARP contact persons: **MARK APONCIC - 947-9459**

CLEVELAND JAMES STEVENSON, 192 Franklin Drive, Berea 44017 234-5885
 AKRON - CANTON J. HOWARD HARDING, 489 Overwood Road, Akron 44313 867-5507
 YOUNGSTOWN JOHN D. CICCARELLI, 105 Morris Avenue, Girard 44420 545-2973
 WARREN G. DOUGLAS HUDSON, 3981 Greenmont Drive, S.E., Warren 44484 (216) 856-2557
 ASHTABULA - CONNEAUT BILL HUTCHISON, JR., 3720 State Road, Apt. #2, Ashtabula 44004 992-9507
 ELYRIA - LORAIN PHIL COPELAND, 110 Indiana Avenue, Elyria 44035 365-7970

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

CINCINNATI W. MIKE WEBER, 11041 Bodwell Court, Cincinnati 45241 733-8911
 CLERMONT COUNTY RONALD D. GARNER, 1884 Kress Road, Mount Orab 45154 444-3098
 HAMILTON JOHN K. WILSON, 621 Mehring Way, #1711, Cincinnati 45202 (513) 241-2543
 DAYTON ALBERT E. WOLF, 1497 Melrose Avenue, Dayton 45409 294-7110
 SPRINGFIELD & DAVID B. MARSHALL, 50 Villa Road, Springfield 45503 399-1947
 CLARK COUNTY JAMES SAUNDERS, 1638 Marinette Drive, Springfield 45503 399-7406

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

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS PASSENGER RAILNEWS HOTLINE (evening - weekend) 202-546-1551
 Ross Capon, Exec. Dir., 236 Massachusetts Ave., N.E., Suite 603, Washington, DC 20002 202-546-1550
 OHIO NARP REGION 6 DIRECTORS Howard Harding, 489 Overwood Road, Akron 44313 216-867-5507
 Bill Glasser, 3815 Ashwood Drive, N.W., Canton 44708 216-478-1003
 Mike Weber, 11041 Bodwell Court, Cincinnati 45241 513-733-8911

A 3-C CORRIDOR COUNTDOWN . . .

BY MANFRED ORLOW

There has been a great deal of OARP Government Affairs activity since I reported to you in the July 6:53. Here's a quick summary of current happenings:

On August 20th Tom Pulsifer, Howard Harding and I held a major meeting with Roland A. Nesslinger in the Ohio DOT headquarters building in Columbus. Mr. Nesslinger is the new Assistant Director for Transportation Modes, reporting directly to Ohio DOT Director Warren Smith. A key issue of the Administration voiced itself quickly when it became clear that there was concern how the proposed 3-C Corridor trains would be managed, not only on the track but operationally. In response to this we have again proposed a special OARP 90-day report to be funded partly by the State. You will learn more on this at our Fall Meeting on November 7th.

August 20th was the first time OARP had dialogued directly with a top Celeste Administration official since our Galion meeting in 1986. Nesslinger seemed very interested in the progress we have made, particularly with the pending legislation, the on-line city activities and resolutions of support, and he pledged to keep all the doors open to us at all times. An immediate and direct result of this meeting has been an invitation for OARP to testify at Ohio's Transportation 2020 hearing in Columbus on November 18th. Transportation 2020 deals with future planning efforts nationally as initiated by the American Association of State Highway & Transportation Officials.

The very first OARP on-line city grant was approved in August by the City Commission of Dayton, as recommended by that city's Economic Development Department responding to OARP's request for financial assistance for \$3,500. The full amount was approved at a regular public Commission meeting attended by Al Wolf and I. There was extensive local news publicity about the 3-C Project, which is always welcomed. Similar requests for various amounts ranging from \$9,500 down to \$500 are pending in other on-line city governments. Assistance in Cincinnati is being given by Mike Weber; in Columbus by Bob Boyce; in Cleveland by Mark Carlson; and in Galion by Ron Myers from their Chamber of Commerce office.

Incidentally, ALL on-line city and county government commission or council elected officials have received a personal letter from Tom Pulsifer plus a copy of the "All Aboard, Ohio!" brochure. Letters were also sent to all the city managers. And, just a few weeks ago, we received our supply of reprinted "All Aboard, Ohio!" brochures from our printer so we have them back in good supply for use in the upcoming important months.

OARP member Steve Avakian met with Tom Pulsifer and me recently in Dayton to discuss the political strategies for the upcoming months. Steve has just opened another campaign management office in Dayton and is advisor to a number of incumbents and future candidates.

State Transit Coordinator Eileen Koc (pronounced "coke") has agreed to OARP's request to call a meeting of all 3-C on-line city transit officials to discuss ways in which the State can help coordinate and maximize Federal funding for peripheral projects to the proposed 3-C rail passenger trains. Those that

MOA: All Lead

might qualify include the proposed railbus system for greater Cleveland, the monorail between The Ohio Center and the State House in downtown Columbus, the Springfield urban development target area, the Dayton Transportation Center, and Cincinnati's proposed people-mover linking Union Terminal with Fountain Square. The suggestion to OARP for such coordination came from Columbus City Council staffer Pete Cass who was so helpful with his comments at last Fall's "All Aboard!" meeting coordinated by OARP at the Nationwide Plaza in Columbus.

I did have the opportunity to address the Clark County/Springfield Area Transportation Coordinating Committee early this month with a number of elected officials and transportation professionals present. There was a great deal of enthusiasm from this group, reminiscent of the visible outpouring of support for the OhioDOT/Amtrak 3-C Corridor Inspection Train in 1984 when it traveled through downtown Springfield.

Finally I am happy to report that our good friend and key supporter Senator Cooper Snyder (R-Hillsboro) had a good meeting a few days ago to work on political strategies for the upcoming months. The Ohio Legislature will likely meet only sporadically, if at all, during this Fall -- and not work on our 3-C legislation until January 1988 for about six weeks before adjourning for individual campaigning and electioneering.

It was Senator Snyder's strong suggestion that we develop some enthusiasm among the legislators during mid-November by holding a 3-C all-city meeting and media event in Columbus to show the leadership that there is indeed support for the 3-C rail passenger trains. Further planning meetings will be held in the next few weeks for this very important event. In conjunction with that we hope to be by then in the middle of a 1987-1988 "sub-project" gathering input from all parties concerned with the 3-C passenger trains about organization, responsibility, marketing, and operational practices. Results will be compiled into a recommended model administrative structure for the 3-C train operations which will be satisfactory for everyone involved.

A considerable part of our Fall Meeting in Columbus on November 7th will be devoted to an update on all the activities leading up to the Ohio General Assembly's acting upon the 3-C legislation. The coming days for us are both exciting and crucial. We will be counting on active 3-C Corridor Project support from ALL members of OARP in Ohio; by doing all you can in your community to voice support for the 3-C passenger trains. It is especially important that Ohio's State Representatives and Senators receive words of support from you and others. Remember; in the Ohio Senate the bill is S.B. #65. In the Ohio House of Representatives the bill is H.B. #359.

OARP's Regional Coordinators and some activist members in the 3-C Corridor on-line cities will be asked to follow through with some special work from time to time in the upcoming months. And remember, if at any time you run up against a situation where you need help or advice as you help promote the 3-C train proposal, please contact me or your closest OARP officer or Regional Coordinator (page 2). I'll see you at our Fall Meeting on November 7th!

OHIO'S 3-C CORRIDOR WITHOUT OPERATING SUBSIDIES ??

— by Bill Hutchison

Does the title sound like a pipe dream?

After all, we in Ohio have had to grapple with this problem, and traditional State reluctance toward "operating subsidies", for quite some time. Lately, though, there has been a shift in our favor; first with Amtrak's new labor agreements which have reduced costs, and now "push-pull" train operation which is resulting in still more savings. Finally, Amtrak has begun to aggressively solicit mail handling revenues which is pure profit for Amtrak in many cases since the trains are already operating. This also makes it possible to start up services which would otherwise be impossible without subsidies; the latest example being the proposed section of the CRESCENT to run between Birmingham-Jackson-Vicksburg-Shreveport-Dallas.

Mail handling revenues could well be what pushes the Ohio 3-C Corridor over the top, in terms of profitability. In OARP's 1986 report on the 3-C Corridor Cost Projections (page 7), option "B" showed that two round trips between Cincinnati and Cleveland, plus a through Cincinnati - New York City coach show an avoidable loss of \$1,251,000. A mail contract for a Cincinnati - New England mail handling car (MHC) would likely bring in enough money to offset this loss and leave a short-term profit. For example; if the contract is for \$2,000,000 the net operating profit would be \$749,000. None of this takes into account the added revenue or savings from "push-pull" operation or from dedicated bus feeders to rail stations.

With revenues paying for all direct operating costs, Ohio's 3-C Corridor will be far more palatable to both Ohio and to Amtrak. The State will not have to pay operating subsidies and Amtrak will gain additional revenue. Possibly Ohio could assume all capital costs (equipment, stations, etc.) with Amtrak operating the train service on a profit-sharing basis with the State.

Should the State of Ohio fail to enact the legislation to start this service, Amtrak should be approached directly since Amtrak itself projected the cost of one daily 3-C Corridor round-trip with the through Cincinnati - New York coach to be only \$162,000 per year. Interestingly, the new labor agreements cut this cost to only \$12,000; essentially a break-even. This means that the mail contract would be pure profit, possibly \$2,000,000 annually. With this rate of return the service would pay for all capital costs within two years, assuming Amtrak can find the equipment to operate the 3-C passenger train service.

The only problem that I can see with an Amtrak go-it-alone stance is that if Ohio wants to put on a second train [OARP insists on a minimum of two daily round-trips.] it will more than likely have to cover the loss, which would be substantial. The reason the loss (\$1,239,000/year) would be so much higher than for the first train is the lack of mail handling revenue, no through cars, and the fact that it would likely be an "orphan train" with no direct Amtrak connections at either end of the Corridor. Clearly, it

would be in the State's favor to pay for capital costs and to have Amtrak operate the services, but failing that, we must press our case with Amtrak if the State is unwilling to do its part.

It is very important at this time that any OARP members who can help provide us with information on mail routes, mail volumes, and contacts with postal officials to contact me or Mark Carlson as soon as possible. Mark and I are working to coordinate all input in this regard and we'd really appreciate help if you are in any position to give it.

CONTACT: Bill Hutchison, Jr. Mark Carlson
3720 State Road, Apt. 2 479 Humiston Drive
Ashtabula, OH 44004 Bay Village, OH 44140
216/992-9507 216/356-1112

SANDUSKY CITY, AMTRAK OFFICIALS SEEKING NEW TRAIN STATION SITE

OARP's Sandusky Area Regional Coordinator JOHN KEMPTON reports that both city officials and Amtrak officials are cooperating in seeking a new site for Sandusky's Amtrak Station. The LAKE SHORE LIMITED presently stops at the site of the former NYCRR passenger station on North Depot Street just west of SR 4, Hayes Avenue, on the south side of downtown. This unstaffed Amtrak station has been heavily vandalized over the years and the negative environment has contributed to poor ridership figures. Until the small Amtrak waiting room was padlocked for good in 1985, replacing broken light bulbs and cleaning up broken glass and debris was an almost daily task. Amtrak's District Supervisor Frank Stoy stated that situation was unacceptable and was costing too much in overhead. For many years John Kempton himself would -- when his work schedule permitted -- come to the Amtrak station at train time and straighten up the waiting room, pick up glass and replace light bulbs, often at his own expense, just to help make conditions better for the Amtrak passengers.

Now the City and Amtrak are looking at a conveniently accessible site on the east side of the city at 2380 Cleveland Road which is U.S. 6, not far from the main entrance road to Cedar Point and close to the Sandusky Grifing Airport where rental cars are available. The City has proposed a new small station including a waiting room and a platform. Safe parking would be available. The area is considered a good, safe area. A recent Sandusky Register article reported the City is as anxious as Amtrak to relocate the station and that negotiations proceed as quickly as possible. It appears that the City will have to pay at least one-half the cost of the new Amtrak station facility.

OARP has, through John Kempton, contacted the City of Sandusky's Commissioners expressing support for the relocation of the Amtrak facility and thanking them for their cooperative attitude to help make conditions better for Amtrak passengers arriving and departing Sandusky.

We'll undoubtedly have more to report on this in the next issue of the 6:53. Sandusky area members may call on John Kempton for a situation update.

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"S-A-A-A-Y, TOM; I WANNA PLAY TRAIN TWENTY QUESTIONS."

"Fine. But this time I'm not interested in train trivia. I want YOUR input to these twenty questions. I need your help in planning OARP's future. I'd like every OARP member to cut out this page, answer all items briefly (and I mean BRIEFLY) and mail it to me as soon as possible. I'll appreciate your help and I value your input. I will read and study all the returned questionnaires and report the results to you soon."

— OARP Pres. Tom Pulsifer

1. The reason I joined OARP TO HELP GET MORE PASS TRAINS
2. I AM AM NOT also a member of the National Association of Railroad Passengers (NARP).
3. I AM AM NOT a member of an environmental organization (such as The Sierra Club).
[optional] Organization(s) _____
4. I AM AM NOT a member of a rail passengers association other than OARP and/or NARP.
[optional] Association(s) _____
5. I AM AM NOT a member of one or more rail FAN organizations.
6. I subscribe to, or read on a regular basis . . .
 PASSENGER TRAIN JOURNAL PROGRESSIVE RAILROADING
 RAIL TRAVEL NEWS MASS TRANSIT
 TRAIN RIDER MONTHLY TRAINS
 INTERNATIONAL RAILWAY TRAVELER RAILFAN & RAILROAD
 RAILWAY AGE CTC BOARD
 MODERN RAILROADS THE SHORT LINE
7. I attend OARP meetings because I AM ACTIVELY INTERESTED IN SAVING & ADDING TRAIN SERVICE
I DON'T attend OARP meetings because _____
8. OARP should do more with transportation concerns, activities or projects on a local - regional basis within Ohio.
I AGREE I DISAGREE NO OPINION
9. Would you favor fewer formal statewide OARP meetings and more regional informal OARP get-togethers?
YES NO NO OPINION
10. OARP's Regional Coordinator network works well for me as a member.
YES NO
Why? BECAUSE IT PROVIDES QUICK INFORMATION
11. I SHARE DON'T SHARE my 6:53 with others regularly.

7 ##### More . . .

12. I LIKE the 6:53 because IT IS WELL WRITTEN & INFORMATIVE

I DON'T LIKE the 6:53 because _____

13. In 1988 we are considering changing the format of the 6:53 to a much more abbreviated (8-12 pages) but more frequent (every six weeks) publication to be mailed by bulk postal permit rather than by first class mail as we've done since 1973.

I FAVOR [] DO NOT FAVOR these changes because _____

14. I take about 1 Amtrak trips each year to/from Ohio stations.

15. Do you favor OARP's sponsorship of various types of escorted rail tours using Amtrak, VIA Rail Canada, etc.? YES NO []

16. I WOULD [] WOULD NOT make an effort to participate in some of these railtours if offered.

17. Ohio has LESS Amtrak service now than it had in 1979. I think the PRIMARY reason for this situation is

BAO GOVERNMENT

POLICY - PRO HIGHWAY/AIRWAY BIAS

18. OARP and other rail passenger service supporters are having difficulty getting the Ohio 3-C Corridor conventional rail passenger service legislation passed. I think the PRIMARY reason for this situation is

SEE ABOVE, PLUS UNINFORMED/UNINTERESTED OFFICIALS

19. OARP's present level of daily involvement suggests one or more full-time and/or part-time staff persons to better devote more attention to OARP work and rail passenger service matters affecting Ohioans. For reference, at present membership levels, about \$43 per member would pay for one staff person's salary and benefits for one year.

A. OARP SHOULD SHOULD NOT [] pursue paid staff person(s).

B. I WOULD WOULD NOT [] pay increased dues to fund this.

C. OARP SHOULD SHOULD NOT [] consider outside foundation or grant support to help fund paid staff person(s).

20. One PRIMARY thing OARP is doing I think is good IS INFORMING

LEGISLATORS AND OTHERS ABOUT ADVANTAGES OF RAIL

One PRIMARY thing OARP does I think is wrong or needs improvement

WE NEED TO WORK VERY CLOSELY WITH OUR COUNTERPARTS IN ADJACENT STATES

PLEASE MAIL THIS TO: Tom Pulsifer, Pres., OARP, BOX 653, XENIA, OH 45385

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LRC TRAINS — AN EXCELLENT CHOICE FOR OHIO — by Al Wolf

During a recent family vacation in Canada, in June of this year I had the opportunity to travel over one thousand miles on the Bombardier-built LRC trains operated by VIA Rail Canada. LRC appropriately stands for Light, Rapid and Comfortable.

These trains operate on tracks shared with freight trains and in addition to riding very well they are fast and comfortable. Cruising speeds of 95mph are maintained in many areas. Operating crews generally speak highly of the equipment.

While in Montreal I was privileged to speak with several VIA Rail staff members including Robert O'Neal, Director of Motive Power, and Roger Monette, Director/Car Equipment Support, Equipment and Engineering Maintenance. According to them the original LRC equipment did have its share of problems, but numerous modifications and retrofits have been made. Some are still being made but to a smaller degree. Overall, the VIA people indicated that they are now very well pleased with the LRC trains.

The LRC trains are very popular with the passengers! Of the four separate trains we rode, all were filled to capacity; with passengers lining up at terminal station track gates a full hour before train time!

I personally feel the LRC trains are an extremely attractive package for Ohio's 3-C Corridor and public acceptance would obviously be high. We should continue our efforts to achieve this new passenger train service with 1988 as our target date.

Al Wolf prepared an extensive written report on the LRC based on his June trip. OARP is maintaining close contact and regular communication with Bombardier. They are also very interested in the Ohio 3-C Project. Amtrak will be testing LRC trains on the Northeast Corridor next Spring. Wouldn't it be great if an LRC train-set could be brought to Ohio for a demonstration run in the 3-C Corridor for state and civic officials and members of the legislature? We'll keep you posted in upcoming issues of the 6:53.

HERE'S HOW YOUR OHIO CONGRESSIONAL DELEGATION VOTED... on Roll Call #61 on April 23, 1987 (defeating the Arney Amendment to revive Secretary Dole's anti-Amtrak Commission) and on Roll Call #261 on July 13, 1987 (defeating the McMillan Amendment to cut Amtrak FY '88 appropriations from \$614 million to \$594 million). In both cases, NO is the pro-Amtrak position!

U.S. Representative	#61	#261	U.S. Representative	#61	#261
Applegate	N	N	Miller	O	Y
DeWine	Y	Y	Oakar	O	N
Eckart	N	N	Oxley	Y	Y
Feighan	N	N	Pease	N	N
Gradison	Y	Y	Regula	Y	N
Hall	N	Y	Sawyer	N	N
Kaptur	N	N	Stokes	N	O
Kasich	Y	Y	Traficant	N	N
Latta	O	Y	Wylie	Y	N
Luken, T.	N	N	Summary: AYE votes (Y)	7	8
Lukens, D.	O	Y	NO votes (N)	10	10
McEwen	Y	O	Not voting (O)	4	3

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MARCH 3, 1984 AT BEREA, OHIO.
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 AMTRAK'S WESTBOUND LAKE SHORE
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 CHICAGO... ON TIME!

The 1988 OARP Calendars are now in stock! Order yours today!

--- Ken Prendergast photo

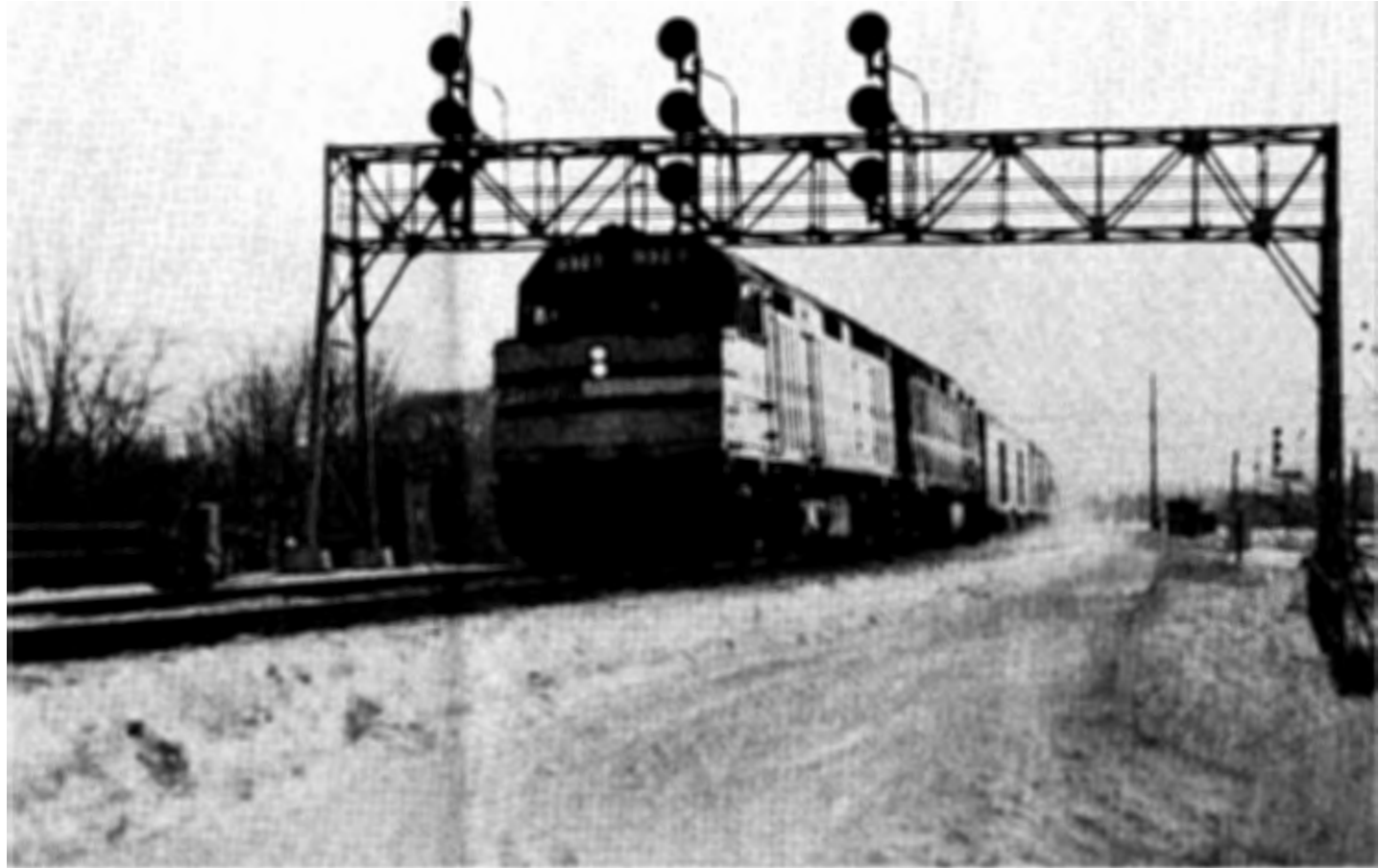
A full-color version of this photo will grace OARP's 1988 CALENDAR. We will have these new 1988 OARP CALENDARS ready in September and by breaking this news in this issue of the 6:53 we are encouraging advance orders and will accept your order now.

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.



OARP CALENDARS
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 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: _____

 (Oct.) _____

TOLEDO'S CENTRAL UNION TERMINAL — The Ongoing Saga...

— by Larry George

The latest word flying through Toledo's railroad community is that Conrail is giving consideration to razing Central Union Terminal which also serves as Toledo's Amtrak Station! Why? Well, from a business viewpoint, this makes perfect sense. As it stands, CUT is only good for railroad offices and as a passenger train station -- neither use being of any further interest to Conrail, the building owner. Being structurally sound, CUT produces a hefty real estate tax bill for Conrail. Conrail's Toledo piggy-back/container facility is adjacent to CUT and is a stub-end facility that requires a lot of switching. Conrail has been studying expansion of this facility for some time. Most speculation has been that it would be relocated west to the old Air Line Yard, making it a through facility along the Chicago mainline. However, this same objective -- a through facility -- can also be achieved by using the CUT site. Security and access to the interstate highways system would be better at the CUT site also. Thus, it appears there are sound reasons for Conrail to raze CUT once they relocate their offices within. The catch for Conrail is that if they raze CUT they are required by the rental agreement to provide Amtrak with a suitable replacement facility. Conrail would have to choose between razing CUT and building Amtrak a new passenger train station (a one-time expense), or let the building stand with the assumption that Amtrak will absorb the entire maintenance and tax expenses. It's getting really interesting!

Earlier in September reliable sources within the railroad community related that Conrail is planning to vacate CUT by the end of this year. Some offices will close in October with subsequent closings to occur in stages. Most personnel will move to Conrail's new Dearborn (Michigan) office building, now almost completed. Some Conrail personnel will remain in Toledo, but at offices located in Stanley Yard (ex-NYCRR), among other locations. A few Conrail people will remain in the old Railway Express Building adjacent to CUT. Conrail still officially denies any such moves and Amtrak has not been advised officially. Remember, Conrail is only required to give just 60 days notice of any vacation of CUT, according to Amtrak's rental agreement. This means there will probably be no official word until sometime in November at the earliest. Can CUT be made into an intermodal passenger transportation facility? At this time, no. All Toledo bus companies -- both local and intercity -- have made it clear they have no desire to abandon their present facilities and move into an expensive, outmoded, non-air-conditioned CUT.

How about a shopping mall, such as has been successfully done in Indianapolis? Again, no. Its location is very poor for any such use and the building's internal layout is unsuitable to that purpose. Conrail, as owner, has shown no inclination to sell it to a developer. And, it is not likely that CUT can be remodeled in such a way as to minimize utility costs for Amtrak if Amtrak remains as the sole tenant.

CUT is far too large for the amount of Amtrak service it hosts. When it opened in 1950, CUT saw 55 daily arrivals and 55 daily departures. Today it sees 3 daily Amtrak arrivals and 3 daily departures. The possible rerouting of Amtrak's CAPITOL LIMITED via Cleveland and Toledo in 1988 would increase that to 5 arrivals and 5 departures daily. A building of cathedral proportions is simply unnecessary. Also, there is the physical layout of CUT -- a bi-level depot where the trains are not visible from the passenger waiting area/ticket office. A single agent on duty cannot properly assist passengers on one level when he/she is working

on the other. This problem would be greatly minimized in a facility where all services are at the track level.

The vast majority of Toledo's Amtrak patrons could care less about the historical value of CUT. They look upon CUT as a dilapidated, non-air-conditioned anachronism located in a sleazy area in which they're afraid to leave their car parked while away on their train trip. Given the family/vacation orientation of a large majority of Toledo's Amtrak passengers, this public perception is very important.

A smaller, energy-efficient train station would be far cheaper for Amtrak to operate. A single level facility would make serving the passengers far easier. A new, bright, air-conditioned facility would project a far more positive image of Amtrak in Toledo that CUT presently does. What's good for Amtrak in Toledo -- or any other Ohio city for that matter -- is good for Amtrak in general; and that's what I believe our OARP organization is all about. We're dedicated to securing a bright future for rail passenger service. Sometimes, in order to do that, we have to let go of the past.

A chunk of time was devoted to discussion of the Toledo Amtrak situation at OARP's Midsummer Meeting in July; however, at the time it was noted Conrail was bending over backwards to cooperate with Amtrak at CUT (perhaps due in part to the publicity over the CUT problems) so we did not act upon a resolution urging action towards a new Amtrak station facility for Toledo. Now it appears OARP should take an official stand and the resolution will be on the agenda for our upcoming Fall Meeting.

PLEASE PATRONIZE THESE AUTHORIZED AMTRAK TRAVEL AGENTS 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)!

AKRON	CHIMA TRAVEL BUREAU, INC.	216/867-4770
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.

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OARP 1987 FALL MEETING

Our 1987 OARP FALL MEETING will be SATURDAY, NOVEMBER 7th, in downtown COLUMBUS at THE CHRISTOPHER INN, starting at 10:00am and ending at 4:00pm.

In addition to two noted and timely guest speakers, we will discuss in detail OARP's role as we get closer and closer to action by the Ohio General Assembly on S.B. #65 and H.B. 359, the long-awaited 3-C Corridor bills.

We'll also enjoy a LUNCHEON BUFFET served in The Christopher's Poolside Lounge. The cost for this Meeting, which includes your luncheon buffet, is just \$12.00. This time we have selected a nice SOUP-SALAD-SANDWICH buffet for your enjoyment. We've held meetings in the past at The Christopher Inn and those who were there can speak for the quality of the food!

Please note that we do need to know that you're coming, and we need to know that by Tuesday, November 3. We're anticipating a large turnout for this particular OARP Meeting and we hope YOU'LL be included!

MICHAEL T. WETHERELL is the Sales Engineer for the Mass Transit Division of The Bombardier Corporation, builder of the LRC trains now in use by VIA Rail Canada in intercity passenger train service. Bombardier has plants in Quebec and in Vermont. Mr. Wetherell is based out of their offices in New York City. We will view a video presentation on the LRC equipment. Amtrak plans to test LRC trains next Spring on the Boston - New York section of the Northeast Corridor. The LRC may well be the answer to Amtrak's present equipment shortage in getting service started in Ohio's 3-C Corridor. Come and learn about it!

ROLAND A. NESSLINGER is the Assistant Director for Transportation Modes for the Ohio Department of Transportation. He is a transportation professional, formerly with the firm of Parsons Brinckerhoff, Inc. At ODOT he oversees rail, mass transit, aviation and water transport modes. He is familiar with Ohio and with Ohio's transportation needs and concerns. He is also very interested in what OARP is doing and realizes the importance of the 3-C Corridor Project. He has a strong interest in the development of rail passenger transportation in Ohio. You will want to hear him and meet him!

And... as with most OARP quarterly meetings, we'll have some DOOR PRIZES to give away; and we'll have a good supply of Amtrak's new Fall Timetables and other materials for you.

Please PLAN NOW to come and send in your Registration Form soon!

GUEST SPEAKERS:

- ROLAND A. NESSLINGER
Asst. Dir., Transport Modes
Ohio Dept. of Transportation
- MICHAEL T. WETHERELL
Sales Engineer, Mass Transit
The Bombardier Corporation

TIMETABLE FOR THE DAY:

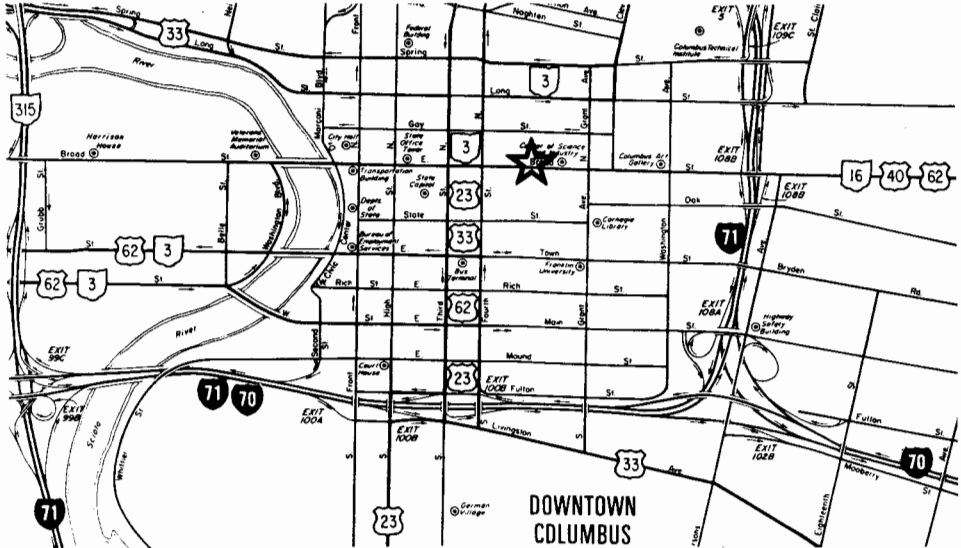
9:30am	COFFEE & CONVERSATION
10:00am	OARP FALL MEETING FOR BUSINESS; REPORTS; FALL NARP DIRECTORS MEETING REPORT
11:15am	MICHAEL T. WETHERELL
12:30pm	OARP LUNCHEON BUFFET
1:30pm	ROLAND A. NESSLINGER
2:45pm	DOOR PRIZES AWARDED
3:00pm	THE 3-C CORRIDOR COUNTDOWN CONTINUES; MEETING WRAP-UP
4:00pm	ADJOURN

OARP 1987 FALL MEETING REGISTRATION FORM	OARP 1987 FALL MEETING REGISTRATION FORM
Name _____	Name <u>BILL HUTCHISON</u>
Address _____	Address <u>3720 STATE RD, #2</u>
City/State/ZIP _____	City/State/ZIP <u>ASHLAND</u>
Phone Number _____	Phone Number <u>OH 44004 992-9507</u>
\$12.00 per person. Please make your check/m.o. payable to: O.A.R.P.	\$12.00 per person. Please make your check/m.o. payable to: O.A.R.P.
Please mail to: OARP FALL MEETING P.O. BOX 653, XENIA, OH 45385	Please mail to: OARP FALL MEETING P.O. BOX 653, XENIA, OH 45385

IMPORTANT: You must register in advance for this OARP FALL MEETING. We and The Christopher Inn can accommodate you better if we know in advance you're coming. You MAY make a phone reservation (as late as Thursday evening November 5th) with Tom Pulsifer at 513/372-9868 and pay when you arrive Saturday. Note CAREFULLY that anyone making a telephone reservation will be held to it unless it is cancelled by November 3rd. We cannot make any refunds after Tuesday, November 3rd.

Registration Forms will also be used for drawings for DOOR PRIZES! Please register 1 person per form. Make extra photocopies if you need to. If you need a ride to Columbus, or can provide a ride for someone else, just contact your closest OARP Officer or Regional Coordinator (page 2).

THE CHRISTOPHER INN is in downtown Columbus at 300 E. Broad Street, on the north side of the street and adjacent to COSI, the Center of Science & Industry. THE CHRISTOPHER INN has its own parking garage and there are other convenient parking lots nearby. WE'LL SEE YOU ON NOVEMBER 7!



NARP will hold its Fall Directors Meeting October 8-10 in Chicago, starting with a tour of Amtrak's Beech Grove Shops October 7th. OARP members will get a report on this session at our upcoming OARP Fall Meeting.

Amtrak reported record travel in June with over 1.8 million travelers riding over 534 million passenger miles, a 7.3% increase over June 1986 and the highest June in Amtrak's history. The CALIFORNIA ZEPHYR was virtually sold out by the end of July for most of the month of August! OARP members reported difficulty in getting space on the LAKE SHORE LIMITED and BROADWAY LIMITED during August. (No. OARP does not have secret connections to find you space when they report the train as sold out!) Amtrak travel IS growing and smart travelers will plan ahead especially at peak periods.

Indiana ARP has proposed and is rallying support for an Indianapolis-St. Louis train connecting with the CARDINAL at Indianapolis and using existing, available equipment. This would restore service on an important link in the Amtrak system where service was discontinued in 1979. Copies of the IndARP proposal will be available at OARP's upcoming Fall Meeting.

The Eight State Rail Preservation Group has alerted OARP to imminent downgrading of the "Southern Tier" Conrail (ex-EL) mainline west of Corry, PA into the Youngstown, OH area and putting more freight traffic onto the already busy LAKESHORE route to the north, through Erie.

OARP members JOHN McCANN and PAUL BUNTING report the great earthen fill and bridgework which carried the former PRR "Panhandle" mainline (route of Amtrak's NATIONAL LIMITED) through Cambridge City, IN are being removed. OARP asks whatever happened to plans in the early 80's to railbank this high speed double-track width right-of-way?

OARP understands changes are in the plans for the eastbound BROADWAY LIMITED and eastbound CARDINAL when the new Amtrak timetables are issued in late October. Word is the BROADWAY will be departing Chicago about 3 hours later (later at night thru Ohio) than at present; and that the CARDINAL will depart Chicago MONDAYS instead of Tuesdays (still on the tri-weekly format). Since all the Amtrak trains will pass thru Lima between 10:30pm-7:00am, we fear Lima may lose one of its three Amtrak station agents and office hours will be cut back. Indiana may gain better service between Indianapolis and Chicago. OARP understands the HOOSIER STATE will be reinstated as a daily train on its former schedule which was very popular with the passengers. The CARDINAL would run tri-weekly as a separate additional service on this route.

OARP member MARK ADAMCIK, a daily rail transit user, has been appointed to The Greater Cleveland RTA's Citizen Participatory Advisory Committee which meets once a month. Another OARP member, JOHN SWIFT serves as this Committee's Vice-Chairman.

The Affiliation for B&O System Historical Research held its 1987 Convention September 25-27 in Lima, including a night photo session involving Amtrak's CAPITOL LIMITED. OARP's JOHN H. KELLER addressed the Convention on "The Railroads and Lima".

Approval by the City of Dayton to OARP's request of \$3,500 towards the 3-C Corridor Project resulted in TV coverage by all three local news stations plus radio news stories and local newspaper stories. MANFRED ORLOW and TOM PULSIFER participated in various Dayton interviews while BOB BOYCE did an interview when the story on the 3-C Project was picked up by WTVN-TV 6 in Columbus. Dayton's Planning Department has even done preliminary plans for a new downtown train station!

CONGRATS to OARP members ANN & BEN FARAH of Lakewood on the birth of a son on July 15th! CONGRATS also to NARP's Executive Director Ross Capon and his wife Louise on the birth of a son on July 23rd!

OARP's Cincinnati Regional Coordinator MIKE WEBER now has a new address and phone number so check his new listing in our OARP DIRECTORY on page 2.

Offices and all records of the OHIO ENVIRONMENTAL COUNCIL in Columbus were destroyed in a late July fire which claimed the life of one Columbus firefighter. OARP is a member organization of the OEC. An "OEC Phoenix Fund" has been established. Contributions may be sent directly to the OEC, Steve Sedam, Director, P.O. Box 2118, Columbus 43216. Please help OEC if you can do so.

OARP will once again have a display table at the Montgomery County Fairgrounds in Dayton on November 28 & 29. AL WOLF will soon be asking for help from our Dayton area members. This Annual Railroad Show is always well-attended and is one of OARP's better outreach opportunities.

Two new members have been appointed to the Ohio High Speed Rail Authority. William W. Wilkins of Columbus, VP/Financial Operations for Riverside Methodist Hospital, replaces Ruth Miller of Cleveland. The Rev. Kenneth Grimes of Columbus, pastor of Our Lady of Peace Church, replaces John W. McConnell of Worthington. The Ohio Legislature has appropriated only minimal funding for the OHSRA Board for the next biennium.

Thanks to OARP member JAMES B. SHOEMAKER of Croton for sending a copy of Michigan's colorful Public Transportation Directory, a very informative guide to passenger services including air, ferries, rail and bus. Jim asks, "Wouldn't it be nice if Ohio could spend some of its 'Heart Of It All' dollars on such an informative transportation directory?" OARP fears Ohio's response would be that you "auto" go by auto!

The high-speed rail movement received a stunning blow early in August when Pennsylvania's Budget Office abruptly terminated funding for the Pennsylvania High Speed Rail Commission by striking its funding from the Commonwealth's budget bill. Legislative attempts are underway to renew the funding to allow the PHSRC to complete its current work in progress. OARP Pres. Tom Pulsifer will be meeting in Pittsburgh with PHSRC's Executive Director Bob Casey on October 19th. Bob Casey, a former Amtrak official, served as Executive Director of the Ohio Rail Transportation Authority in the early 80's.

OARP has learned that the proposed new Birmingham-Meridian-Jackson-Shreveport-Dallas section of Amtrak's CRESCENT has been scuttled from the Fall timetable because USPS mail-handling contracts could not be worked out. A \$2 million Atlanta-Dallas bulk mail contract would have made this new passenger train route possible.

OARP's KARL GELFER had his letter about his trip on the CALIFORNIA ZEPHYR published in Rail Travel News of August 1, 1987. TRANSPORTATION 2020 is coming. This is a consensus program; a multi-year, multi-faceted effort to develop a transportation program that will meet the nation's needs well into the 21st century. Under the program, state and local officials, private industry and public interest groups will work together to assess the nation's surface transportation requirements, develop alternative proposals for meeting those requirements at the federal, state and local level, and achieve a consensus on the best means for doing the job. NARP is already a participating organization. An organizational witness from OARP will testify at the Ohio hearing scheduled for November 18th in Columbus.

SIXTY-THREE ENJOY OARP'S MIDSUMMER MEETING AT BELLEVUE IN JULY

Despite the hot weather and the crowded meeting room in a former Lake Shore & Michigan Southern (NYCRR) freight station, 63 OARP members and guests turned out in Bellevue for our Midsummer Meeting on Saturday, July 25th. Hosted by the Mad River & NKP Railroad Museum, we were greeted and welcomed (including coffee and doughnuts) by Mad River's President Robert P. Dick and Past-President Bill Fuehring, both of whom are also OARP members.

We opened the day with our business meeting during which we briefly discussed strategies for upcoming legislative hearings on the 3-C Corridor bills. After considerable discussion we tabled by consensus a resolution presented by Larry George on the Toledo Central Union Terminal matter. We did vote to approve a resolution drafted by Howard Harding to support application for Organizational Membership in The Sierra Club. Proposed discussion on OARP future leadership training was postponed due to lack of time. Pres. Pulsifer made everyone aware of OARP's present "tight" financial situation especially as we must continue our leadership role in pushing for the 3-C Corridor Project.

Our guest speaker was George Payne who is Assistant Director/Rail Equipment for the Maryland DOT State Railway Administration. George showed an interesting set of slides on the recent developments Maryland is accomplishing with improved commuter rail services, especially from his work with securing new passenger rail equipment and rehabilitating older equipment, including motive power. Toward the end of his presentation, when the meeting room was becoming quite warm, George threw in some excellent slides he took from the cab of a passenger train enroute through the mountains between Bergen and Oslo in the Winter! Ahhh!

Next we all hiked several blocks uptown to McClain's for a sumptuous luncheon featuring Lake Erie Perch and B-B-Q Ribs along with ENORMOUS glasses of homemade lemonade! Returning to the Museum we organized a caravan for those who wished to tour the Norfolk Southern (N&W) Bellevue Yard facilities and those who went also got to see the Shops and the Hump Yard Control Tower. Those who elected not to go, mainly due to the excessive heat, spent the time in an air-conditioned hall watching videos of passenger trains. Following the NS tour a quick overview tour was made of the MR&NKP Museum property just before a summer thunderstorm broke which ended our day at close to 5:00pm. A good time was had by all and many said they'd like to have another OARP meeting there at Bellevue. So we shall some day soon.

We'd like to thank Bill Fuehring for hosting us and for doing the necessary advance work in making local arrangements in Bellevue, especially with McClain's and with the folks at NS. Thanks also to Bob and Rosie Dick and Joel Bickhart for their help in making our Midsummer Meeting a success. And thanks to George Payne for coming to Ohio and spending the day with us.

RAIL TRAVEL ALERT //////////////// OARP has been advised by an Amtrak agent at Cincinnati of current problems with vandalism of autos parked at the River Road Station. Batteries and wheel covers are being stolen. Be warned!

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.

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

Name _____

Address _____

City/State/ZIP _____

Phone _____

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.
- 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 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*
- SEND ME _____ OARP MEMBERSHIP FLYERS *HOWEVER, OARP would appreciate stamps, a self-addressed stamped envelope, or a donation to help OARP defray postage expenses.*
- SEND ME _____ SAMPLE COPIES OF "the 6:53"
- SEND ME _____ OARP RAIL TRIP REPORT FORMS
- SEND ME _____ "ALL ABOARD, OHIO!" OARP's ILLUSTRATED BROCHURE ON THE 3-C CORRIDOR PROJECT. *Please indicate QUANTITY wanted for any item(s).*
- SEND ME _____ OARP WALLET-SIZE CARDS LISTING AMTRAK INFORMATION & RESERVATIONS PHONE NUMBERS. *YOUR DONATIONS TO OARP WILL HELP US DO MORE FOR BETTER PASSENGER TRAIN SERVICES FOR OHIO!*
- SEND ME _____ AMTRAK EAST-MIDWEST TIMETABLE
- SEND ME _____ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed business letter size #10 envelope with 73¢ postage [22+17+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.)

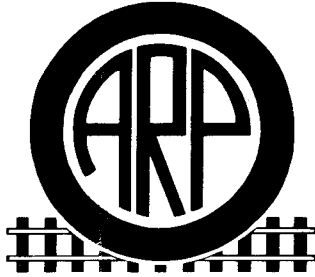
Note: Amtrak (1-800-USA-RAIL) will mail you single copies free.

"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!

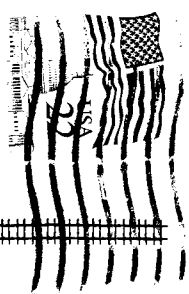
NEXT MEETING: OARP FALL MEETING

SATURDAY, NOVEMBER 7th, 1987
10:00am — 4:00pm \$12.00
at THE CHRISTOPHER INN — COLUMBUS

The Amtrak OPEN HOUSE at CLEVELAND, tentatively planned for Fall 1987, is now being proposed for Spring 1988 instead. We will try to plan our Spring Meeting to coincide.



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