

the 6:53



December 1987

Issue #75

Official Publication of the
OHIO ASSOCIATION OF RAILROAD PASSENGERS

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:

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	241-2543
DAYTON	ALBERT E. WOLF, 1497 Melrose Avenue, Dayton 45409	(513) 294-7110
SPRINGFIELD &	DAVID B. MARSHALL, 50 Villa Road, Springfield 45503	399-1947
CLARK COUNTY	JAMES SAUNDERS, 1638 Marinette 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

COVER PHOTO: An Amtrak intercity passenger train rounds a curve on the Boston - New Haven portion of the Northeast Corridor. Passenger trains such as this are proposed for Ohio's 3-C Corridor. Action on both 3-C Corridor Project bills is expected soon in the Ohio's General Assembly. More news in this issue of the 6:53. Amtrak Photo.

LATE BREAKING DEVELOPMENTS TO AFFECT FUTURE OF AMTRAK'S CARDINAL SERVICE! CARDINAL'S CAPACITY CONSTRAINED..... ...CINCINNATI-CHICAGO "AMBUS" COMING

---- by OARP Pres. Tom Pulsifer

The future of Amtrak's CARDINAL (New York - Washington - Chicago via Cincinnati) will be affected by a very recent development and by an earlier Amtrak decision, both of which to be watched closely by your OARP.

First, the late-breaking news bulletin:

On or about January 15th, Amtrak will supplement tri-weekly CARDINAL train service between Cincinnati and Chicago with a daily bus which will be operated by Greyhound with stops at Cincinnati's River Road Amtrak Station, the Indianapolis bus depot and in Chicago at Union Station which is Amtrak's operating hub.

Unfortunately for train advocates, the CARDINAL "Ambus" makes the trip 2½ hours faster than the train. That means much more attractive arrival and departure times for Cincinnati, now beset with train times between 3:25 and 4:45am.

According to Frank Stoy, Amtrak's District Supervisor, the proposed "Ambus" would depart River Road daily at about 6:10am and arrive at Chicago's Union Station about 11:10am, daily. Presently the CARDINAL (train) departs River Road at 3:40am on Mondays-Wednesdays-Saturdays and arrives at Chicago at 11:00am. The returning "Ambus" is planned to depart Chicago at 5:45pm with arrival at Cincinnati's River Road shortly after midnight. The train departs Chicago at 7:00pm Tuesdays-Thursdays -Saturdays and pulls into River Road the following morning at 4:30am. OARP believes that after implementing the "Ambus" only a really dedicated train rider would hold out for the rail mode between Cincinnati and Chicago.

Therein lies a serious danger, as we see it. It is not known as we go to press how the "Ambus" passenger count will affect the CARDINAL train service. OARP believes, although the new "Ambus" may well boost revenues at Cincinnati as well as total Amtrak revenues, that Amtrak will not count bus passenger as CARDINAL train route passengers, thereby lowering both rider-

ship counts on the CARDINAL as well as CARDINAL revenues. To OARP's knowledge, this is the first "Ambus" operation DIRECTLY paralleling both route and schedule of an Amtrak train. Amtrak has had great success with other "Ambus" operations, most notably in southern California, where dedicated buses link off-line communities with Amtrak train services.

How did this all come about? Frank Stoy told me the purpose of the "Ambus" is to directly boost Amtrak sales at Cincinnati where presently the ticket sales are the worst in the entire District! The "Ambus" will make possible daily connections at Chicago Union Station with other Amtrak trains. In fact, he stated that "Ambus" ridership will be restricted to Amtrak passengers ticketed to and from points BEYOND Chicago; one could not use the "Ambus" for a trip just to Chicago and back (though if space is available you COULD do that by going to Greyhound directly and buying a ticket from them and ride the same bus!). When asked about fares, Stoy told me that all the regular Amtrak rail fares would apply, also that this would be just like a rail segment for persons purchasing the popular All Aboard fares. He said the "Ambus" would be programmed into Amtrak's ARROW ticketing and reservations computer network which would also produce a passenger manifest for the Greyhound bus driver's use. Frank said that the handling of thru checked baggage on the "Ambus" is very unlikely, but that the passengers' bags could be stored in the underside compartments of the bus and that redcaps would meet the bus at Chicago.

Frank Stoy said he hopes this Cincinnati-Chicago "Ambus" will give a needed infusion of revenues and ridership at Cincinnati by selling more "choices" to Amtrak customers. He said that once this new service is firmed up it will be advertised.

The other factor affecting Amtrak's CARDINAL was brought to OARP's attention in late October. It appears that Amtrak's Washington headquarters has made a firm policy decision to restrict the consist of the CARDINAL to that which can be handled by only one diesel locomotive unit. Some phone calls from OARP members complaining they cannot get seats on the CARDINAL over the holidays tends to confirm that Amtrak will not add an extra locomotive nor cars to the train to handle the heavy volume of travel between Thanksgiving and New Years. The CARDINAL was reported sold-out over Thanksgiving and as we go to press is reported sold-out for most of December!

Amtrak has replaced the Heritage coaches on the CARDINAL with Amfleet II coaches which hold more people per car. The train also has two sleeping cars and a full dining car. Nine cars is the normal limit for one Amtrak locomotive on this route. The line includes some significant grades in eastern Indiana, also in West Virginia and western Virginia in the mountains. OARP understands most long-distance Amtrak trains operate with two diesel locomotives, and handle up to 18 passenger cars, to guard against mechanical breakdowns enroute. OARP further has been told the CARDINAL's single Amtrak engine has broken down on occasion, necessitating lengthy delays while another unit can be located (more often than not a freight locomotive).

Despite Amtrak's arguments that their CARDINAL route is "weak in ridership and costly to operate" it is evident to OARP that by restricting increases in ridership and in revenue, this Amtrak service will likely remain "weak and costly to operate".

We've heard the rumors that Amtrak would like to get rid of the CARDINAL. Remember the CARDINAL was discontinued for a period of time back in the early 80's and restored only with intense pressure from Congress and by rail passenger advocacy groups such as OARP, NARP and others along the route.

Add to this situation yet another concern. It seems that the CARDINAL frequently operates between Indianapolis and Cincinnati, and between Cincinnati and Huntington, over tracks of the CSX (ex-B&O, ex-C&O) with less than a full crew. On some nights the engineer is the lone occupant of the engine cab. We understand that the CARDINAL has operated with as few as three CSX crewmen, and has done so on several occasions. There is a concern for safety, should something happen to the engineer, alone in the cab, and the "deadman" device not function. The CARDINAL was once observed by an OARP member leaving Cincinnati for Huntington with the train baggageman made to ride in the engine cab as there was no fireman in the crew.

Surprisingly the rail unions have not squawked. Perhaps it's in part because there is a current shortage of qualified rail operating employees on CSX in the Cincinnati area due to the heavy amount of freight traffic that CSX now funnels through the Queen City gateway. Amtrak has not yet taken over the operating crews on the CSX east of Indianapolis. Ironically, when the CARDINAL operates north of Indianapolis, it has a full Amtrak crew of five operating employees!

Your OARP will not stand by and allow the downgrading of the CARDINAL. While the intent of the "Ambus" is reasonable, we will not allow it to destroy the train service operating over the same basic route on the same basic time schedule. While the intent of Amtrak in constraining the capacity of the CARDINAL may improve its loss per passenger-mile ratio, OARP is not of the opinion that this policy will improve ridership or revenues in the long-term.

We are working with NARP in monitoring these CARDINAL developments, and the lines of communication with Amtrak stay open. I ask that OARP members who are users of the CARDINAL (including future users of the planned "Ambus" service) keep in close contact with me so we can continue to monitor effectively. We want to see the CARDINAL train succeed and improve. We want better train times for key enroute cities, such as Cincinnati. We want the CARDINAL to improve its viability as part of the total Amtrak system, opening up more rail trip choices for travelers. And, we do not want to see Amtrak close the Cincinnati River Road Station and turn it into an unmanned stop. Frank Stoy is right. Revenues must increase. The god-awful train times and tri-weekly operation have taken their toll in Cincinnati. Closing the Cincinnati station ticket office HAS been discussed at Amtrak. OARP's work may well be cut out for us in regard to these recent developments. More next issue.

ALL THINGS TO ALL MEMBERS? RESULTS OF THE OARP SURVEY ----

---- by OARP Pres. Tom Pulsifer

Can OARP be all things to all members? Obviously not. One day's mail brought these two questionnaires back. One member commented on the 6:53 [Question #12]; "Professionally done. Like the format. Easy to read." The second member commented; "Not easy to read. Doesn't look professional."

Well, anyway... We DID get 68 questionnaires returned with some significant input on some future directions for your Association. The response accounts for approximately 10% of OARP's current active membership. Most responding heeded the request to be brief. Some did not respond to all 20 questions in the survey. Here are the results, item by item, with appropriate commentary:

#1 Most of the responses in their own way incorporated the following; I joined OARP to learn current information, to meet and work together in a group with other rail travelers to improve rail transportation in Ohio.

#2 48 said they were members of NARP, the National Association of Railroad Passengers. 20 said they were not.

#3 49 said they were not members of environmental organizations such as The Sierra Club. 18 were.

#4 48 said they were not members of other rail passenger associations other than OARP and/or NARP. 19 were members of one or more state or regional ARPs.

#5 43 said they were not members of one or more railFAN organizations. 23 admitted they did belong.

#6 Here's what our responders read, ranking in order from most to least: TRAINS 37, PASSENGER TRAIN JOURNAL 36, RAIL TRAVEL NEWS 19, INTERNATIONAL RAILWAY TRAVELER 13, RAILWAY AGE 11, RAILFAN & RAILROAD 10, MASS TRANSIT 10, MODERN RAILROADS 7, TRAIN RIDER MONTHLY 6, PACIFIC RAIL NEWS 3, CTC BOARD 3. The remainder listed one each; PROGRESSIVE RAILROADING, THE SHORT LINE, FOR THE RIDE, TRANSIT ACTION CANADA, PRIVATE VARNISH, RAILWAY & LOCOMOTIVE PRESERVATION, TRAFFIC WORLD.

#7 Selected comments from those who attend OARP meetings; "Dedication and commitment is evident... Objectives are too important for one not to be actively involved... Come into contact with others who want what I want... Help influence course of events... I've developed several personal friendships as a result of attending... Enjoy the speakers, the input, the fellowship and the good food... Can chat at lunch with the guests who are never isolated at 'head tables'." Selected comments from those who don't attend OARP meetings; "Travel to them is not convenient... Don't like to drive to them when they're at the other end of Ohio... Can't take a whole day to go to them... Too busy... I work on Saturdays... I only attend meetings when I am to be the speaker!"

#8 38 feel that OARP should do more with transportation concerns, activities or projects on a local-regional basis within Ohio. 9 disagree while 19 had no opinion either way. In order to do more locally, local active involvement will have to increase. Your officers cannot do everything and Regional Coordinators will need help from area activist members. Remember too, improved local involvement will increase the visibility of the organization as a whole. That will help OARP not only locally but statewide as well.

#9 29 expressed no opinion as to whether OARP should hold fewer formal statewide OARP meetings and hold more regional, informal OARP get-togethers. 20 favored this while 15 said no. As there appears to be no overwhelming feeling on this things will probably stay pretty much as they are with four basic quarterly meetings a year held in different parts of Ohio. Some state ARPs have "chapters" (Wisconsin and Michigan have been successful with this) which meet locally and informally every month or so. While attendance at these chapter meetings is generally small, the prime benefit is that it helps develop a nucleus of activist members who can work together better on rail passenger concerns in their area.

#10 29 reported that OARP's Regional Coordinator network works well for them as a member. 15 said no and 13 said they'd never used it. One commented that OARP's RC network is perceived as an ideal model for other ARPs and that it is at least in position to effect communications among the members in a given geographic area, in many cases without the need to make long-distance phone calls. On the other hand, most comments dwelled on the negative; "My RC is hard to reach... The one time I needed to talk to him he never returned my call." So, we're not perfect and we will try to work out ways we can do better at communicating via the RC network.

#11 36 said they don't share their 6:53 with others while 31 said they regularly pass their copy on to one or more other persons.

#12 Selected comments from those who like the 6:53; "A lot of news in a small space... Excellent focus on Ohio news... Always positive in attitude... It is informative, timely... Very thorough... It's news and facts that you can trust."

Selected comments from those who don't like the 6:53; "Don't like blue ink... Not frequent enough... Too involved with minutiae... Too detailed, poor grammar... Format is fussy... Too much space devoted to upcoming meetings... Too much "Dayton" news."

While we never seem to be at a loss for material to put into the 6:53, most is national news matter. If there appears to be too much "Dayton" news it is quite bluntly because no one is sending in any "Canton" area news or any "Mansfield" area matters -- and this is not meant to offend any individual OARP member! We DO need more OHIO input, including more photos from our members we can consider for publication in the 6:53. Ohio trains and Ohio subjects given preference here.

#13 47 are favoring changing the format of the 6:53 to a much more abbreviated (8-12 pages) and more frequent (every six weeks) publication to be mailed by bulk postal permit. 12 do not favor the change while 8 stated it didn't matter to them.

Most of the 47 favoring the change gave as their reason the timeliness of reported news. Most of the 12 not favoring the changes felt strongly that the U.S. Postal Service would not deliver the 6:53 in a timely fashion, or not deliver it at all. For your information, it takes your editor the better part of two weekends to prepare each issue of the 6:53 in its present format.

#14 Are active, interested, involved OARP members riding the trains? We are surprised to find they are not! Perhaps this is because Amtrak presently serves most Ohio stations at horribly inconvenient hours. The number of Amtrak trips per year to or from Ohio stations, ranked by number of responses per number of trips: ONE TRIP 19, TWO TRIPS 15, NO TRIPS 13, THREE TRIPS 10, FOUR thru EIGHT TRIPS 7, TWENTY TRIPS 1. One person said the number of trips per year "varied".

#15 50 favor OARP's sponsorship of various types of escorted rail tours using Amtrak, VIA Rail Canada, etc. 11 do not favor this and 5 stated they had no opinion on the matter. But, though the majority said yes to the rail tours, fewer said they'd make an effort to go on them.

#16 Only 37 stated they'd try to participate in some of these rail tours if offered. 23 said they would not go. 7 stated they had no firm opinion. While, on the one hand, one of OARP's prime missions is to promote travel by train; on the other hand several commented that they felt the organization and promotion of specific rail tours might detract from efforts and energies that need to be expended on the 3-C Project and general rail passenger transportation concerns.

#17 A summary of the reasons given as to why Ohio now has LESS Amtrak service than it had in 1979; "Air transport and highway lobbyists have money and power... Amtrak budget problems... Political ignorance and indifference to trains... Amtrak not aggressive... Ohio's night trains unpopular with politicians and general public."

#18 A summary of the reasons given as to why OARP and other rail passenger service supporters are having difficulty getting the Ohio 3-C Corridor conventional rail passenger service legislation passed; "Ohioans forced to be auto and highway oriented... Political ignorance and indifference to trains... Rail lobby has little clout... Blind fixation with a problem-plagued high-speed rail plan... Shortsighted legislative leaders unwilling to stand up and plan for the future... Legislators unaware of the benefits of the 3-C trains to them and their districts."

#19 OARP's present level of daily involvement suggests having 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: 48 feel OARP should pursue paid staff persons. 12 feel we shouldn't.

B: 44 would pay (SOME) increased dues to help fund this. 17 would not.

C: 56 agreed OARP should look into outside foundation or grant support to help fund paid staff persons. Only 5 said we should not do this.

9 stated they had no firm opinions on these matters at this time.

Money is the primary concern here. We see so much more that OARP really needs to be doing -- and we just can't. But with our present all-volunteer status of involvement with OARP matters, the regular employment jobs of necessity come first. It is significant to note that a clear majority of survey responders do agree that OARP is at the stage where we need improved capabilities of administering the day-to-day work of the Association. We will certainly investigate this matter very thoroughly and very soon. Your OARP President would welcome constructive assistance from our members in this regard. At the present time donations to our Special 3-C Project Fund have allowed OARP to open an office (cubbyhole) in a modest Oakwood (Dayton) office building so that Manfred Orlow (who has time during the day to be in this office and handle the phone calls and 3-C Project activities) can accomplish a lot of what otherwise OARP just would not be able to do. OARP's general treasury alone, however, cannot support this office expense. If trains are as important to our transportation future as we know they are, OARP will ultimately find the ways and means to improved successes in achieving our goals. OARP will proceed to do the best we can with the resources we have.

#20 Selected comments on what OARP is doing that is seen as good; "Keeping rail travel issues alive... Astute leaders who maintain close contact with legislators, Amtrak, and us... Thoroughness of the 3-C Project work... Providing accurate information on rail matters... Positive approach... Communication... Does what I cannot do alone... For its size and being a volunteer group OARP does an amazing job."

Selected commentary on what OARP is doing that is seen as wrong or needing improvement; "Nothing really... Generate more publicity... Need membership benefits and incentives... Seem to be too many 'railfan' members -- we need to tap the greater majority of 'normal' people who ride trains... Motivate more active workers in OARP -- too few have to do all the work... Need more broad based support... Need more members who will reach out more to the public in general... Need more visibility."

=====

Your OARP President wishes to thank all 68 members who took the time to do the "Twenty Questions" survey which appeared in our October issue. If you are one who just didn't get around to completing it and sending it in, be assured that WE NEED YOUR INPUT. It's not too late. Obviously to report each and every comment on each and every question or item would completely fill this and probably several additional issue of the 6:53. Each of your surveys have been read carefully. Anonymity was preserved unless you chose to put your name on it somewhere -- and we don't hold that against you. The completed surveys will be shared with your OARP officers in the next month so they can benefit from studying all the comments. While late input will not be tabulated as we've done in this issue, the data will be added to our "office copy" and your survey sheet shared with the other officers. Thank you again for helping us look to OARP's future!

THANK YOU to OARP members BETTIE NICKELL, LINDA LEAS, BOB and JUDY MEHLICK; JOHN EDMINSON, GEORGE BAYLESS, CHUCK YOUNG, JOHN McCANN, AL WOLF, MANFRED ORLOW, TOM PULSIFER, MINDY WOLF and BETHANY PULSIFER for staffing our OARP table at the Thanksgiving Weekend RAILROAD SHOW at the Montgomery County Fairgrounds Coliseum in Dayton. We signed up five new members, took in about \$40 in donations and dispensed OARP and Amtrak literature to an attendance estimated at slightly over 4,000. Thanks also to Amtrak's District Sales Supervisor JOE POLLARD for sending a large quantity of Amtrak timetables and handouts for this outreach opportunity. And a special thanks to our Dayton area Regional Coordinator AL WOLF for coordinating our staffers' schedules for this two-day event.

SANDUSKY AMTRAK STATION DEVELOPMENTS... The City is now committed to assisting in the relocation of the Amtrak station. The preferred site is on the eastern edge of Sandusky close to the Cedar Point entrance. Negotiations are proceeding at this time with the owner of The Energy Station property. City and Amtrak officials are also studying an alternate site on city-owned land along US Route 6 west of town. Although safe, this alternate site would not be as visible nor as accessible as The Energy Station property. More on this in the next 6:53.

PLAN NOW! NARP & OARP MEETINGS / TOLEDO / SATURDAY, MARCH 19th

On Wednesday, November 18th, the Ohio Department of Transportation (ODOT) and the American Association of State Highway Officials (AASHTO) held a "Public Forum On The Future Of Transportation Into The 21st Century" at the Battelle Auditorium in Columbus. This Forum was intended to solicit information from the public to be used by the sponsoring groups to formulate a new policy to guide national and state transportation development after Interstate Highway construction is completed early in the 1990's.

Approximately 55 people presented oral testimony at this Forum; at least 25 of whom urged greater public support for NON-highway surface transportation! Perhaps the strongest statement of this type was made by ODOT Assistant Director Roland A. Nesslinger who stressed the need for a new approach in addressing transportation of both goods and people; namely the adoption and execution of plans for an INTERMODAL system of urban and intercity public transportation services, including airlines, buses AND TRAINS!

Our OARP testimony was drafted by Bill Hutchison and ably presented by Alex Heingartner. Additional testimony specifically supporting increased rail passenger service development was presented by Dawn Keating of The Ohio Sierra Club, Ron Myers of the Galion Area Betterment Commission, Ohio Senator Cooper Snyder, Ohio Senator Robert Boggs, and Howard Harding for The National Association of Railroad Passengers.

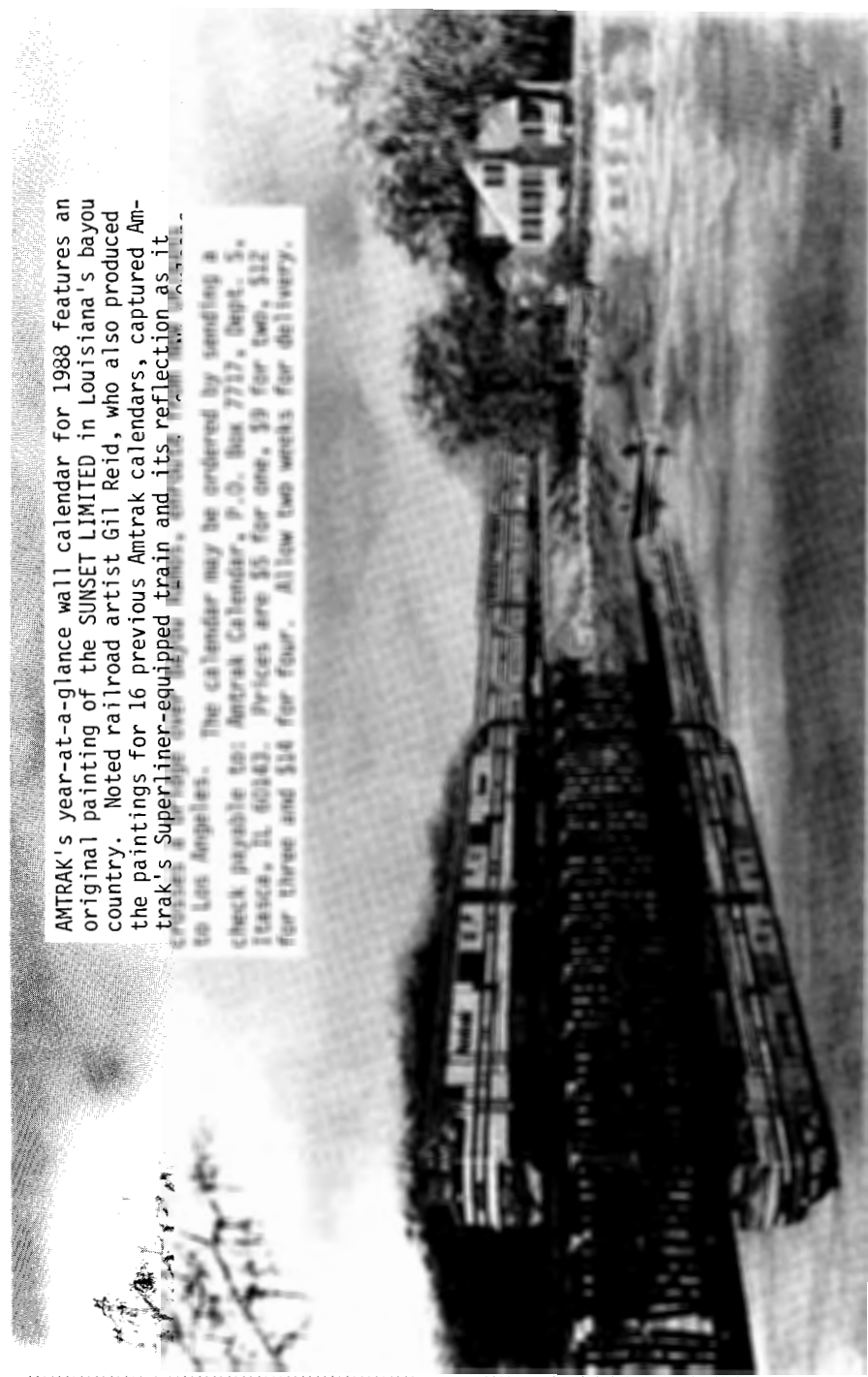
In addition, testimony by several consulting firms (the Ohio Public Transportation Association, the Ohio Association of Regional Councils, the Mid-Ohio Regional Planning Commission, and the Toledo Metropolitan Area Council of Governments, among others) supported multi-modal transportation development including better urban and intercity public transportation service.

Bob Manning of the Ohio Railroad Association, Ron Park of Conrail, and representatives of the Ann Arbor Railroad and the Grand Trunk also testified on behalf of freight railroad interests. Representatives of several industries (including Colgate-Palmolive Company, the Ohio Aggregates Association, and Wyandotte Dolomite, Inc.) expressed a need for continued rail freight services.

Myrl Shoemaker, Jr., speaking on behalf of the Ohio Petroleum Council, warned that easily available petroleum is being consumed rapidly and that greater efficiency is needed to sustain limited supplies. But he also urged support for oil exploration in the Arctic National Wildlife Range in Alaska -- a highly destructive process which could produce no more than about 100 days supply at current U.S. consumption rates.

OARP's Doug Hudson and Howard Harding observed the entire day's proceedings. Both were encouraged by much of what they heard. Doug noted, however, that we surely have not heard the last from the highwaymen, who will probably continue to insist on a "more of the same" approach to meeting travel needs. Thus, while many supportive voices were heard at this Transportation 2020 Forum, all of us who favor balanced, multi-modal transportation must continue to speak out -- time and time again! If we do so, wisdom may prevail and our nation will, beginning in 1991, apportion its resources for transportation according to a more appropriate set of criteria.

Our THANKS -- to Alex Heingartner for delivering OARP's testimony, to Bill Hutchison for writing it, to Howard Harding, Manfred Orlow and Tom Pulsifer for input to the effort, and to the several other OARP members (including your article writers) who took time from their schedules to attend all or segments of this public Forum.



AMTRAK's year-at-a-glance wall calendar for 1988 features an original painting of the SUNSET LIMITED in Louisiana's bayou country. Noted railroad artist Gil Reid, who also produced the paintings for 16 previous Amtrak calendars, captured Amtrak's Superliner-equipped train and its reflection as it crosses a bridge over the Atchafalaya River, near Lake de Cade, to Los Angeles. The calendar may be ordered by sending a check payable to: Amtrak Calendar, P.O. Box 7717, Dept. 5, Itasca, IL 60143. Prices are \$5 for one, \$9 for two, \$12 for three and \$14 for four. Allow two weeks for delivery.

The early days of an Ohio winter will soon be upon us -- with reports of snow and ice and hazardous driving throughout much of our state. This will also be a time for renewed legislative activity in Columbus for our 3-C Corridor hearings followed by possible Ohio House and Senate floor votes in favor of H.B. #359 and S.B. #65.

We have been assured verbally by those-in-the-know that there WILL be OARP activity scheduled soon after the General Assembly returns on January 5th. Please continue to write to your Ohio State Senator or Representative. Use the yellow OARP Legislative guide or call your local Board of Elections to identify your elected legislators. Be sure to stress the difference between conventional speed passenger trains and high-speed rail in your letter. There is STILL great confusion in some minds!

At this point it seems the 1988 session will continue until the end of March or early April before adjourning; so we have very little time. If you don't know what the 3-C Corridor proposal is all about, refer to previous issues of the 6:53 or contact OARP for a copy of our informative brochure, "All Aboard, Ohio!". OARP and the 3-C support groups from the on-line cities, along with other user/planner organizations, is considering a "3-C RALLY" during February or early March (probably held in Columbus) to focus public attention on the issue. Plans are still in the formative stage, but information will be sent out soon to OARP members and to many potential 3-C Corridor user groups.

January 13th will see the Ohio Public Transit Association (OPTA) listening to a 3-C Corridor proposal briefing at its meeting in Columbus. Emphasis will be placed upon the intermodal opportunities the trains and the transit operators will have throughout the 3-C Corridor service area. A secondary purpose of the meeting is to officially seek the State's involvement to coordinate the feeder-line potentials of the transit systems with the 3-C passenger trains.

OARP's "People-Power": Because of their help since the last 6:53, special thanks are due... to co-sponsor Rep. Robert Hickey (D-Dayton) for agreeing to meet with the Administration... to OARP member Jack Becher (City of Dayton's Deputy Planning Director) for the preliminary rail station designs... to OARP's Cincinnati Coordinator Mike Weber for liaison with the City of Cincinnati... to OARP member DeWitt Chapple for City of Middletown funding help... to our Dayton OARP office neighbor and OARP founding member Ed Reiling for his generosity with computer assistance... to OARP member Mark Carlson of Bay Village for donating his daytime off-hours to ferret out valuable Cleveland information... to our Elyria-Lorain Coordinator Phil Copeland for arranging with radio personality Robert Conrad (the voice of the Cleveland Symphony) of fine arts station WCLD to be a possible host for the proposed "3-C RALLY".

Many of these fine people did these things with their own initiative, showing once again that OARP can be the activist-volunteer organization we need to be to gain public support. If you have an idea you'd like to try, or a contact you'd like to make -- go ahead! If you have doubts, call me. It costs less than a dollar for a few minutes' conversation -- even during the day. Get involved!

Finally; there are many, many others throughout 1987 whom I haven't mentioned, but "you know who you are". Let us congratulate each other for some very solid gains during 1987! We're looking forward to completing our task in early 1988. Best wishes for the New Year to All!

First of all, I wish to thank OARP for supporting and adopting the resolution urging Amtrak to put Toledo on their priority list for a new station. The resolution was adopted at our Fall Meeting in Columbus November 7th.

Be It Resolved by The Ohio Association of Railroad Passengers;

1. that Amtrak be asked to commit itself to constructing a new station at Toledo, Ohio as soon as funding, from whatever source, becomes available; and
2. that Amtrak be urged to immediately begin gathering data necessary for such a project; and
3. that the Ohio Association of Railroad Passengers assist Amtrak in locating funding sources for such a project; and
4. that copies of this Resolution be forwarded to appropriate Amtrak officials.

Immediately after our meeting I telephoned a Toledo Blade reporter informing him of the resolution's adoption and reading it to him -- verbatim. A small article on the resolution appeared in the next morning's Blade. This was followed up with an editorial on November 11th. The editorial was quite negative on the proposal, including a couple of misleading statements attributed to OARP. These statements have understandably led to some consternation among OARP members after they read the Blade. I feel our membership is entitled to know OARP's true position, especially those Toledo area members who were unable to attend OARP's Fall Meeting.

The Blade editorial begins with "Shifting Toledo's Amtrak station five miles away from its present location near the downtown area, as the Ohio Association of Railroad Passengers has urged...". OARP's resolution makes no mention, or even an implication, as to the location of a new station. The McCord Road and Reynolds Road sites referred to by the Blade were at one time informally suggested by me, and they are just that -- suggestions. OARP has taken no position whatsoever as to the station's location.

The editorial's second paragraph starts with "But the idea of abandoning the 37-year-old Terminal and building a tiny, temporary "Amshack" along the Conrail tracks... a view endorsed by the passenger group at its quarterly meeting in Columbus...". Our resolution doesn't even hint at the size or type of structure to be built. A "tiny, temporary Amshack" has never been suggested by anyone, least of all by OARP! Our goal is to prevent that from happening; or, if the worst should happen, to insure that such an Amshack would indeed be VERY temporary!

A meeting with Mr. Bernard Judy, the Blade's Editor-in-Chief, other concerned Blade personnel, and me was held November 24th. The meeting was very cordial. It was quite obvious that both the Blade and OARP have the same ultimate goal -- achieving what is BEST for Toledo's Amtrak service. Blade reporter Hank Harvey is working on a story concerning the C.U.T. dilemma, and he indicated he would include clarification of OARP's position in his story. Incidentally, Hank Harvey wrote a beautiful article about a western Amtrak trip he and his wife took this past Summer. It appeared in the Blade's Travel & Leisure section on November 15th. The nearly full-page article has generated considerable interest which has been reflected in increased telephone activity at the Amtrak ticket office!

Nothing really new in C.U.T.'s status. Conrail's exodus is proceeding steadily with the last workers projected to leave in May 1988. Conrail held an "Open House" for all employees at the new office building in Dearborn, Michigan, on the 25th of October.

CANTON AMTRAK STATION IMPROVEMENTS NEARLY COMPLETE -----

For years, the Canton Amtrak Station has been infamously known for its crumbling platforms. Soon passengers will be able to take their "trip" on the train rather than on the platforms! OARP members KEN PRENDERGAST and DAVID MANGOLD reported that work finally began this Fall to replace the North Platform, closest to the station. The plan is for all Amtrak trains to use the North Platform while the South Platform and tunnel under the tracks are to be closed down. With this in mind, the Canton Amtrak Station will become a single-level facility. As it is a manned station, perhaps the handling of checked baggage will become a reality here. Amtrak's District Supervisor Frank Stoy reports that the platform reconstruction is to be completed by the end of December.

Amtrak passengers using the Fort Wayne station will no longer be singing "Plaster-drops keep falling on my head!" for by the first of January Amtrak's ticket office and waiting room will make an emergency move to a modular structure to be set up in the parking lot just east of the present station building. The move is being made for safety reasons, and for an indefinite period of time. Amtrak District Supervisor Frank Stoy stated that the badly deteriorated condition of the building's roof and ceiling made it unsafe for passengers to occupy the depot. An elevator and staircase will be used to get passengers to and from the tracks which are elevated above street level.

SIGNS POINT TO A CAPITOL LIMITED REROUTE...
...BUT OFFICIALLY, MUM'S THE WORD!

Rumors of a rerouting of Amtrak's CAPITOL LIMITED (Pittsburgh-Alliance-Cleveland-Toledo-Chicago), possibly as early as this coming April, are flying. But Amtrak officials OARP has spoken with are keeping mum on the subject.

But, out along the freight-only Alliance - Cleveland mainline, things are happening which point to a passenger train in the route's future. OARP's KEN PRENDERGAST reports that several sharp curves near Ravenna have recently been super-elevated and freight train speed through these curves has been raised from 35mph to 50mph. Also, several grade crossings on or near those curves have new automatic flashers and/or gates that are on a higher speed circuit for faster trains. Other interesting developments are evident at Hudson where the former ex-PRR passenger depot still stands. A short, new concrete platform has recently been constructed, with white gravel walkways and a new wooden walkway across the tracks! Hudson has often been discussed as a possible Akron-area stop for a rerouted CAPITOL LIMITED, though any such facility would likely be an unmanned station stop.

The Conrail line between Cleveland and Alliance is a double tracked line which sees a large amount of daily freight train traffic. Some years ago CR had told Amtrak they would handle passenger service on that line only after significant track and signalling improvements had been made to it. We'll see!

FALL MEETING ATTENDEES DIALOG WITH ODOT'S ASSISTANT CHIEF; BOMBARDIER REPS

One significant thing can be said about most OARP meetings; and that is everyone who comes gets plenty of opportunity to participate actively. It happened again at OARP's Fall Meeting, held at The Christopher Inn in Columbus on Saturday, November 7th. Our three featured guests were with us most of the day and were involved with both formal and informal dialog—in the meeting sessions and during lunch.

In the morning we had a technical presentation (including a videotape and slides) on Bombardier's LRC passenger train with Michael T. Wetherell and Larry Kelterborn, giving us the opportunity to see not just the marketing side of the LRC trains, but also the engineering innovations which make the LRC such a thoroughly different piece of equipment. The LRC trains are used extensively by VIA Rail in Eastern Canada Corridors. Bombardier also manufactures rail transit cars and commuter rail equipment which is in use in the U.S. Following a buffet luncheon in The Christopher's poolside lounge area, ODOT's new Assistant Director/Transport Modes, Mr. Roland A. Nesslinger spoke to us on the outlook for passenger trains in Ohio as he sees it. Along with Mr. Nesslinger was Lou Jannazo of ODOT's Rail Division. Nesslinger views a healthy long-term future for passenger rail in Ohio, but admitted the short-term future could be rough. He urged OARP to continue strongly with its valiant work to achieve Ohio's 3-C Corridor trains. There was a long question and answer session following his brief prepared remarks to us.

Other than for routine report approvals, the only resolution to be voted on at this OARP meeting was the one on the Toledo Central Union Terminal matter. This is reported in some detail elsewhere in this issue of the 6:53. The resolution was passed, and did so by unanimous vote.

Treasurer Ben Libby reported a current bank balance of \$2,404.92 with some incoming funds not yet posted and some bills not yet paid. Everyone attending this meeting received four of our new 1988 Calendars.

Manfred Orlow gave an update on the 3-C Project. Howard Harding gave a report on NARP's recent Fall Directors Meeting held in Chicago. Manfred also gave us a status report on OARP's office situation and computerization of our mailing list saying that the work is proceeding -- frustrating at times, but moving forward nevertheless. Tom Pulsifer spoke briefly about responses to the questionnaire in the October 6:53, indicating some directions for us to be moving. Mark Carlson and Bill Hutchison spoke about "Mail On Rail" as a follow-up to Bill's article in the last newsletter. Tom Pulsifer reported that the OARP membership flyer would be soon reprinted with some minor revisions (It has already been done.) and that we would consider doing our 1988 Legislative Directory although changes among the legislators this time around were virtually nil. A large number of door prizes, donated for the purpose, were awarded in the afternoon session. Our meeting, attended by 55 members and guests, concluded with a serious discussion over potential problems for Amtrak's CARDINAL service through Cincinnati (See lead story in this issue of the 6:53.) after which the meeting adjourned on time.

One of OARP's SPRINGFIELD Regional Coordinators, JIM SAUNDERS, suffered a mild heart attack in mid-October. Jim is OK at present, doing a lot of resting at home. He has retired from his post with the City of Springfield's Fire Department. Jim would appreciate hearing from his many OARP friends. His address appears in our OARP DIRECTORY on page 2 of this 6:53.

AMTRAK OHIO STATION TICKET OFFICE HOURS — effective November 27, 1987

CANTON 846 S. Market St. 216/452-3444	11:30pm - 7:00am Daily 9:00am - 1:00pm Mon-Tue-Wed only 2:00pm - 5:30pm Mon-Tue-Wed only
CINCINNATI 1901 River Rd. 513/921-4172	9:00am - 4:30pm Mondays thru Fridays 11:00pm - 6:30am Daily EXCEPT Monday night
CLEVELAND 200 Memorial Shoreway 216/696-5115	12:00md - 3:00am Daily 4:00am - 1:00pm Daily EXCEPT Sundays & Hols. 4:00am - 8:45am Sundays & Holidays only 2:00pm - 5:30pm Daily EXCEPT Sundays & Hols.
LIMA 424 N. Central St. 419/222-5943	10:00pm - 6:30am Daily 9:00am - 1:00pm Mon-Tue-Wed only 2:00pm - 5:30pm Mon-Tue-Wed only
TOLEDO 415 Emerald Ave. 419/246-0159	8:00am - 1:00pm Daily 2:00pm - 8:00pm Daily 9:00pm - 12:30am Daily

ALL Other OHIO Stations Are Unmanned Facilities. This information is subject to change Call the station or 1-800-USA-RAIL

B A G G A G E & E X P R E S S

Another railroad mainline through Ohio will soon be severed. Starting January 4th the anguished sound of ¼ mile lengths of rail being winched slowly onto a rail recovery train will echo in this bleak midwinter through the southern Ohio hills. CSX will rip up about 20 miles of Amtrak's former SHENANDOAH route (the ex-B&O mainline) between Red Diamond (east of Dundas) and a point near Athens. Amtrak service on this route ended in 1982. CSX has diverted remaining through freight traffic via Deshler and Pittsburgh. This extra traffic on the busy Cincinnati - Toledo line has prompted CSX to enter into a massive line rehabilitation program which will result in top freight train speeds of 60mph by the end of 1988 and 79mph for piggyback and RoadRailer trains by 1990.

Cleveland's RTA announced "Fare Free" Day December 19th for all rail and bus lines in an effort to encourage transit usage by Christmas shoppers. The RTA's Rail Division ran "Fare Free" for five hours (4pm-9pm) on Friday, December 18th.

ASTA, the American Society of Travel Agents, will hold its 17-state Regional Convention in Columbus, February 10-14 at the Ohio Center. OARP has learned there may be a static display of Amtrak equipment in Columbus in connection with this.

One of the elves from the North Pole hinted to OARP that Santa may bring Ohio Sen. Bob Boggs a Tyco Super Turbo Train Set for Christmas this year!

Passengers aboard a special CSX "Operation Lifesaver" passenger train were witness to a close call October 1st just south of Marion, Ohio. At the SR 4 crossing a dump truck loaded with scrap metal drove past activated crossing flashers right in front of the passenger train which missed the truck by barely 15 feet! A closed-circuit camera set up in the locomotive cab brought the close-call to TV monitors in the coaches being watched by public officials, schoolchildren and several reporters who had been invited to ride the special from Columbus to Marion and return. Operation Lifesaver is a non-profit organization that promotes railroad grade crossing safety. Christine Ely is the director of Operation Lifesaver in Ohio.

The first week of November Conrail operated a passenger extra over its re-

B A G G A G E & E X P R E S S

cently rebuilt Columbus-Toledo (Western Branch) line for on-line city officials, shippers, and ODOT personnel.

OARP member Rodger Sillars had a letter-to-the-editor published in the September issue of Mass Transit. Also noted have been a letter from member Willard Edson in the Toledo Blade and member Thomas Allen in the Columbus Dispatch, both concerning Amtrak. OARP's John Keller was quoted extensively in a recent Lima News feature on Ohio's once-extensive interurban network.

The November issue of the Columbus Business Journal carried a front-page feature story on shortline rail development in Ohio. Above the article appeared a large color photo of jet planes at Port Columbus Airport!

OARP's Tom Pulsifer provided information assistance this fall to the production company filming "Eight Men Out", a movie about the 1919 World Series scandal. They needed specific data on passenger trains in and out of Cincinnati at that time and, thanks to our growing OARP archives, we could provide the information they needed.

BULLETIN!

As we go to press on December 21st Governor Celeste has today appointed OhioDOT Director WARREN SMITH to be the new Director of the Ohio Industrial Commission; and BERNARD HURST as Ohio's new Director of Transportation. Hurst is presently OhioDOT's Assistant Director/Highways. Both appointments are effective January 4th. More on this in our next issue!

Deloitte, Haskins + Sells reminds us that with the top 1987 income tax rate of 38.5% scheduled to decline to 28% in 1988, every charitable gift prior to year end will save you tax dollars and greatly reduce the after-tax cost of your gift. Donations to OARP are deductible in accordance with IRS regulations.

Amtrak Intelligence Department: The CARDINAL on November 21st departed Chicago without any of its baggage being loaded into the baggage car! At Cincinnati alone 19 passengers claimed baggage which then had to be delivered days later to the passengers' homes at Amtrak's expense. AND MORE... Amtrak has been running half-page ads twice weekly in the Indianapolis Star and News promoting their better daily train schedules to Chicago. No mention anywhere in the ad of train times, nor the Indianapolis station, nor its local phone number, nor ticket office hours.

OARP's President Tom Pulsifer is looking for an OARP member who is also a general insurance agent as OARP needs to insure some Association property and would like to do business with someone "in the family" if possible.

In Detroit, Amtrak has vacated the Michigan Central Depot and has moved into a temporary modular facility out on the platforms adjacent to the MCD. Most Detroit passengers are using the Dearborn station.

Amtrak's new "Viewliner" sleepers are slated to operate on the CARDINAL route this coming Summer! Budget Fight -- it appears that Amtrak will end up with between \$567-595.5 million. New USDOT Secretary James Burnley IV was recently quoted "We've got to have additional large airports in this country; and medium-sized airports."

Mid-Ohio Regional Planning Commission's Bill Habig recently told reporters that in 12 years the freeways in and around Columbus will be jammed unless some traffic is diverted to a rail or high-speed bus system; but that simple use of railroad corridors is not going to do it in central Ohio. Light rail transit and people-movers will be studied by MORPC.

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.

LAST CALL FOR OARP's 1988 COLOR CALENDARS !

Thanks to better advance planning for this year's OARP Calendar, demand has been much better than in the past. Therefore, we find ourselves in the position that there just aren't too many left!

Our 1988 OARP Calendar features a color photo of Amtrak's LAKE SHORE LIMITED (by member Ken Prendergast) on the curve at Berea, the whole year at a glance, and handy Amtrak and State of Ohio phone numbers for your use. Some who've seen our 1988 Calendar say it's OARP's best yet! Orders for remaining stock will be processed first-come-first-served. Use this coupon...

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: _____

(Dec.) _____

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 on-going 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" x 2".

SEND ME _____ OARP (logo) WINDOW DECALS @ 50¢ ea., postpaid.

SEND ME _____ OARP's "TRANSPORTATION 2020" TESTIMONY. Single copy at no charge. Please send #10 SASE with 22¢ postage affixed.

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-*

SEND ME _____ SAMPLE COPIES OF "the 6:53" *addressed stamped envelope, or a donation to*

SEND ME _____ OARP RAIL TRIP REPORT FORMS *help OARP defray postage*

SEND ME _____ "ALL ABOARD, OHIO!" OARP's *expenses.*

SEND ME _____ ILLUSTRATED BROCHURE ON THE *Please indicate QUANTITY*

SEND ME _____ 3-C CORRIDOR PROJECT. *wanted for any item(s).*

SEND ME _____ OARP WALLET-SIZE CARDS LISTING *YOUR DONATIONS TO OARP*

SEND ME _____ AMTRAK EAST-MIDWEST TIMETABLE *WILL HELP US DO MORE FOR*

SEND ME _____ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed *BETTER PASSENGER TRAIN*

business letter size #10 envelope with 73¢ postage [22+ *SERVICES FOR OHIO!*

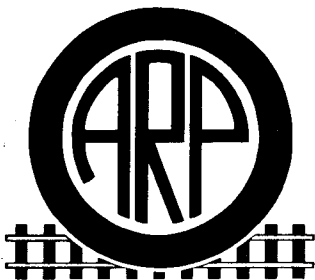
17+17+17] affixed for this item to expedite handling. We

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.

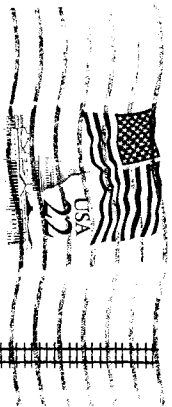
"the 6:53" is the official bi-monthly publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit educational organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER 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: on SATURDAY, MARCH 19, 1988
at the RADISSON HOTEL - DOWNTOWN TOLEDO
NARP Region 6 Annual Meeting
including OARP - IndARP - MichARP
Details, registration form in the next 6:53



UPCOMING OARP MEETINGS: (plans tentative)
SPRING (ANNUAL) MEETING CLEVELAND
in conjunction with Amtrak "Family Days"!
MIDSUMMER MEETING TOLEDO
joint working meeting with Michigan ARP!

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



FIRST CLASS MAIL

Bill HUTCHISON
3720 STATE RD., #2
ASHTABULA, OH 44004