

the 6:53

MAY 1988

OHIO ASSOCIATION OF RAILROAD PASSENGERS

ISSUE #77

Cover: The Amtrak train speeding across this stone-arch bridge reminds us that THE WAY to really see America is by RAILWAY! We hope your summer travel plans include Amtrak trains. We strongly advise making plans and reservations early. The trains will be crowded this summer; travel mid-week if you can do so. Fridays and Sundays tend to be very heavy travel days, especially on Amtrak's intercity corridor routes. With super-low air fares being phased out, more people than ever will want space on Amtrak -- and Amtrak does not have extra equipment capacity to add cars to trains or add extra sections to trains. With YOUR insistence to Congress through your letter-writing we must urge adequate capital-improvements funding for Amtrak so that the new passenger cars which are so desperately needed will be acquired.
(photo courtesy of Amtrak)

Editor's Note: Thanks for your input on our last issue! All who responded seem pleased with the new format for the 6:53. So we'll plan to keep it this way and make some gradual improvements. Many did express concern over slow U.S.P.S. delivery -- in most cases erratic delivery -- and this is something over which we have little control. For the time being all OARP members are receiving notices of OARP meetings by separate mailing well in advance of the meeting reservation deadlines. Keep your comments coming.

— Tom Pulsifer

3-C; NO BREAKTHROUGH YET!

LEGISLATIVE REPORT

- by Manfred Orlow, OARP's Government Affairs Director

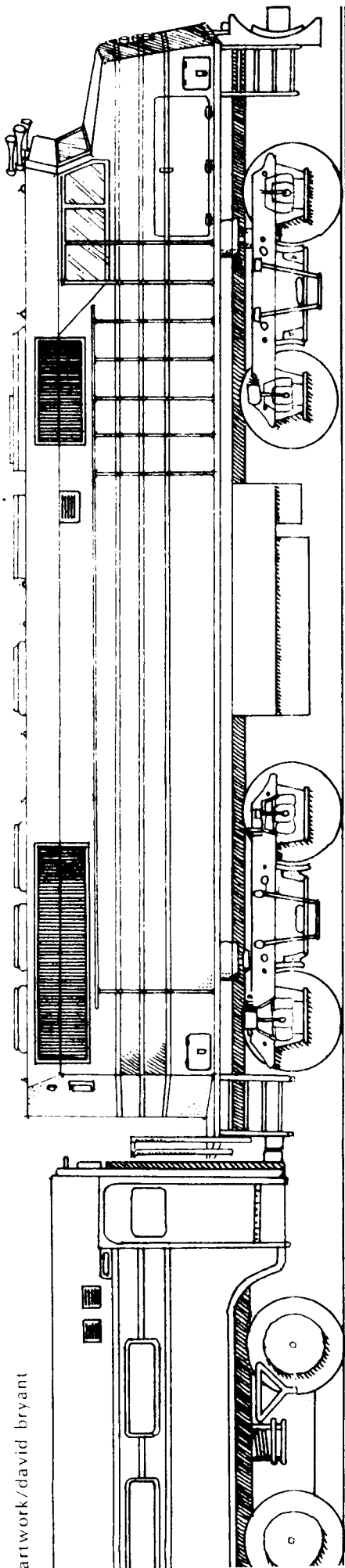
Spring '88 has seen progress with OARP's quest for 3-C Corridor passenger train service -- but no breakthrough.

First of all, I'd like to report on an important meeting several weeks ago in Lebanon, OH, with Sen. Cooper Snyder (R-Hillsboro), Jane Harf who is the new lobbyist for The Sierra Club Ohio Chapter, OARP Pres. Tom Pulsifer, OARP V-P Howard Harding, and myself, to discuss the immediate future of the pending Senate and House legislation, S.B. #65 and H.B. #359.

The good senator is still optimistic about the trains and about the bills, but predicts that this spring will see no further activity towards their implementation. Why?

His contention is that we have not created any enthusiasm among the legislators for these trains. We don't have the "sizzle" needed to make this a hot issue on their agendas. And... we have almost no private enterprise leadership involved.

Of course, we see it differently. We think that since the 3-C trains will benefit such a great number of corridor people and businesses in a very public way, that is reason enough for the politicians to view the modestly-priced proposal as a public utility worthy of each and every one of their votes. (Continued...)



Indeed, the copies of letters from legislators that you have sent in to OARP do show that. And thank you very, very much for being so diligent and faithful with your writings! This has been a very successful campaign, even with our present delay. The legislator letters to constituents are almost 85% IN FAVOR of the bills, in spite of the fact that our conventional-speed legislation is STILL being confused 50/50 with "more high speed rail lawmaking"!

What is needed, however, according to Senator Snyder, is ADDITIONAL PRESSURE FROM THE PRIVATE SECTOR to push for the bills' enactment in November, when legislature returns to sessions after the Presidential elections. To help plan this, a 3-C Corridor support coalition will be meeting (by invitation only) in early June at the State House to work towards implementing that goal. Invitees will be representatives of user groups and those organizations which have already expressed interest in the legislation.

Other short subjects...

We are continuing to pursue outside funding for the 3-C Corridor Project activity and have recently participated in Grants Center seminars and consulting sessions. If YOU have a link to potential funders, including individuals and corporations and foundations, please let me know. Send me names of local companies in your area which might have an interest in this. Just send the address and executive's names. I'll make the contacts if you wish.

A SPECIAL THANKS to many of our members who responded to our plea in the last 6:53. Your extra contributions to the Special Project cause are a great help, and much appreciated.

OARP is still carrying the entire administrative and financial load to help bring additional passenger train services to Ohio, even though a great many others will benefit almost immediately. We must work to enlist both active and tangible support from others.

A hearty WELCOME ABOARD! to all the new members who have recently joined OARP, including several dozen who were already NARP members! Committed rail supporters such as you are still very much the backbone of a strong advocacy organization. If ANY member would like to become more directly involved -- politically -- with our 3-C Project issue, please let me know.

Finally, I am pleased to make the very important announcement that the Ohio Chapter of the National Federation of the Blind, consisting of thousands of members in Ohio, has made the Ohio 3-C Corridor passenger train legislation their #1 legislative priority, according to Tom Anderson, their lobbyist who resides in Youngstown. I am sure that this group will be a tremendous help to us in the months ahead. Already he and I have begun to plan certain legislative strategies we were unable to pursue before. Thanks especially also to our Elyria-Lorain Regional Coordinator, Phil Copeland, for making that valued contact in OARP's behalf.

That's the news from the "front"! I'll report more in the next issue!

HIGHLIGHTS OF THE MAY 15th AMTRAK SCHEDULE CHANGES FOR THE TRAINS SERVING OHIO

LAKE SHORE LIMITED No changes for either westbound #49 nor eastbound #48. Amtrak "Thruway" Bus connection is possible at Springfield, MA to/from Vermont points on former MONTREALER route; with 2'55" layover east-northbound and 5'25" layover south-westbound.

LAKE CITIES Westbound #353 will arrive in Chicago 3 minutes later (2:45pm) and eastbound #352 will arrive at Toledo 5 minutes later (11:05pm). No improvement in running times between Toledo and Detroit, nor in the Michigan Corridor.

BROADWAY LIMITED No changes for westbound #41. Eastbound #40 will depart Chicago 35 minutes later (8:30pm). Both #40 and #41 serve their Ohio stations between 1:00am and 5:00am. Canton is now listed in the timetable as "CANTON-AKRON".

CAPITOL LIMITED No changes for westbound #29. Eastbound #30 will leave Chicago one hour later (7:00pm) now putting both the CAPITOL and the BROADWAY just about 1½ hours apart as they roll across Ohio. Eastbound #30 serves its Ohio stops between 11:30pm and 3:30am while westbound #29 serves Ohio between 3:00am and 6:30am. Both #29 and #30 still carry the DOME coach and it is rumored that the prototype Viewliner diner may show up on the CAPITOL this summer.

CARDINAL Westbound #51 will depart New York 5 minutes earlier (9:40am) and eastbound #51 will depart Chicago 15 minutes later (7:15pm). Both trains stop at Ohio stations between 3:00am and 5:00am. Amtrak "Thruway" Bus connections now available between Charlottesville and Richmond; Clifton Forge and Roanoke. Effective 6-5-88, #50 and #51 carry a SLUMBERCOACH.

TOLEDO MEETING HIGHLY PRODUCTIVE!

NARP Region 6, which encompasses Ohio, Michigan and Indiana, held an interesting and productive Annual Meeting this year. 61 attended the March 19th meeting which was hosted by OARP and held at the Radisson Hotel in downtown Toledo. Guest speaker was Rowland Deal who is the State Legislative Director (Ohio) for the United Transportation Union, who shared some valuable insights into working with the legislative system from a railroader's standpoint. Meeting arrangements were made by OARP's Larry George with valued assistance on the 19th from OARP members Willard Edson, Richard Cartwright and Raymond Zuercher.

ARP officials from each state reported on issues of significant concern affecting their state.

These issues were then written onto large newsprint sheets and posted around the meeting room. Then, following the three reports, and with assistance from OARP member George Bayless, by profession a meeting planner, we tried to set regional priorities by examining the state lists and extracting -- directly or by paraphrase -- issues of regional concern. As a final step, the regional list was ranked. Top priority was naturally given to stabilizing operating funding for Amtrak at a level adequate to maintain the present system and expand 403(b) services. From here the top priority concerns were as follows...

1. EQUIPMENT FUNDING for additional passenger cars (both "HEP" conversions and newly-built) and improved maintenance for the present Amtrak fleet including motive power.
2. MIDWEST CORRIDOR PRESERVATION, IMPROVEMENT AND EXPANSION; including the Ohio 3-C Corridor and connections, Chicago-Indianapolis-Cincinnati-Florida, Michigan-Chicago-Milwaukee, also Detroit-Toledo-Columbus.
3. AMTRAK STATION CRITERIA AND PRIORITIES for staffing and hours of service, intermodal use and access improvements.
4. ENERGY CRUNCH CONTINGENCY PLANNING BY NARP; including identification of an action plan proposal for response to media and public official inquiries, and improvement of NARP computer capability to identify and target NARP members by Congressional district for mailings and phone calls for issue-lobbying purposes.

Two additional concerns were not ranked, but were felt important...

LINE ABANDONMENTS; protect "NARP Plan" routes, develop service criteria.

MARKETING; support the Amtrak Board's current efforts to improve "route-specific" advertising.

It was a consensus of the meeting that NARP should assign a high priority to helping states in getting Amtrak service changes implemented; that NARP's Executive Committee should be empowered to receive, review and fund any proposals from state ARPs which appear well-calculated to promote such implementation, subject to a reasonable total dollar limit. It was pointed out that Ohio's 3-C Corridor is widely recognized as a prime candidate for rail passenger service, but the battle to get that service funded by the state has proven to be extraordinarily difficult and expensive. OARP has expended substantial time, energy and money to move the state legislative and administrative leaders very little closer to acceptance of their responsibility for service implementation. Clearly, a much larger scale effort is needed, potentially including financial assistance from NARP.

Here's the listing of each state's concerns...

(continued, next page)

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

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CANAL FULTON	MASSILLON AAA TRAVEL	216/854-6616
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COLUMBUS	THE TRAVEL MARKET, INC.	614/885-7597
DAYTON	THE MIAMI VALLEY AUTOMOBILE CLUB	513/224-2888
FAIRBORN	HERITAGE TRAVEL, INC.	513/879-5444
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PERRYSBURG	HAYES TRAVEL AGENCY	419/874-2271
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SANDUSKY	SANDUSKY TRAVEL SERVICE, INC.	419/626-4633
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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.

TOLEDO MEETING (continued...)

OARP CONCERNS:

1. Mainline freight train congestion interferes with and may limit expansion of passenger services on some key intercity rail routes.
2. CARDINAL -- Strong indications that CSX will eventually downgrade the Hamilton to Indianapolis line; Conrail "Shelbyville" line faces dubious future with little on-line traffic.
3. CAPITOL LIMITED -- Continued "rumors" of an eventual reroute via Cleveland; Youngstown area officials are now actively seeking rail passenger service, Pittsburgh - Cleveland.
4. Any Amtrak service between Chicago - Florida should tie in with Ohio's 3-C Corridor at Cincinnati.
5. Set aside federal gas tax monies for Amtrak, especially for capital funding. Mass transit already benefits from gas tax monies so precedent is already set.
6. Funding problems may hinder necessary work on Ohio's 3-C Corridor Project.
7. Extend "Empire Corridor" services west to Cleveland and extend "Pennsylvanian" service(s) beyond Pittsburgh to Youngstown - Cleveland and/or Columbus.

IndARP CONCERNS:

1. Chicago - Florida service via Indianapolis and Cincinnati. Inspection Train due soon.
2. Chicago - Cincinnati Corridor service development.
3. Reroute of both the CARDINAL and HOOSIER STATE in the N.W. Indiana area using the "St. John Cutoff" so that Hammond-Whiting station can be served, providing connections in both directions with the INTERNATIONAL (Chicago-Toronto) at Hammond-Whiting.
4. Establish Indianapolis - St. Louis service off the CARDINAL. The Conrail track is good for 79mph. Connections to/from Memphis and New Orleans can be made at Effingham, IL.
5. Relocate the Amtrak station in South Bend back to downtown; \$350,000 needed.
6. Fort Wayne's Amtrak station continues to be a disaster. There is a potential Japanese developer for the facility and Amtrak should participate in this proposed project.

MARP CONCERNS:

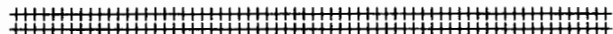
1. The INTERNATIONAL -- Concerns about Customs delays and back-up moves at Sarnia, Ontario.
2. Grand Rapids - Chicago -- There is a need for a morning train Chicago to Grand Rapids, or a second train. There is a suggestion for a possible reroute of the INTERNATIONAL through Grand Rapids but M-DOT is opposed to this as it is too costly.
3. Detroit - Chicago Corridor -- Timekeeping is bad due to track conditions and track work. Ridership is down. Awaiting the July 1989 additional of Metroliner rebuilds into "push-pull" train sets. M-DOT has in mind five daily round trips with new equipment.
4. Extend the Detroit - Chicago Corridor to northern suburbs, terminating at Pontiac on GTW.
5. Detroit station problem -- The City wants Amtrak downtown, but there's no developer ready.
6. Long-Range Plans: Saginaw - Chicago, thru Flint.
Detroit - Toledo - Columbus.
7. Reinstate direct Detroit - New York service via Canada.

We discussed another concern common to the three states, that of Amtrak stations. Amtrak's severe budget constraints have forced management to restrict station staffing hours and/or to de-staff some stations and arrange for caretakers to lock, unlock and maintain the facilities. It appears to some of our members that performance standards for these caretakers are inadequate. Further, it appears that staffing levels and hours are not guided by adequate criteria. We believe that better caretaker performance standards need to be adopted and publicized, and that station staffing levels and hours criteria need to be revised to better reflect actual station use and passengers needs.

Existing rail passenger stations are often severely underused. Their extra capacity should be vigorously promoted as available for intermodal use by taxi, transit, and airport transportation providers. Further, greater effort needs to be made to improve automobile access to these stations via better signage and/or improved streets. These two steps could increase Amtrak's revenues (or reduce its station costs) while improving the convenience to passengers of most forms of public transportation. It was a concern that the NARP staff should make available to local and state rail passenger supporters, by either referral or direct means, all available assistance in furthering these station improvements.

There are plans (very tentative at this stage) for a Fall 1988 NARP Region 6 Meeting (possibly at Ann Arbor, MI) which would be more of a "workshop" session to follow-up on the concerns expressed at this Toledo Meeting and to coordinate input from Region 6 prior to the Fall 1988 NARP Director's Meeting.

Thanks to Howard Harding and Bill Glasser for preparing this article!



CARDINAL-STAR???: Amtrak is considering a reroute of the CARDINAL between Covington and Charlottesville, VA, via Lynchburg; also a reroute of the SILVER STAR between Washington, DC, and Columbia, SC, via Lynchburg and Charlotte, NC. A link between these two trains at Lynchburg would allow faster Chicago-Florida running times than the former FLORIDIAN even in its best days of the early 70's. Reroutes are being considered due to CSX's continuing "rationalization" (abandonment/sale/downgrading) of several key lines in the southeast; including the CARDINAL line between Charlottesville and Covington via Staunton and the former SAL main line in the Carolinas south of Raleigh. We understand NARP opposes removing the CARDINAL from the Staunton route. Amtrak ran its inspection train March 8-10 exploring several route options for the CARDINAL thru Virginia. Any reroute will mean even longer running times for an already slow #50 and #51.

GUESS WHO?: Several OARP members attending the April 10th Buckeye Railroadiana and Model Train Show & Sale in the Lausche Building at the Ohio State Fairgrounds in Columbus were surprised to encounter America's #1 Rail Passenger Advocate presiding over 8-10 tables of railroadiana for sale. 'Twas none other than NARP's President Jack Martin! Our OARP visitors were surprised also that Jack had no NARP literature available.

UNION STATION: OARP members RAY KLINE and JOHN CLARK have already reported visiting the April 23-24 Amtrak Equipment Display in conjunction with the 100th Anniversary celebration of Indianapolis' Union Station. The Viewliner Dining Car prototype was part of the display. 11,605 persons visited the Amtrak display in the two days! John reports Indianapolis revenues were up 64% in February thanks to local TV advertising.

WELCOME BACK!: OARP's former S.E. Ohio Coordinator DAVE DAWSON has completed a stint with People Express/Continental and is now back in Ohio working with JOHN WILSON's West Chester Travel near Cincinnati.

LAKE SHORE DETOUR: On April 18th Conrail derailed 14 cars of a freight train in Elyria forcing both eastbound and westbound LAKE SHORE LIMITEDS to detour Chicago-Cleveland via Crestline and Ft. Wayne. Eastbound #48 was reported thru Cleveland around 9:00am. These detour movements put SIX Amtrak trains thru Lima in one twelve hour period!

COMPETITION: A new coalition of airlines, airplane manufacturers and consumers has banded together to fight for more airports and more air traffic controllers. Partnership For Improved Air Travel plans to spend up to \$15 million over the next two years to push its message. Think what rail transportation advocates could collectively do with \$15 million!

NATIONAL TRANSPORTATION WEEK: is May 15-21.

VISITOR: On Monday, March 28th, Amtrak dispatched its latest rebuilt Turbo Train eastward from Beech Grove (Indianapolis) to Rensselaer, NY, via the Conrail (ex-NYC) St. Louis-Cleveland main line through central Ohio, in daylight no less! The "passenger extra" was seen by several excited OARP members passing through the Cleveland area at the height of the late afternoon rush hour. Passage of this train along part of Ohio's 3-C Corridor route in daylight could have done wonders to assist the focus on passing H.B. #359 and S.B. #65, but in its infinite wisdom Amtrak kept this special movement a deep, dark secret until it was spotted by trackside observers.

LETTERS: Letters from OARP members have been recently noted in various papers; from ED KIPP (on Union Terminal) in the Cincinnati Enquirer, and from KEN PRENDERGAST (on the 3-C Corridor) in the Cleveland Plain Dealer. An extensive feature article on OARP's push for 3-C trains appeared in the Springfield News-Sun. And... in connection with this, BOB BOYCE was interviewed on WOSU, TV and radio, March 22nd and thus helped convey OARP's sentiments to central Ohio citizens.

AGONIZING!: Several OARP have reported Amtrak occasionally will take up to one hour to turn the consists of the LAKE SHORE, BROADWAY and CAPITOL within sight of Chicago Union Station and BEFORE pulling into the station to allow passengers to get off. The extra time needed for this maneuver, which benefits Amtrak but not people in a hurry, is built into the timetable times.

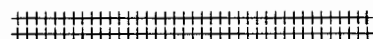
GOOD TRACK: Riders report track quality between Crestline and Chicago is the best it has been in years!

BAD TRACK: Illinois RAIL (OARP's counterpart) reports deteriorating track quality on the busy Chicago-St. Louis rail corridor is a serious threat to the future of this route. For 91 miles, top speeds for Amtrak trains have been cut from 79mph to 60mph. The former Illinois Central Gulf (ex-GM&O) line is now the Chicago, Missouri & Western, a new regional carrier that may face immediate bankruptcy if it loses a heated court battle with ICG which, according to the CM&W, misrepresented the freight business available on that intercity corridor line.

LUKEN: U.S. Congressman Thomas Luken (D-Cincinnati) will address the 5th International Convention on High Speed Rail in Washington, DC, May 31-June 3. Luken chairs the powerful Subcommittee on Transportation of the House Energy & Commerce Committee.

NOTICE: BECAUSE THIS ISSUE WILL NOT GET MAILED UNTIL JUST AFTER OUR ANNUAL MEETING ON MAY 7TH WE ARE NOT REPRINTING THE MEETING NOTICE HEREIN. ALL DUES-PAYING MEMBERS OF OARP WERE MAILED A MEETING NOTICE ON APRIL 11TH. IT CONTAINED ALL NEEDED INFORMATION TO REGISTER FOR OUR 1988 ANNUAL MEETING AT THE RADISSON HOTEL COLUMBUS NORTH IN COLUMBUS, OHIO.

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



COMPACT CHANGE?: The Midwest High Speed Rail Compact (OH-PA-MI-IN-IL) held their Annual Meeting at the State House in Columbus on Friday, March 11th. Ohio Senator Robert Boggs chaired the meeting which focused on the means of getting some action going in the five states to improve rail passenger services. OARP understands, through an observer who attended this meeting, that the overall focus of the Compact seems to be changing from an ultra-high-speed rail push, to the lower form of improvements such as are being accomplished in New York's "Empire Corridor" and which are being sought by CONEG (the Coalition of Northeast Governors) for Amtrak's Boston to New York Corridor. The Compact will reportedly draw up an "action plan" to be presented to the Great Lakes Governor's Association which is presently headed by Ohio Governor Richard Celeste.

TO THE (PRAIRIE) DOGS!: Amtrak wags will enjoy a field day with the cover of the new Amtrak National Train Timetable Form A, depicting prominently two prairie dogs atop their burrow watching the passage of Amtrak's SOUTHWEST CHIEF. Positioning of the little animals is ideal for the sprouting of cartoon-balloons with appropriate (or inappropriate) comments.

YOUNGSTOWN WANTS

AMTRAK: Since early March there's been a good deal of activity in the Youngstown-Warren area on efforts to get Amtrak service through Youngstown between Pittsburgh-Cleveland and points beyond and, as expected, OARP activists have been involved with this. Youngstown City Council has already passed a resolution favoring the service. U.S. Congressman James Traficant is supportive and assisted in setting up a meeting on March 21st involving area officials and Amtrak's Bill Gallagher and Tim Gillespie. This local activity has garnered much press. OARP's JOHN CICCARELLI and HOWARD HARDING and DOUG HUDSON have been involved, with Howard participating in a radio talk show early in March. Congressman Traficant believes strongly that the Amtrak service will help stimulate economic growth in this economically-depressed part of Ohio.

HOOSIER CELEBRA-

TION TRAIN: From July thru mid-October a special passenger train will tour Indiana participating in seven specific festivals. For complete schedule, rates and ticket availabilities, write to Hoosier Celebration Train, P.O. Box 83, Noblesville, IN 46060 or call 317/773-6000. When writing, enclose a stamped, self-addressed #10 envelope for speedy reply.

OHIO EXCURSIONS:

The Orrville Railroad Heritage Committee (P.O. Box 11, Orrville, OH 44667 - 216/683-2426) plans an active schedule of rail excursions (some with steam, some with diesel) throughout the northern half of Ohio in 1988. Send a stamped, self-addressed #10 envelope for copies of their trip brochures.

PLEASE URGE YOUR U.S. REPRESENTATIVE AND U.S. SENATORS TO RAISE THE GASOLINE TAX -- ONE PENNY FOR AMTRAK, THREE PENNIES FOR MASS TRANSIT! This will allow Amtrak and transit -- efficient users of land and energy -- to expand. With the world's cheapest gasoline, we CAN afford this! Do you know that Great Britain's Conservative government will spend \$5.25 billion on British Rail investments in the next 5 years? Did you know that Spain's government will invest \$19 billion on rail passenger capital improvements in the next 12 years? Did you know Amtrak's ridership has grown nationwide for 5 straight years? Already, Amtrak handles 70 percent of travel by air and rail along the New York-Washington line -- that's 9 billion transit trips a year -- and rising! WRITE CONGRESS TODAY! DO IT NOW!

HELP US HELP YOU MORE EFFICIENTLY...

WHEN REQUESTING A SUPPLY OF HANDOUT MATERIALS FROM OARP FOR A MEETING OR A DISPLAY OPPORTUNITY IN YOUR COMMUNITY, FROM NOW ON KINDLY GIVE US TWO WEEKS ADVANCE NOTICE BEFORE YOU MUST HAVE THE MATERIALS IN YOUR HANDS. We cannot always "jump" and pack cartons for you overnight and rush down to UPS or Greyhound at a moment's notice. One recent request for some materials had to be shipped by overnight express mail as there was just no other alternative available in the time-frame given us. Your OARP cannot afford that kind of expense. While we certainly encourage your involvement with opportunities to reach others, we do ask your understanding in this matter. Please plan ahead when requesting supplies. THANKS!

JOIN

and help get Ohio moving on modern passenger trains! OARP is NOT another "railfan club". We are rail transportation advocates. OARP is the statewide voice of concerned citizens working together to help achieve better rail passenger services. We're over 700 strong and we are moving forward together for better rail transportation for Ohio. We invite YOU to get on board! A new membership in OARP is just \$10 for your first year; \$15 thereafter.

Name _____

Address _____

City/State/ZIP _____

Phone _____

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

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

No charge for items where no price is shown, HOWEVER OARP would appreciate stamps, a self-addressed stamped envelope, or a donation to help defray postage expenses.

Please indicate QUANTITY you want for any item(s).

AMTRAK NATIONWIDE TIMETABLE: Please send a self-addressed business-letter size #10 envelope with 85¢ postage (25+20+20+20) affixed for this item to expedite handling. We are not always able to offer these timetables in quantities at all times. We appreciate your understanding this. Amtrak will mail you single copies FREE if you call 1-800-USA-RAIL.

YOUR DONATIONS TO OARP WILL HELP US DO MORE FOR BETTER PASSENGER TRAIN SERVICES FOR OHIO!

- SEND _____ OARP "MAKE A NOTE TO TRAVEL BY TRAIN" PENCILS 5 / 1.00
- SEND _____ OARP (logo) METAL LAPEL PINS ea. 3.50
- SEND _____ OARP MAGNETS with Amtrak logo, train & "800" number ... 4 / 1.00
- SEND _____ OARP (logo) WINDOW DECALS ea. .50
- SEND ~~XXXX~~ OARP 1988 CALENDARS w/Lake Shore Limited, 0 ea. .10
- Calendar Orders: Please note 1988 CALENDARS ARE "SOLD OUT" in connection to help OARP cover calendar mailing costs. Thanks!
- SEND _____ OARP LEGISLATIVE DIRECTORY
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- SEND _____ SAMPLE COPIES OF "the 6:53"
- SEND _____ OARP RAIL TRIP REPORT FORMS
- SEND _____ AMTRAK EAST-MIDWEST TIMETABLE
- SEND _____ OARP WALLET-CARDS
- listing AMTRAK INFO. & RES. #
- SEND _____ OARP's ALL ABOARD OHIO illustrated brochure on the 3-C Corridor Project.
- SEND _____ AMTRAK NATIONWIDE TIMETABLE (see note above)

DIRECTORY of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS

updated MAY 1, 1988

- PRESIDENT & 6:53 EDITOR THOMAS R. PULSIFER, 1751 Wilshire Drive, Xenia 45385 513-293-9868
- 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 / MEMBERSHIP SERVICES BENJAMIN L. LIBBY, 1095 Oberlin Drive, Columbus 43221 614-451-1785
- GOVERNMENT AFFAIRS MANFRED O. ORLOW, 2801 Far Hills Avenue, #111, Dayton 45419 ... 513-299-2124

Please Be Considerate; Call At Reasonable Hours. During the Weekday Call OARP'S DAYTON OFFICE: 513-294-0718

REGIONAL COORDINATORS are your local OARP contact persons:

- CLEVELAND JAMES STEVENSON, 192 Franklin Drive, Berea 44017 216-234-5885
- AKRON-CANTON J. HOWARD HARDING, 489 Overwood Road, Akron 44313 216-867-5507
- YOUNGSTOWN JOHN D. CICCARELLI, 105 Morris Avenue, Girard 44420 216-545-2973
- WARREN G. DOUGLAS HUDSON, 3981 Greenmont Drive, S.E., Warren 44484 216-856-2557
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- CINCINNATI W. MIKE WEBER, 11041 Bodwell Court, Cincinnati 45241 513-733-8911
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- National Association of Railroad Passengers PASSENGER RAILNEWS HOTLINE (evening-weekend) 202-546-1551
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- OHIO NARP Region 6 Directors: Howard Harding (see above), Mike Weber (see above), and Bill Glasser, 3815 Ashwood Drive, N.W., Canton 44708 216-478-1003

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OARP 1988 ANNUAL MEETING — in COLUMBUS at the Radisson Hotel Columbus North — on SATURDAY, MAY 7th — \$13 — 9:00am — 4:00pm

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P.O. BOX 653
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