

the 6:53

JULY 1988 OHIO ASSOCIATION OF RAILROAD PASSENGERS ISSUE #78

Cover: A heavy "Buckeye Corridor" passenger train sweeping down the hill north of Sharonville enroute to Cincinnati ????
Dream on, Ohioans! If it angers you that the only way you can sweep down the hill into Cincinnati is by private automobile on I-71 or I-75; then it's time to redouble the efforts to achieve conventional intercity passenger trains linking Cleveland — Columbus — Cincinnati and cities enroute. Despite frustrating setbacks in OARP's fight to lead Ohioans in actively working together FOR PASSENGER TRAINS, we remain optimistic. There are some favorable signs on the horizon and WE MUST NEVER, NEVER GIVE UP OUR FIGHT! Ohioans NEED the "Buckeye Corridor" trains! — trp
(Photo: Amtrak's MINUTE MAN near Sharon, MA. Courtesy of Amtrak)

IS APATHY OUR ENEMY ??

---- by Manfred Orlow

We are still making steady progress to pass enabling legislation for new state-supported conventional-speed passenger trains along the Cleveland-Columbus-Cincinnati (3-C) transportation corridor. Copies of letters from state legislators (most of them supportive) to our OARP members and friends continue to flow.

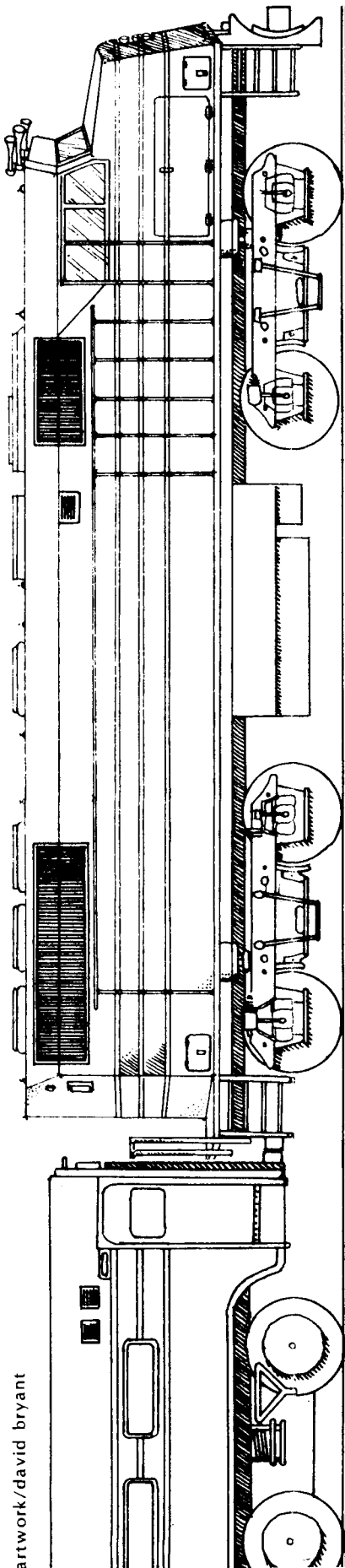
The Ohio General Assembly has recessed until shortly after the November election. This could be an opportunity to pass both S.B. #65 and H.B. #359, if we can win the support of the Senate and House leadership. If a vote were to be held today on the floor of the Senate or House, we would probably win. But, of course, the leadership would first have to allow that -- which they have not.

Concurrently, while we were receiving the letter-copies from your legislators, one key Ohio senator (who probably does not wish to be named here) has indicated to OARP a desire to dialogue about the 3-C legislation. That meeting has not yet taken place, but may by the time you read this.

OARP has continued to seek opportunities for public and organizational presentations. The month of May saw our 3-C "All Aboard, Ohio!" pamphlet being included with all the delegate's packets for the Governor's annual Conference on Aging held in Columbus. This meeting attracted over 1,200 participants! However, as with so many, many previous efforts, there has been little response or inquiry from any of those delegates.

In fact, that appears to be our biggest obstacle now -- public, corporate and government APATHY!

WE know that modern, clean, well-marketed 3-C trains will attract thousands of riders throughout the state. But so very few believe enough in our goal to actively help to get the trains rolling. Except for a few others, we can only depend on ourselves to see our goal fulfilled, even though we know the entire state will benefit economically and socially. So... OARP members -- pat yourselves on the back! And if you're not a member, why not join today and do your part to help the cause for passenger trains!



artwork/david bryant

OARP's KEN PRENDERGAST reports a great deal of activity along the Cleveland-Pittsburgh rail corridor, in terms of actual track improvements and growing support for Amtrak service. Ken reports "I am pleased to report that Conrail has significantly upgraded their Cleveland-Alliance mainline over the past few months. Every curve between Alliance and Macedonia has been super-elevated to at least some degree. Consequently their TrailVan (trailer-train) speeds between those points have been raised to 60mph, with all slow orders eliminated! "It's important to remember, however, that Conrail is improving this line for their own benefit -- not Amtrak's -- although Amtrak may ultimately benefit from this as well. It's unfortunate that a better signalling system hasn't been one of Conrail's improvements. That, more than anything, is what is keeping the CAPITOL LIMITED out of Cleveland.

"Regardless, other developments have occurred in the form of growing support for Cleveland-Pittsburgh Amtrak service. In the May 6:53 it was reported that Youngstown wants Amtrak. So I approached officials in the cities of Ravenna and Hudson with the possibility of Amtrak service passing through their respective cities. Ravenna Councilman David Norris, who serves on their Civic Improvements Committee, expressed much interest. He had scheduled a June 27th hearing for an OARP-written resolution that endorses an Amtrak stop in Ravenna. The resolution is expected to pass with little opposition. Hudson, on the other hand, appears apathetic to passenger trains.

"Mr. Norris is planning a meeting in July with Amtrak, OARP, various Youngstown officials, and organizations and corporations in the Ravenna area. It is all very encouraging, especially when compared to Hudson's apparent lack of interest. We'll hope for the best!

"A 'big' event here was the Amtrak inspection train that ran from Cleveland to Pittsburgh on Thursday, June 16th, with engine F40 #408, a 10-6 Heritage sleeper, and inspection car #10000. It departed Cleveland at 7:19am and made Alliance in just one hour and 24 minutes! Then it labored over trackage in the Youngstown area where, we understand, track conditions are worse than when Amtrak last inspected Conrail tracks in that vicinity. The special train paused at Conway, PA at 11:41am and arrived at the Pittsburgh Amtrak station at 12:26pm. By using the present BROADWAY route (through Salem) from Alliance to Pittsburgh, we understand the total Cleveland-to-Pittsburgh running time would now be just two hours and 45 minutes! That's getting encouraging!"

KEN PRENDERGAST and MARK CARLSON are organizing a regional information and strategy meeting for Cleveland/Akron/Canton area OARP members. This will be held TUESDAY, AUGUST 30th, at 7:00pm at the PARMA Branch of Cardinal Federal Savings Bank, 5839 Ridge Road. A detailed letter will soon be mailed to all area OARP members. This informal meeting will be open to any interested persons. The intent of this meeting is to coordinate and prioritize local rail passenger concerns.

WILL AMTRAK GET EVICTED FROM CLEVELAND'S LAKEFRONT STATION ?? Amtrak's lease ran out a year ago and now the City of Cleveland wants Amtrak's property for private development purposes -- and the developer does NOT want Amtrak as part of the project! OARP understands that Amtrak will likely be ousted from their station next Spring (1989), but that such eviction could happen this Fall! Because of this uncertainty, Amtrak Family Days which were tentatively planned for this Fall will NOT be held. According to Amtrak's District Supervisor Frank Stoy, it appears that the Amtrak station will be relocated about 2000 feet west of the present site, and use different access for both autos and pedestrians (via a new pedestrian concourse to be constructed from downtown, over the railroad tracks, to the stadium area). However, such integrated thinking is not in vogue at present and there is danger that hodge-podge planning (?) may dictate some type of "temporary" Amtrak facility (a St. Louis style trailer depot?) for an indefinite interim period. Stoy asserts Amtrak's desire to be both accessible and visible in Cleveland. OARP would agree. Amtrak and the City are presently in negotiations over both price and disposition of their station property. OARP understands the City has asked Amtrak to assume costs of demolition of their own station! The development of the Amtrak station property is for offices and condominiums.

Meanwhile, OARP member Paul Shore has expressed concern to OARP that we make certain that structural changes now being made to Cleveland Union Terminal (the "Tower City" project) will not block future passenger rail access -- from both ends -- to C.U.T. C.U.T. is now in the early stages of being turned into a downtown shopping mall. RTA's presence in C.U.T. is secure, but intercity rail's future presence is uncertain. Obviously the high-speed rail proponents want to use C.U.T. and Amtrak should also be returned to C.U.T. This was supported by Congressman Louis Stokes back in 1984-85 and widely reported at the time. C.U.T. is the only feasible downtown site for intercity rail in Cleveland and OARP must and will stay on top of these concerns.

Amtrak ALL ABOARD fares are now \$159 (1 zone), \$239 (2 zones), and \$299 (3 zones) eff. May 27th!!

In a joint announcement on June 8th, Amtrak President W. Graham Claytor, Jr. and Bombardier Corporation President Larry E. Salci announced an agreement under which Amtrak would purchase 50 new rail passenger cars from Bombardier valued at approximately \$50 million. The agreement includes an option for the future purchase of an additional 50 cars at the same price, and a second option for another 50 cars at a price to be negotiated.

Bombardier will provide the financing for this transaction, with delivery of the 50 base order coaches scheduled between March 31 and August 31 of 1989. The new cars will be assembled by Bombardier in the United States at the Bombardier Corporation facility in Barre, Vermont. They will be similar to the aluminum-clad cars currently operating in transit service in Massachusetts, New Jersey, New York and Pennsylvania and will be fully compatible with Amtrak's equipment. Amtrak has the right to purchase 6 food service cars in lieu of 6 of the coach cars.

Claytor announced the purchase at the National Press Club on June 7th. He said Amtrak saw enormous opportunities ahead for improvement and expansion and added that "the principal problem we see ahead is capacity."

Commenting on the order, Bombardier President Salci said; "The car to be supplied by Bombardier is a Pullman model which also incorporates Budd technology to conform with existing Amtrak equipment. Our Company owns all the rights to the Pullman and Budd passenger rail car technologies, following its 1986 acquisition of Pullman Technology Inc. and its 1987 acquisition of the assets of Transit America, former owner of the Budd designs."

For his part, Thomas C. Owen, Vice President, Marketing & Sales (U.S.) for Bombardier's Mass Transit Division, noted that: "This order constitutes a significant breakthrough for Bombardier with Amtrak, a very prestigious client with considerable future needs."

"The Bombardier cars will incorporate the enhancements the traveling public has come to expect of Amtrak cars," Claytor said of the order, "including folding steps, newly designed and enhanced luggage racks, improved seating, and modern sound-proofing and climate control systems." The cars will also use high-speed trucks with outboard bearings.

There will be a significant degree of commonality of systems with existing Amfleet coaches, thus maximizing Amtrak's maintenance and parts efficiency.

Several OARP members called your President to ask if these new Bombardier cars will bring about the Ohio 3-C service. As we understand it, the answer is, unfortunately, no. These 50 new cars will not serve new routes. They will apparently be assigned to the Midwest Corridor pool (radiating out of Chicago) so that the Amfleet I cars presently serving the Midwest Corridors can go back to the Northeast Corridor and help alleviate standing-room-only situations there.

BROADWAY/CAPITOL ROUTE THREATENED ----- The future of Amtrak service on the Fort Wayne to Chicago (exPRR) line is now in doubt. Conrail has removed all freight traffic from the 19-mile Valparaiso - Gary segment, leaving Amtrak's CALUMET commuter train plus the BROADWAY and CAPITOL LIMITEDS as the only trains using that trackage. Obviously, Conrail wants Amtrak to now pay 100% of the line segment maintenance costs. Amtrak is looking at some alternatives; including rerouting the BROADWAY and CAPITOL a) via Cleveland and Toledo (thus ending service also to Canton, Crestline, Lima, Fort Wayne and Warsaw), b) via the Norfolk Southern (exNKP) west of Fort Wayne (essentially a parallel route), c) via the Warsaw-to-Goshen Conrail freight line (joining the LAKE SHORE route thru Elkhart and South Bend), d) via the CSX (exB&O) mainline between Pittsburgh and Chicago via Youngstown and Akron, and e) a combination of some of these possibilities (the BROADWAY on one route, the CAPITOL on another) with Fort Wayne connected to the off-line options by dedicated Amtrak feeder bus connections. Removing the BROADWAY and CAPITOL from the Valparaiso line will leave the CALUMET alone responsible for the line maintenance costs and we would then look for that service to be discontinued unless the State of Indiana or local communities step in with increased funding to help maintain the rail transportation option for the weekday commuters who regularly use this train. We'll be following this matter quite closely as it obviously impacts Ohio as well and will update the situation in the next issue of the 6:53.

ACTION FROM YOUR ANNUAL MEETING; "OPERATION LIFESAVER" PRESENTATION INTERESTING & INFORMATIVE ----

Attendance was slightly over fifty at our Annual Meeting which was held May 7th at the Radisson Hotel Columbus North, in a meeting room with a view of a significant amount of freight traffic on the adjacent Conrail and Norfolk Southern mainlines! Our featured guest speaker was Christine Ely who is the director of Ohio Operation Lifesaver, a national organization which promotes safety at rail-highway grade crossings. Ms. Ely brought several videos, including the "from the cab" shots of last fall's well-publicized "near miss" when a special Ohio Operation Lifesaver passenger train moving about 40mph nearly clipped a large truck loaded with scrap steel at the SR 4 crossing south of Marion. She also showed clips of Operation Lifesaver features from various TV stations around Ohio plus a couple of national Operation Lifesaver videos which are typically shown to audiences, especially to high school students who are "new" drivers. Chris Ely also brought a large supply of pamphlets and posters regarding Operation Lifesaver which were well-received. Chris informed us that late this summer her Ohio Operation Lifesaver office will move from the CSX Parsons Yard in Columbus to the CSX offices on Spring Grove Avenue in Cincinnati. She also told us that plans are being made for this year's Ohio Operation Lifesaver special train to run from Lima to Cincinnati via the CSX (exB&O) line through Butler County which unfortunately ranks worst in Ohio in regard to grade crossing fatalities.

Guess what? Your OARP officers for 1988-89 are... just the same as before! But... we DID elect five members to serve with the four officers as OARP's Board of Directors, the body which will oversee the general operational functions of OARP, giving guidance and making recommendations for consideration by the membership. The new Board members comprise one from each telephone area code quadrant of Ohio plus one additional "at-large" seat. The members duly elected MARK CARLSON of Bay Village to represent AC 216, RON MYERS from Galion to represent AC 419, BILL O'BRIEN of Columbus for AC 614, GEORGE BAYLESS of Dayton for AC 513, and BILL HUTCHISON, JR. from Ashtabula as the "At-Large" member. The Board will generally meet the same days as our regular quarterly meetings. A tentative separate meeting of the Board is being planned for late August in Xenia and hosted by Pres. Pulsifer.

All proposed changes to OARP's Constitution were approved as written in the special mailing to members on the Annual Meeting, except for Article V - Section 5, which was approved with the addition underlined as follows... "A quorum shall consist of not less than one-third of the Board membership, including at least two officers, one of whom shall be the President or the Vice President."

We had some discussion on raising the dues in 1989. Several senior citizen members have written in and are requesting consideration of a lower amount for those on a fixed income. OARP members Ray Kline and Mike Leyshon will work with Tom Pulsifer on investigating and recommending some "membership benefits" which we may be able to provide to the membership at little or no cost to us. A formal proposal on dues and benefits will be placed on the agenda for our Fall Meeting in Cleveland. The membership approved the appointment of KEN PRENDERGAST as OARP's Regional Coordinator for the Akron-Canton area. Ken succeeds Howard Harding who continues as OARP's Vice President and who has assumed increased responsibilities both at work and also with NARP. We've also been informed that OARP's Ohio Valley coordinator, Craig Colley, has moved to Georgia. We wish Craig well in his new endeavors! With very few OARP members in this part of Ohio, it may be some time before we can get a new regional coordinator appointed.

We also devoted considerable discussion to Cincinnati concerns -- despite the fact that none of our Cincinnati area regional coordinators could attend the meeting; and no members from Cincinnati attended either! We did NOT forget Cincinnati! There are serious concerns there! Revenues at River Road Amtrak Station are very poor and the station is in danger of losing its ticket and baggage agents. Negative editorials have appeared in the local newspaper. Poor train times and increasing reports of malfunctioning cars and motive power continue to hamper effective operation of the CARDINAL. Latest literature from the Cincinnati Convention & Visitors Bureau does not mention Amtrak at all -- anywhere -- although much play is given to the airlines serving the Greater Cincinnati Airport, and to the bus lines. And the final blow -- the Cincinnati Chamber of Commerce, upon being approached about OARP doing a brief presentation before their Transportation Committee (on our 3-C Corridor Project) has firmly retorted "We DON'T want to hear any more about the 3-C trains; we're tired of hearing about it!" We feel they have us confused with the high-speed folks, but... their minds seem to be made up and they aren't about to be confused with the facts! Yet... we MUST have their support. (Now you know why we feel so frustrated!)

Our Annual Meeting concluded with a showing of the 1950's vintage video "Ohio Depends On The Rails", with Westbrook Von Voorhis boarding the NYCRR "Xplorer" at Winton Place (!) and passengers boarding a PRR passenger train at Trinway (!). See what you missed!

OARP MEMBERS were mailed a detailed announcement in mid-June regarding our MIDSUMMER OARP MEETING!

CINCINNATI CHANGES DUE?? SOON??

There has been a bit of recent activity on the part of Amtrak officials (both regional and national) in Cincinnati. Primary reason for this surge of attention to the Queen City is that by eliminating the back-up moves in and out of Amtrak's River Road station, the schedule of the CARDINAL could be speeded up by at least 40 minutes. Amtrak is desperate to speed up the schedule of the CARDINAL on the western end of its territory due to pending rerouting (which will consume more time) in eastern Virginia due to CSX's proposed abandonment of its Charlottesville-to-Clifton Forge line.

OARP understands that Amtrak is looking at two options for Cincinnati. One is to work cooperatively with the City in arranging a return to Cincinnati Union Terminal which is now being renovated to house both the Cincinnati Historical Society and the Cincinnati Museum of Natural History.

The other option is to arrange for a temporary suburban station location which is easily accessible and convenient to a larger segment of the residential population of the area. In this regard the former B&O depot at Glendale is being considered as an Amtrak station site. We understand other sites have also been looked at, but the Glendale option appeared more feasible.

At this time, NOTHING is official and -- as always -- we'll do our best to stay on top of all the developments and report to you in upcoming issues. With regard to the word we'd received that CSX would downgrade or defer maintenance on the Hamilton-to-Indianapolis (CARDINAL route) line; Amtrak President W. Graham Claytor reports that CSX "told us... they have improved that line so much that that's one of the areas in which... they will be able to increase our speeds and help our schedules." OARP asks, why then, Mr. Claytor, have the CARDINAL running times between Cincinnati and Indianapolis NOT been shortened already? True, the line HAS been "improved", but CSX did not say anything about "keeping it that way" unless they plan to charge Amtrak more for track maintenance perhaps? We will see! Meanwhile, the move to establish a CARDINAL station stop at Connersville, Indiana, is still on the back burner.

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

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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.

COLUMBUS CONNECTION?? ---- Will Columbus, Ohio (the largest U.S. city NOT directly served by Amtrak rail passenger service) soon enjoy a dedicated bus connection to/from Amtrak's BROADWAY LIMITED at Crestline? OARP member MIKE MELFI of Columbus is actively pursuing this proposal and it is receiving favorable consideration by Amtrak officials, including Regional Supervisor Frank Stoy and Nick Brockunier, Manager of Eastern Route Scheduling. The schedule of Amtrak's BROADWAY puts both eastbound and westbound trains into Crestline within a 50 minute time period, allowing a dedicated bus to make one Columbus-Crestline round trip and serve BOTH trains providing both eastbound and westbound connections. Intermediate stops would be made at Delaware (where Ohio Wesleyan University has expressed interest in the proposal and may agree to provide safe parking for Amtrak passengers who leave their cars there), Marion (OARP is in touch with the group restoring Union Station there), and Galion. MIKE MELFI will report on developments in our next issue regarding this intermodal connecting service.

OUT OF THE SIDING AND BACK ON THE MAINLINE ?? ---- All OARP members received a letter from Pres. Pulsifer in mid-June outlining our "tight" financial situation. We are grateful for the growing response from our membership; including some very generous responses! Your OARP Board of Directors is presently reviewing receipts and expenditures for the past twelve months and is expected to finalize some recommendations for consideration by our membership at the Toledo Midsummer Meeting. We'll report on this in our next 6:53. We must continue and hopefully improve our fight for the 3-C Corridor passenger trains. This merits our continuing and ongoing support!

A stubborn, smoky late afternoon fire on Sunday, June 26th caused an estimated \$50,000 damage to a portion of Dayton Union Station. Still owned by Conrail, most of the depot is unused and in an advanced state of deterioration. Cause of the fire is listed as suspicious. Rail traffic was not affected.

The Sixth Annual Convention on High Speed Rail (1989) will be held in Cleveland, Ohio. The High Speed Rail Association celebrates its 5th Birthday this August. Membership in the HSRA now stands at "324 and growing", according to Executive Director Bob Casey.

OARP's HOWARD HARDING and KEN PRENDERGAST rode the Orrville Depot Days excursion trains June 4th and handed out Amtrak and OARP literature to over 2,000 passengers!

The new 3-C Corridor video made its debut at this year's Train Meet at Quaker Square in Akron, June 18 & 19, as part of OARP's display staffed by HOWARD HARDING, KEN PRENDERGAST, MARK ADAMCIK and JIM STEVENSON. Ken's video will be shown at OARP's Midsummer Meeting and will soon be made available for borrowing via OARP's Regional Coordinators network. A limited number of copies of Ken's video will be "dubbed" and made available for showing to groups and at displays and exhibits in hopes of getting the 3-C legislation passed in November.

OARP has reprinted NARP's recent "SAVE AMTRAK & MASS TRAN-SIT" poster/ad. Copies, printed on heavy paper stock, were distributed at OARP's Annual Meeting in May. We still have quite a few left and any member who'd like to have some can request them. In light of our tight financial condition, a small donation towards postage would really help.

Thanks to OARP member BILL CHANDLER for sending a copy of the schedule and fare information for the new Arrow Express bus service linking five area cities with downtown Sandusky. Arrow provides both morning and afternoon weekday trips linking all points served.

Thanks to Mary Moorman of Centerville, Ohio, for the donation of a large quantity of (mostly B&O/C&O/CSX) operating timetables to OARP's growing archives of materials on Ohio railroads and passenger trains.

OARP has provided information assistance to the Iowa ARP so they can seek tax-exemption from the IRS under Section 501 (c)(3). Over the years OARP has provided help and advice to several ARPs. We are always ready to do this because we have seen many times the need for both a strong national association (NARP) as well as strong local and state associations all over the U.S.

OARP member DARYL GORDON reports that the historic Pennsylvania Station in downtown Pittsburgh is finally being renovated into luxury downtown apartments. A new Amtrak station is planned adjacent to this developed property, replacing the present, temporary, modular building which serves as Pittsburgh's Amtrak Station. Daryl reported being very impressed with the many improvements to the PATransit system serving Pittsburgh, including the new subway and direct link to the Amtrak station.

Several OARP members -- but NONE from Ohio -- noted a recent Scripps Howard News Service story concerning Amtrak's desire to expand rail routes; quoting Amtrak President W. Graham Claytor making specific reference to Amtrak's being "eager to revive a Cincinnati-to-Cleveland route"! Also mentioned prominently -- a daily CARDINAL!

More monies for studies but nothing to run trains! On May 16th the State Controlling Board authorized \$140,000 for the OhioDOT to -- once again -- study ridership potentials for high-speed trains in Ohio's 3-C Corridor for the Ohio High Speed Rail Authority. The study work will be done by Peat, Marwick, Main & Company in Columbus. Needless to say, announcement of this news brought about the usual and expected "negative press" and further confused and frustrated OARP's push for conventional passenger trains among the legislators.

Congratulations to OARP member HAROLD ZWEIFEL of Columbus who was recently elected national Vice President of the National Association of Retired Veterans & Railway Employees (NARVRE) at their annual Convention!

Within a week's time, negative anti-Amtrak editorials appeared in both the Cincinnati Enquirer and the Dayton Daily News. In Dayton AL WOLF and GEORGE BAYLESS arranged a meeting with editorialist Jon Talton in an effort to inform him of the benefits of modern rail passenger service to society. In Cincinnati rebuttal letters were printed from OARP members INTIS VANAGS, CHARLES WELSH and MIKE WEBER.

Elsewhere... letters-to-the-editor have been noted by OARP members AL WOLF (Dayton Daily News) and KEN PRENDERGAST (Chagrin Valley Times). If YOU get published, please send OARP a copy of it.

As you read this, 61 miles of the former B&O mainline (former Amtrak SHENANDOAH route) eastward from Parkersburg, WV are being ripped up. Efforts to have the state step in and preserve this route failed. In Ohio, the Chillicothe-Thrifton (Greenfield) portion of this same route is now history. Thrifton-Midland City will be acquired by the City of Greenfield and on-line shippers and operated by the Indiana & Ohio Railroad starting this fall, OARP understands.

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 _____

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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).

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- Calendar Orders: Please call 1-800-USA-RAIL for information to help OARP cover 1988 CALENDARS ARE "SOLD OUT"!!
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- SEND _____ OARP RAIL TRIP REPORT FORMS
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- SEND _____ OARP WALLET-CARDS listing Amtrak's toll-free train information and reservations phone numbers.
- SEND _____ OARP's "ALL ABOARD OHIO" illustrated brochure detailing information on the 3-C Corridor Project.
- SEND _____ AMTRAK NATIONWIDE TIMETABLE (see note above)

DIRECTORY of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC.

Updated JULY 1, 1988

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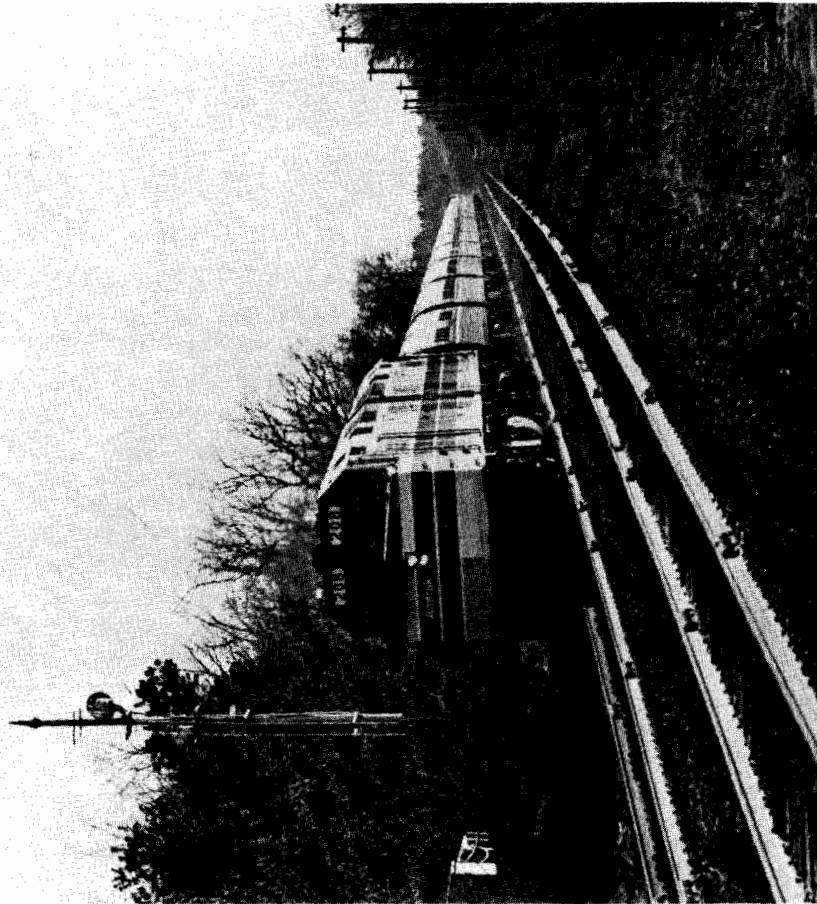
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- WARREN G. DOUGLAS HUDSON, 3981 Greenmont Drive, S.E., Warren 44484 ... 216-856-2557
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- MANSFIELD RICHARD A. FRY, 59 Chilton Avenue, Mansfield 44907 419-526-3775
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- CLARK COUNTY JAMES B. SAUNDERS, 1638 Marinette Drive, Springfield 45503 513-399-7406
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DIRECTORY

the 6:53



July 1988

Issue #78



Official Publication of the
OHIO ASSOCIATION OF RAILROAD PASSENGERS



"the 6:53" is the official bi-monthly publication of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC., a 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 through membership dues and by extra donations of time, talents and dollars by our members and friends. JOIN OARP NOW and HELP OARP 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!



UPCOMING OARP MEETINGS:

OARP 1988 MIDSUMMER MEETING — in TOLEDO
SATURDAY, JULY 9th 10:00am - 3:00pm
at the ROYAL INN (former Hospitality Inn)
on I-75 at the Miami Street Exit south of
downtown; take first exit south of river.

BUFFET LUNCHEON \$9.00 per person

Joint Working Meeting with Michigan ARP &
Indiana ARP leadership and activists.

OARP 1988 FALL MEETING — in CLEVELAND
Specific date and details to be announced

OHIO ASSOCIATION OF RAILROAD PASSENGERS

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