

# the 6:53

OCTOBER 1988 OHIO ASSOCIATION OF RAILROAD PASSENGERS ISSUE #79

*Cover:* Amtrak's westbound CAPITOL LIMITED pauses for passengers at Canton, Ohio on a crisp morning in October of 1987. This photo, by OARP member Dave Mangold, appears in full color on OARP's 1989 CALENDAR. We've shown here on this cover only a portion of the complete photo which appears on our calendar.

OARP's 1989 CALENDAR measures a handy 9" by 12" and it is printed on quality coated cardstock. The whole year at a glance is featured along with handy phone numbers for rail passengers in Ohio; including local Amtrak station numbers, Amtrak's toll-free reservations and information numbers, OhioDOT's Rail Division, Ohio Legislative Information and NARP's Recorded Passenger Rail-News number along with NARP's Washington, DC office number.

OARP's 1989 CALENDARS ARE AVAILABLE NOW — AT 25¢ EACH — AND WE ARE READY TO SHIP YOUR CALENDARS TO YOU! MINIMUM ORDER \$1.25, INCLUDES YOUR CALENDAR PLUS POSTAGE AND HANDLING COSTS. PLEASE USE THE GENERAL ORDER FORM ON THE LAST PAGE OF THIS 6:53.

## TOWARD OUR GOAL IN BITS & PIECES . . .

— by OARP Government Affairs Coordinator Manfred Orlow

We're entering a time when our goal of Cleveland/Columbus/Cincinnati passenger trains is being reached in bits and pieces. That does not make our work less significant, however.

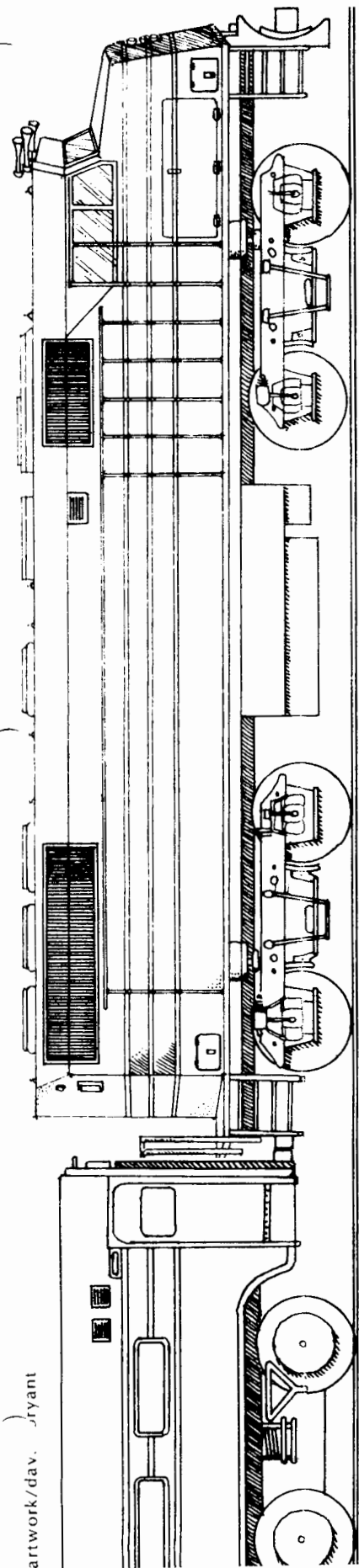
In August, OARP's Lorain/Elyria Coordinator Phil Copeland met with real estate developer Alan Spitzer to discuss the impact 3-C trains would have with plans for a major Lorain-area casino operation. If the casino proposal were to be approved, rail would be the ideal transport mode for this facility.

OhioDOT's Division of Rail Transportation's 1989 budget for rail passenger service development is, again, \$0. Only Ohio's High Speed Rail Authority is speculating with future Ohio passenger trains. ODOT Rail's chief of planning, Lou Jannazo reports the recent Midwest Governors' Conference placed significant emphasis on improving conventional-speed rail passenger service among member states.

After an introductory letter from OARP, Ameritech Mobile (div. of Ohio Bell) has finally expressed interest in the 3-C passenger trains as a revenue and marketing tool. The Westerville-based firm was aware of other Amtrak trains using mobile telephones, but did not know about our plans for the same in Ohio.

We wrote officially to all members of the newly-appointed Columbus Convention Center Planning Authority. We received a reply from their chairman that they will keep the Columbus train station in mind during their design-phase.

A complete audit was done for both the OARP General Account and the 3-C Special Project Account by our own Brad Upham. The books were found to be in order. In November we will place a paid ad in The Ohio Sierran, reaching 11,000 members of the Sierra Club in Ohio. Their membership profile should lend itself well to our efforts to help Ohio achieve a balanced trans-



portation system. OARP is scheduled to present the 3-C Proposal to board members of the Ohio Public Transit Association at its regular meeting in Columbus on November 9th.

Following our August meeting with Sen. Boggs, I pursued the question (partly at his suggestion) of designating a current railroad-paid state utilities excise tax to a railroad development fund instead of the non-specific General Fund. Informal comments from the Ohio Railroad Association (representing the freight railroads in Ohio) agree this might be a good move to pursue.

More meetings... The president of Cleveland Area Growth Association has agreed to meet with OARP Board Member Mark Carlson. Our Cincinnati Regional Coordinator Mike Weber will soon be meeting with Sen. Stanley Aronoff in whose Finance Committee sits the 3-C bill in the Senate.

Board Member Bill O'Brien gave a 3-C presentation to the Columbus Area Chamber of Commerce in early October. OARP Secretary Bob Boyce continues to pursue OARP 3-C Special Project funding from the City of Columbus through direct contact with city council members. Board Member Ron Myers from Galion is meeting once again with Ohio Chamber of Commerce officials to get that organization's endorsement of the 3-C legislation.

Finally, the OARP office has signed a one-year lease for new, but even smaller(!), office space in Oakwood's Far Hills Building. Let's hope that by this time next year we'll have the 3-C trains authorized and that OARP can get back to improving Ohio rail passenger services, not merely trying to get it started!

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AMTRAK "LAKE CITIES" ENDANGERED?

OARP understands that Amtrak's Toledo-Detroit train which connects with the LAKE SHORE LIMITED at Toledo and then runs on to Chicago via the Michigan Corridor is in jeopardy between Detroit and Toledo, due in part to continuing slow running through several on-line municipalities and in part because the passenger loadings on this part of the run frequently fall below minimum requirements for train operation. It has also come to OARP's attention that on many occasions the westbound CITIES is dispatched from Toledo on-time (to protect its own schedule) yet within minutes of a late arriving LAKE SHORE LIMITED, forcing Amtrak to pay for a bus to carry through-ticketed passengers on to Detroit or Michigan Corridor points. Under study by Amtrak's Marketing people is a plan to transform the Toledo-Detroit train into an Amtrak "Thruway" Bus connection.

GARY - VALPO SITUATION UPDATE

In our July 6:53 we reported Conrail is no longer using its line between Gary and Valparaiso (IN) and Amtrak would be responsible for 100% of the maintenance costs. This 19-mile segment is used by the BROADWAY and CAPITOL and the CALUMET commuter trains. OARP understands now that Amtrak has agreed to pick up the \$75,000 annual maintenance cost "for now" and that the passenger trains are safe on this route "for now" but... in the long-term the situation could become very serious with maintenance costs for any major rehabilitation work rising to as much as \$250,000 per mile! The City of Fort Wayne favors retaining their Amtrak service and Indiana Governor Orr has also voiced his support.

XENIA, OARP's "HOMETOWN", HAS JOINED THE GROWING LIST OF OHIO CITIES AND TOWNS THAT HAVE LOST ALL THEIR RAIL LINES! On October 14th Conrail completed pulling rail from Xenia west to Clement Yard at East Dayton. The rail train will soon pull from Xenia east to South Charleston. This was the former PRR "passenger" mainline between Pittsburgh and St. Louis and hosted Amtrak's NATIONAL LIMITED daily until its demise October 1, 1979. Another segment of this east-west route has recently been listed for abandonment by Conrail -- that portion of the Columbus to Pittsburgh route between Dennison and Cadiz Junction. This route could be used by future intercity passenger trains. Ohio is now losing its rail lines at an alarming rate. And once they're gone -- they're gone for good. Branch line. Main line. If it's not needed today it may likely be gone tomorrow.

# AMTRAK TRAINS SPEND TWO AUGUST DAYS DETOURING ON THE CLEVELAND - PITTSBURGH LINE

By KEN PRENDERGAST

The rumors surrounding a possible reroute of Amtrak's CAPITOL and BROADWAY LIMITEDS between Chicago and Pittsburgh have been circulating for some time now. But little has been known about how fast the trains could run between Cleveland and Pittsburgh, their most probable rerouting. Conrail's August 4th freight derailment in Loudonville, Ohio, east of Mansfield, blocked the Pittsburgh-Chicago Amtrak route. For two nights, Amtrak, along with Conrail, rerouted all their trains over the Cleveland line. Mark Carlson and I kept a record of the pas-



senger trains' timings and reasons for any delays. The schedule on August 6th appears below. The dual timings at Ravenna for trains #29 and #40 is the amount of time spent waiting for other rail traffic to clear at RAVE Tower. Most intermediate delays I witnessed were due to dispatching errors made by Conrail. Granted, there were 5-10 extra freight trains on the line due to the derailment. However, a double-track railroad should have no trouble absorbing the additional traffic. The fastest Cleveland-Pittsburgh train was #41 at 3 hours, 18 minutes. The fastest theoretical Cleveland-Pittsburgh carding, using the August 6th schedule, is 3 hours, 4 minutes, by combining the intermediate timings of #30 and #41. Not bad, but still slower than the 1955 schedule of 2½ hours, Cleveland to Pittsburgh.

<u>WESTBOUND:</u>			<u>EASTBOUND:</u>		
Depart PITTSBURGH	#41 12:05am	#29 2:10am	Depart CLEVELAND	#30 4:24am	#40 7:08am
Pass RAVENNA	2:30am	4:39am Arr.	Pass RAVENNA	5:36am	8:20am Arr.
Arrive CLEVELAND	3:23am	5:38am Dep.	Arrive PITTSBURGH	7:47am	8:30am Dep.
		6:44am			11:28am

The photo above shows train #40, the eastbound BROADWAY LIMITED at RAVE Tower in Ravenna, Ohio, at 8:20am on August 6th, on Conrail's Cleveland-Alliance mainline.

Speaking of Ravenna there has been much activity since early June surrounding Ravenna's push to get Amtrak service through their town. A resolution was passed in City Council on July 5th urging that a station be built to serve local residents. Similar resolutions were passed by councils of the surrounding communities of Brady Lake, Freedom Township and Ravenna Township. Others are pending. Each resolution supports the City of Ravenna's push to get passenger train service established at Ravenna. In addition to community support, local businesses and organizations have joined in. Some who have expressed support for the Ravenna station concept are the Ravenna Chamber of Commerce, Ravenna Development Corporation, GE's Distribution Center, Container Corporation of America, Kent State University, and the N.E. Ohio Universities College of Medicine. I have received many other inquiries about the station/Amtrak reroute proposal from other individuals, corporations, organizations and other cities all along the Cleveland-Pittsburgh rail route. Also, much positive publicity has happened in the Ravenna, Akron and Cleveland papers and media. I was invited to talk about the Ravenna station proposal on WNIR-AM in Akron-Kent, with several call-in responses. I was also invited to be on a newly-formed committee in Ravenna to get the community behind the project (as if it isn't already!). The people here WANT passenger train service!

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LOOKING FOR END-OF-THE-YEAR TAX DEDUCTIONS? CONSIDER A DONATION TO OARP PRIOR TO DECEMBER 31st! OARP is a non-profit educational association and a publicly supported 501(c)(3) organization to which your donations are tax-deductible in accordance with the IRS Code. Ask your tax preparer. When you send OARP your end-of-the-year donation don't forget to ask OARP to mail you a receipt.

TOLEDO CENTRAL UNION TERMINAL UPDATE BY LARRY GEORGE Latest word is that it will now be Spring of 1989 before Con-

rail's CTC board moves to Dearborn. Except for the snack bar and Amtrak, the CR CTC operation is about all that remains in CUT. Even the building directory at the front door is gone. It appears that any effort to get a new station for Toledo, or even a refurbishing of CUT, will somehow have to be accomplished through the private sector. The Blade recoils in horror at any mention of moving Amtrak out to the southwest edge of Toledo, extolling upon the virtues of "keeping Amtrak downtown". Yet the downtown interests are completely uninterested in Amtrak. The few city council members who were interested a few months ago now act as if Amtrak doesn't exist. The head of the convention facility admits Amtrak brings relatively little convention business to the city. The head of Toledo's Chamber of Commerce apparently feels Amtrak is of little importance to Toledo's transportation structure, even when shown that nearly 120,000 Amtrak passengers used Toledo's CUT over the last two fiscal years.

CUT holds the dubious distinction of being the only manned Amtrak station in the district that is not air-conditioned. Even Fort Wayne is air-conditioned (although at last report the unit is not operating due to a breakdown). Since most of the Conrail people are gone, CUT is rapidly acquiring a shabby appearance. This can be expected to worsen. Rumors still abound that Conrail will demolish the building as soon as all their interests are moved out. If this happens, the rental agreement requires Conrail to furnish Amtrak with a "suitable" replacement facility. Until that occurs, however, I intend to explore every possible means toward moving Toledo's Amtrak facility out to the western edge of the city -- preferably in the booming Spring Meadow retail/hotel/entertainment area. I realize the idea of moving Amtrak from its present location is offensive to some of my fellow Toledo area OARP members, and I'm sorry about that. But, most indications are that CUT is now well on its way to becoming another "Fort Wayne" -- and we certainly don't need that!

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OARP members TOM PULSIFER and GEORGE BAYLESS from the Dayton area and JOHN KELLER, JOHN TOMHAFE and RUSS HEINE from the Lima area were invited to participate in the OHIO OPERATION LIFESAVER special passenger train which operated this year over the CSX (ex-B&O) mainline between Lima and Cincinnati on Friday, September 9th. The 10-car train, including four domes, ran from Lima to Dayton to Lima and finally to Cincinnati educating enroute officials and law enforcement personnel about rail-highway grade crossing safety. Several near misses were witnessed throughout the day on this route which has a lot of trains and several dangerous crossings. OhioDOT Rail Division personnel were also involved in this trip. We thank Ohio OL Coordinator Christine Ely Shipley for inviting OARP to be represented on this special train this year.

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ARE KEY SEGMENTS OF THE 3-C CORRIDOR ROUTE IN JEOPARDY ?? While the State of Ohio dawdles over passenger trains in Ohio's 3-C Corridor, it has come to OARP's attention that two key segments of this Conrail route (which would be required for the passenger service) may be considered for eventual abandonment and that the Springfield-Cincinnati portion will be somewhat downgraded within two years from now. These revelations bode ill for the proposed 3-C passenger trains and OARP is rightfully concerned!

A Conrail official in Philadelphia confirmed with OARP Pres. Pulsifer that CR does indeed plan to single-track most of the remaining double-track between Cold Springs (west of Springfield) and NA Tower (at Cincinnati) leaving some sections of double-track in the Dayton and Middletown areas. This work is planned for 1989-90. Reduced track capacity means the 3-C proposed passenger trains will likely encounter more potential for delays by freight trains using this route.

Potential abandonment is a much more serious matter. While Conrail will neither confirm nor deny it at this time, OARP understands that they are taking extra hard looks at two 3-C Corridor route segments; Springfield to London, and Galion to Columbus. Both segments are light in on-line freight users and in both cases alternate Conrail lines exist, albeit more "roundabout" and totally unsuitable for the proposed 3-C passenger service. We will watch with wary eye this situation because, if Conrail chooses the abandonment course, the move will come swiftly and could well make establishment of conventional 3-C Corridor passenger service more expensive if not impossible. As we now know very well in our state, mainline railroad routes can disappear quickly if they are not required for "present" use. If there's an alternative route to run the trains and if the few remaining shippers can be persuaded to "TRUCK IT", you can bet those railroad tracks won't be there much longer.

We can ill afford to lose the 3-C Corridor rail mainline as an essential transportation resource for Ohio!

#### OARP BOARD MEETS ON AUGUST 27

Your OARP Board met on August 27th at the home of Pres. Tom Pulsifer in Xenia for an extended session during which there was much good opportunity for discussion on a variety of concerns. In summary... It was felt there must be more involvement from the business community with the 3-C Project, as well as zeroing-in on legislative leadership. Board Members will begin regularly communicating with Regional Coordinators within their telephone area code quadrant. Regional Coordinators must take a more active role in their communities in making contacts deemed important to the 3-C Project. Ken Prendergast's video on the 3-C Corridor is available and may be used when speaking before a group. Copies in VHS format are in the hands of Ken, Mark Carlson, Tom Pulsifer, Ron Myers, Manfred Orlow, Bob Boyce and Mike Weber. Ken has the one in BETA format. The OARP Board commended Ken on his initiative and effort in this video project. Following lunch prepared by Eloise and Bethany Pulsifer, the Board held general discussion on a variety of points of information. The Board did vote to submit a proposal to raise base dues to the membership at the Fall Meeting; to proceed with the 1989 Calendar project; and to establish a policy regarding use of OARP's computerized mailing list(s).

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#### OARP PARTICIPATES IN NOACA RAIL MEETING

OARP was invited to participate in a Rail Meeting in Cleveland on September 22nd sponsored by The North East Ohio Areawide Coordinating Agency(NOACA). Howard Harding, Mark Carlson and Ken Prendergast represented OARP at this meeting which included 36 participants involved with, or with an interest in, rail transportation. Some of the topics discussed were: Status of Rail Transportation in Northeast Ohio, including reports from OhioDOT Rail Division and by NOACA or their Rail Facility Plan; Use of Rail Corridors for Passenger Service; Use and Protection of Rail Corridors for Alternative Uses; and Railroad/Highway interface concerns. A follow-up meeting was slated for October 11th to focus on the Cleveland "Flats" area rail service issues, some of which involve passenger trains and a historic trolley line within that district. Our people reported that OARP was mentioned several times during this meeting in complimentary ways in regard to our diligent and professional approach in pushing for rail passenger service expansion and improvement in Ohio! We appreciated the opportunity to participate in this meeting.

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#### CLEVELAND REGIONAL MEETING DRAWS 38

OARP held its first Regional Information & Strategy Meeting in Parma on Tuesday, August 30th, in the evening. The meeting was organized and conducted by Mark Carlson, Ken Prendergast and Howard Harding; and was attended by 38 members and guests. This meeting also generated considerable pre- and post-meeting publicity in both area newspapers and on some area radio stations. A representative of the Cleveland Mayor's office attended. The meeting, much of which was devoted to presentation of updated information and general discussion, focused on the 3-C Corridor Plan, Amtrak service in the Cleveland-Pittsburgh Corridor, and local mass transit concerns. The meeting helped OARP to coordinate strategies on local concerns and bring area members together so they could better address local rail transportation matters. Thanks to Mark, Ken and Howard for arranging this successful regional meeting!

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#### TOLEDO MIDSUMMER OARP MEETING FOCUSES ON FUTURE COURSE

58 braved the HOT, HOT weather and attended OARP's Midsummer Meeting on the 9th of July at the Royal Inn in Toledo. The entire morning session focused on the future course OARP should follow in light of many concerns confronting us and limited resources with which to confront them. Pres. Pulsifer related some recommendations the OARP Board had made in a brief session prior to the general meeting. Immediate and aggressive focus is to be placed upon obtaining donations/grants of sufficient quantity to fund office rent and phone costs plus anticipated expenses to continue present efforts for one full year. He charged it is EVERYONE'S responsibility to help with fund-raising efforts, which will be coordinated by Manfred Orlow. He said if we reach the end of December 1988 without assurance of adequate funding, OARP will have no choice but to cut back and he didn't believe any of our members wanted to have that happen. He also said that to make most efficient use of volunteer time, talents and energies, prioritization of time/task shall be to members of OARP before non-members, and to timely and relevant tasks as opposed to untimely and irrelevant tasks. He said, if necessary, this shall tactfully be conveyed to any inquirers who place demands of time upon those conducting OARP's work. Mike

Melfi introduced OARP member and charter bus operator Phil Brown who spoke briefly about the proposed Columbus-Crestline dedicated bus connections to and from the BROADWAY LIMITED. Ken Prendergast reported on developments in Ravenna's push for intercity passenger train service.

(continued)

(TOLEDO MEETING... continued) Those in attendance accepted a challenge from OARP member Jeff Darbee who promised to donate \$100 to the 3-C Project Fund if we collected \$100 at this meeting. We collected \$219! And Jeff made good on his promise! The afternoon session also involved representatives from Michigan ARP, Indiana ARP, Transport 2000/Canada, Michigan DOT and Amtrak in general discussion of regional passenger rail concerns. Following the adjournment all were invited to the home of Willard Edson to ride his 2' gauge backyard trolley line. With instruction from Willard, anyone who wanted to be "Motorman" got their opportunity at the controls of two of his operating cars! Thanks to Larry George for making all the meeting arrangements and to Willard Edson for inviting us to see, ride and operate his trolley line!

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AMTRAK MAY YET RETURN TO CINCINNATI UNION TERMINAL On September 13th U.S. Congressman Thomas Luken held a press conference at which he called for Amtrak to move from River Road back into historic Union Terminal and has asked CSX Corporation to put up the \$500,000 anticipated to enable passenger trains to once again stop at Union Terminal. The Union Terminal Association is supporting the proposal. CSX, which will get some benefit from the move, is studying the plan. Amtrak estimates the CARDINAL will save 30-40 minutes by not having to back in and out of River Road. It will also allow CSX to abandon some otherwise lightly used trackage along the riverfront. The Cincinnati Post has editorialized in favor of the plan. Our own member Dave Dawson had a letter of support published in the Enquirer. All parties involved generally see it as a positive move. OARP has for many years supported the concept of returning Amtrak to C.U.T. It should certainly help stem the decline in ridership at Cincinnati and, if and when the CARDINAL becomes a daily train and we get some 3-C Corridor service started, C.U.T. may actually buzz with all those rail passengers around!

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*OARP's Tom Pulsifer, Howard Harding, Manfred Orlow, and Jane Harf of The Sierra Club met with Ohio Sen. Bob Boggs on August 15th at the State House for open discussion on his high speed train plans and OARP's push for conventional speed trains as a starter for Ohio's 3-C Corridor. The Senator still feels conventional trains will not necessarily precede high speed trains in Ohio. He feels data from the new Peat, Marwick, Main ridership study must be made available (next March at the earliest) before ANY decision can be made about 3-C passenger trains; and that the results of the much-touted Transmode ridership study of a few years ago are now "suspect". Although our one hour meeting was cordial and friendly, we are still faced with no clear, coordinated direction -- nor definite progress -- on getting Ohioans onto passenger trains in the 3-C intercity Corridor.*

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BAGGAGE & EXPRESS Attorney Greg Kostelac, former chief of legal affairs for two state departments, was recently named Administrative Assistant of the Ohio High Speed Rail Authority, succeeding Maggie Lewis who left OHSRA in August. ¶¶¶¶ OARP, at no cost to us, now has a professional listing in The Pocket List of Railway Officials and in the directory portion of The Official Railway Guide. ¶¶¶¶ THANKS TO ALL MEMBERS who sent OARP rail trip reports of their summer adventures on Amtrak! Highlighting almost everyone's reports; plus marks to many on-board Amtrak personnel, minus marks to inept and rude personnel at Chicago Union Station, and many reported cases of malfunctioning and/or filthy toilets on the trains. NARP is conferring directly with Amtrak on these and other current problems. ¶¶¶¶ ALERT/CANTON/ALERT: If you park at CANTON and leave your car there for some time while you're riding Amtrak, OARP advises NOT leaving an expensive car nor one loaded with accessories. We have been advised that car break-ins did occur occasionally this summer with theft of "attractive" accessories inside. ¶¶¶¶ Ohio Magazine (August) ran OARP Pres. Pulsifer's rebuttal to editor Robert B. Smith's anti-rail editorial in the July issue. ¶¶¶¶ Recognizing the fast approach of Gridlock/America, The Sierra Club is proposing spending \$100,000/year, 1988-1992, on a pro-rail/transit campaign! ¶¶¶¶ United Rail Passenger Alliance, Inc. is proposing FRA Administrator John H. Riley to be Amtrak's next President along with retention of W. Graham Claytor, Jr. as Chairman of Amtrak's Board. URPA is urging a separation of Amtrak's presidency from the chairmanship of its Board. ¶¶¶¶ Conrail is investing \$10 million to upgrade several of its rail lines in the Cleveland area including part of the former passenger route from Berea to downtown via Linndale. ¶¶¶¶ OARP learned that Michigan DOT has actively sought Michigan ARP involvement in the Midwest Compact plans for conventional rail passenger service within the 5-state region; yet OARP has yet to be invited to assist. Hey, Jolene! We want to go by train too! ¶¶¶¶ Amtrak, September 2nd, ran the Boston section of the LAKE SHORE LIMITED all the way to Chicago -- on time -- while the New York section, delayed by a derailment in Grand Central Terminal, ran three hours late for its entire run.

# 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.

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

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

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!

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- SEND \_\_\_\_\_ OARP (logo) METAL LAPEL PINS ..... ea. 3.50
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- SEND \_\_\_\_\_ OARP (logo) WINDOW DECALS ..... ea. .50
- SEND \_\_\_\_\_ OARP 1989 CALENDARS w/Capitol Limited at Canton photo .. ea. .25
- Calendar Orders: Please include minimum \$1 donation to help OARP cover calendar mailing costs.
- SEND \_\_\_\_\_ OARP LEGISLATIVE DIRECTORY
- SEND \_\_\_\_\_ OARP MEMBERSHIP FLYERS
- SEND \_\_\_\_\_ SAMPLE COPIES OF "the 6:53"
- SEND \_\_\_\_\_ OARP RAIL TRIP REPORT FORMS
- SEND \_\_\_\_\_ AMTRAK EAST-MIDWEST TIMETABLE

- 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.

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|           | ASHTABULA-CONNEAUT  | BILL HUTCHISON, JR., 1934 E. 31st Street, #9, Ashtabula 44004 | 216-992-9507 |
|           | ELYRIA-LORAIN       | PHIL COPELAND, 110 Indiana Avenue, Elyria 44035               | 216-365-7970 |
| Area 419: | TOLEDO              | LARRY GEORGE, 3020 Lantern Drive, Oregon 43616                | 419-698-2167 |
|           | LIMA                | JOHN H. KELLER, SR., 721 Woodward Avenue, Lima 45805          | 419-224-9936 |
|           | SANDUSKY            | JOHN L. KEMPTON, 1954 East Oldgate Road, Sandusky 44870       | 419-625-5556 |
|           | MANSFIELD           | RICHARD A. FRY, 59 Chilton Avenue, Mansfield 44907            | 419-526-3775 |
| Area 513: | CINCINNATI          | W. MIKE WEBER, 11041 Bodwell Court, Cincinnati 45241          | 513-733-8911 |
|           | CLERMONT COUNTY     | RONALD D. GARNER, 1834 Kress Road, Mt. Orab 45154             | 513-444-3098 |
|           | HAMILTON-MIDDLETOWN | JOHN K. WILSON, 621 Mehring Way, Apt. #1771, Cincinnati 45202 | 513-241-2543 |
|           | DAYTON              | ALBERT E. WOLF, 1497 Melrose Avenue, Dayton 45409             | 513-294-7110 |
|           | SPRINGFIELD &       | DAVID B. MARSHALL, 50 Villa Road, Springfield 45503           | 513-399-1947 |
|           | CLARK COUNTY        | JAMES B. SAUNDERS, 1638 Marinette Drive, Springfield 45503    | 513-399-7406 |
| Area 614: | COLUMBUS &          | CHARLES "CHUCK" YOUNG, 1307 Neil Avenue, Columbus 43201       | 614-421-6654 |
|           | CENTRAL OHIO        | ALEX HEINGARTNER, 205 West Lincoln Avenue, Delaware 43015     | 614-369-4383 |
|           | OHIO VALLEY         | (vacancy)   |              |

National Association of Railroad Passengers PASSENGER RAILNEWS HOTLINE (evening-weekend) 202-546-1551  
 236 Massachusetts Avenue, N.E., Suite #603, Washington, DC 20002 Ross Capon, Exec. Director 202-546-1550  
 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

# DIRECTORY

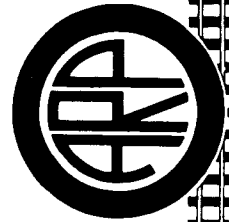
## OFFICERS BOARD

# the 6:53



October 1988

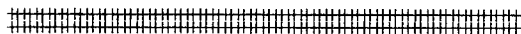
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"the 6:53" is the official bi-monthly publication of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC., a not for profit educational organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK 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!



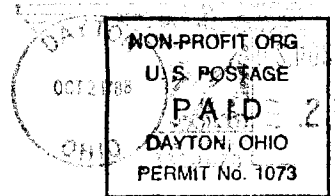
**UPCOMING OARP MEETINGS:**

OARP 1988 FALL MEETING — CLEVELAND  
SATURDAY, OCTOBER 22nd — 10:00am - 4:00pm  
HOLIDAY INN / STRONGSVILLE  
15471 Royalton Road — I-71 at S.R. 82  
BUFFET LUNCHEON — \$12.50 per person  
OARP members received detailed Fall Meeting announcement in a separate mailing.

MARCH 1989 OARP MIDWINTER MEETING  
coincides with NARP REGION SIX MEETING

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

ADDRESS CORRECTION REQUESTED



*Handwritten note:*  
SAT MAR 15 1989  
OARP