

the 6:53

DECEMBER 1988 OHIO ASSOCIATION OF RAILROAD PASSENGERS ISSUE #80

Cover: When will Ohio officials wake up and realize the private automobile is not necessarily the most desirable way to go from city to city. Yet we are witnessing an ever-growing list of Ohio cities and communities where one is FORCED to rely on the private auto just to get in or out of town. Modern intercity passenger trains can help move people efficiently and economically between Ohio's major cities. Quality economic development and quality transportation go hand in hand. We will continue to urge Ohio's leadership to make it possible for Ohioans to go by train. The experience of several other states shows it can be done, and done in a successful way. Ohio has spent too many years talking and studying various passenger rail plans. Now is the time to get to work and DO something! Let's get going -- by train! Our photo depicts a modern intercity Amtrak train on the Northeast Corridor near Warwick, RI. Photo courtesy of Amtrak.

CLEVELAND - PITTSBURGH; GOOD NEWS FROM AMTRAK

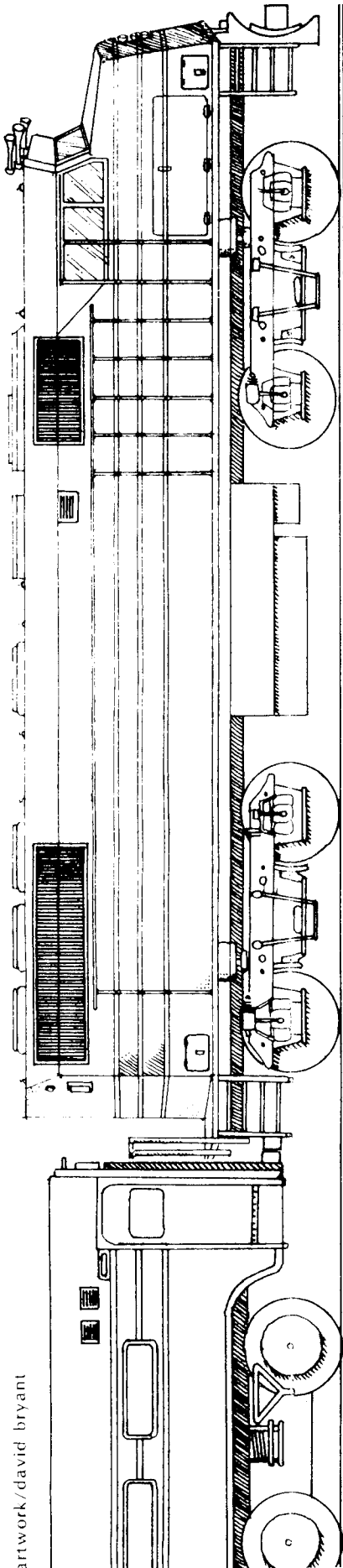
Thanks to continuing pressure from OARP and specifically a letter from NARP President Jack Martin to Amtrak's President W. Graham Claytor, Jr., Amtrak will reconsider extending its PENNSYLVANIAN passenger train (New York-Philadelphia-Harrisburg-Pittsburgh) on to Cleveland.

We quote here from Claytor's letter of December 7th to Jack Martin... "You make some interesting and highly relevant points concerning the relative ease with which the PENNSYLVANIAN can be extended to Cleveland, and the greater population that would be served. In my opinion, such an extension would allow us to test, at a relatively small cost, the size of the market that may exist between the mid-Atlantic region and Cleveland.

"Several years ago Amtrak staff evaluated the extension of the PENNSYLVANIAN to Cleveland, which at the time would have required significant capital investment. I now understand the magnitude of required capital improvements has lessened, and I have asked my staff to initiate a new financial evaluation. Any such extension, however, would require the concurrence of the state of Pennsylvania, which supports the train as a 403(b) (state-assisted) service east of Pittsburgh. When our review of the proposal is completed, I will inform you of the results."

OARP understands the PENNSYLVANIAN regularly carries a healthy level of ridership throughout its daily run, and it also handles carload U.S. Mail to and from Pittsburgh. We further understand that the passenger and mail revenues generated by the PENNSYLVANIAN have recently enabled the state assistance level to be reduced to virtually zero. Pennsylvania is even considering a second PENNSYLVANIAN train for this cross-state route.

Meanwhile OARP's area activists -- Howard Harding, Ken Prendergast, John Ciccarelli, Doug Hudson, Bill Hutchison, Jim Stevenson, Phil Copeland, Mark Carlson and other members continue their local, visible push for passenger trains in the Cleveland-Pittsburgh Corridor.



FURTHER CONRAIL 3-C LINE TRACKINGS

OARP can now provide a bit more detail on Conrail's plans affecting the 3-C Corridor route through Ohio. Best information we have is that although CR is considering abandonment of the Galion-Columbus and London-Springfield segments of the 3-C line, they are also looking at abandonment of their former Springfield-Toledo route between Glen Echo (n. of Springfield) and Bellefontaine. If the latter is axed, the former will be retained.

CR is in a 2½ year project to both upgrade and downgrade parts of the 3-C line between Columbus and Cincinnati. Again, best information OARP has is that here's what's to be done...

From West Alton (w. of Columbus) to London the present double track will be single-tracked with CTC installed. A 2½ mile signalled siding will run from Spring Valley Road (e. of London) to London. On the London-Springfield segment the controlled siding at Brooks will be lengthened to 1½ miles. The double track segment between Cold Springs (w. of Springfield) and Tates Point (e. of Dayton) will be single-tracked with CTC. From Cold Springs to Enon the present #2 track will become a controlled siding. The double track south of Dayton will be reduced to single track between Oxford (s. of W. Carrollton) and Middletown, and from Kyles (s. of Middletown) to Gano (n. of Sharonville). Double track through Dayton and Middletown will be retained, although CR and CSX are talking up a plan by which each road would lay claim to one of the two tracks passing through downtown Dayton from Second Street to Miami City Junction. The CR main through downtown Springfield was single tracked years ago. Presently, most CR freight traffic, along with several GTW run-throughs, moves over this line at night.

With the present levels and pattern of CR traffic, OARP believes the largely single-tracked line can still readily accommodate up to 3 3-C passenger round-trips a day with little interference problems from freight trains. We'll continue to watch this and keep you posted.

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.

A MESSAGE TO OUR MEMBERS FROM YOUR PRESIDENT...

"I am personally chagrined over the failure of the U.S. Postal Service to handle our Fall Meeting special mailer in a timely fashion. Believe me, I heard from many of you and I am well aware there was a major problem! I know we DID take the mailing to the Dayton Post Office just about one month prior to the October 22nd Meeting. And I know a few people didn't receive this mailing until several days after the Meeting!"

"As a result, realizing our OARP members deserve better, I have directed that all mailings to our current MEMBERS shall go by first-class mail or first-class presort mail. We will continue to send mailings to non-members using the third-class bulk rate. Maybe this will encourage more to JOIN OARP and reap the benefit of expedited receipt of the 6:53 and special mailings! This change in mailings will cost us more; and I want you to be aware of that, too."

OARP Pres. Thomas R. Pulsifer

THANKS; OARP BOOTH STAFFERS!

OARP had a display booth at three Railroad Shows recently. Al Wolf coordinated the Dayton Show November 12 & 13 at Hara Arena and Chuck Young coordinated two Columbus opportunities, at the State Fairgrounds November 26 & 27 and at Veterans Memorial on December 3 & 4. Thanks to booth staffers John McCann, Paul Bunting, Stuart Petersen, Steve & Johnene Klipfel, Bob Reed, Gerald Ericksen, Bob Schwenke, Manfred Orlow, Al Wolf, George Bayless, John Edminson, Tom, Eloise & Bethany Pulsifer for working the Dayton show. Thanks to John McCann, Dave Lebold and Chuck Young for working the Columbus shows. We did pretty well at all three shows, selling calendars and magnets and recruiting some new members. Thanks also to Frank Stoy and Dennis Hale for arranging for all the Amtrak materials we handed out at all three events. Thanks to all who cooperated in giving their time to get out the OARP message and dispense Amtrak timetables and information.

POST-FALL POTPOURRI

---- by OARP Government Affairs Director Manfred Orlow

Another year has ended and we still don't have our trains! Ohio will slip and slide its way through another Winter with almost no affordable intrastate public transportation for its citizens and visitors.

Are we any further toward our goal?

Yes, we certainly are, in several ways. But first, let me report some recent happenings... In November we elected a new President and members of Congress and the Ohio Legislature. Of the three, the most significant change for rail passenger service will probably be President-Elect Bush. While he is not opposed to mass transportation in general, according to NARP, Bush does not see it as being essential to this nation. Likely it will be another year of fighting for the necessary budget dollars between the pro's and con's of Amtrak. There is also serious discussion of an incremental 50¢ per gallon increase in gasoline taxes over a period of 5 years (10¢ annually) and that a portion of such a tax would be designated for mass transit. This is a very positive move toward budget independence for Amtrak. More on this later as thoughts turn hopefully into deeds!

Former Ohio Senate President Paul Gillmor of Port Clinton has been elected to Congress. If YOU live in his district, write to him NOW to express your feelings about rail passenger service while his list of constituent concerns is still fresh and clear.

The Ohio Senate has two new members; Betty Montgomery of Perrysburg replacing Gillmor, and Charles Henry of Chardon replacing Dean Conley. Former Senate Finance Committee Chairman Stanley Aronoff (R-Cincinnati) is now the new President of the Ohio Senate.

In the Ohio House; Madeline Cain (D-Lakewood) replaces Francine Panehal, Frank Mahnic (D-Garfield Heights) succeeds Robert Jaskulski, Tim Greenwood (R-Toledo) replaces Arlene Singer, Raymond Sines (R-Perry) succeeds Robert Hagan, and Katherine Walsh (D-Oberlin) replaces Marie Tansey.

Early in 1989 OARP will once again provide our handy OHIO LEGISLATIVE DIRECTORY to our members and friends to assist YOU in contacting YOUR elected officials. YOU should write these newly elected legislators if you reside in their districts and express your thoughts on modern passenger trains in Ohio.

Finally, the 3-C Legislation... No; it will not pass this year. Yes, next session should give us a better chance than we had in 1988. Why? There is no one individual or group to blame. All those who were ACTIVE (and you know who you are) should pat themselves and each other on the back for a job well done. In our own way and with our extremely limited resources we have kept the issue of conventional-speed rail passenger service alive. According to one of the legislation's sponsors, "It has now had a chance to mature."

What is still lacking is the proverbial "groundswell of support" (quoting a recent Cleveland Plain Dealer editorial). From a practical standpoint that means very little support has been voiced by enroute community leaders -- the movers and shakers, if you will. They are normally the greatest influence on city and county governments and also with our members of state government.

With this in mind, a new coalition representing cities, chambers of commerce, state Departments of Development (travel & tourism) and Transportation, OARP and the private sector has been formed at the request of Ohio Senator H. Cooper Snyder (R-Hillsboro), prime sponsor of the 3-C legislation. He and State Rep. Frederick Deering (D-Monroeville) will agree to reintroduce new updated bills with revised cost figures and push for passage IF:

1. The new coalition (being incorporated as the ALL ABOARD, OHIO Committee) will maintain a liaison relationship with each enroute station-city, chamber of commerce, OARP and the private sector. There have already been two meetings of this ad hoc group, being chaired by Cleveland attorney James Betts, a former state legislator.
2. The Committee will try to get a firm commitment of support from each entity along the route, rewrite and update the new bills and work together for their passage. What is significant is that someone from the private sector will be chairing the coalition with full participation of the cities and chambers -- something we have not so far been able to do.

OARP members being invited to attend thus far have been Howard Harding, Ron Myers, Bill Hutchison and myself.

In closing I wish you (and ourselves!) a Happy and Prosperous New Year!

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!

MEMBERSHIP APPROVES DUES INCREASE, RAILBANKING RESOLUTION, AT OARP FALL MEETING

We had 46 in attendance at our Fall Meeting in Strongsville on October 22nd, despite the major problem we had with the USPS delivering our special Meeting Notice mailer. Our own PHIL PASTER-AK, Transportation Specialist with the Northeast Ohio Areawide Coordinating Agency (NOACA) was our featured Guest Speaker and provided us with a comprehensive update on NOACA Rail Activities.

Members voted unanimously to accept your Board-recommended dues structure, effective January 1, 1989. New memberships are \$15.00. Renewals are \$20.00 (Regular), with renewals for full-time students and senior citizens (retired and on fixed income) remaining at \$15.00. Family members may still be enrolled for \$5.00 each in addition to base dues for the primary member. Renewal cards, reminder cards and OARP membership flyers are being reprinted with the new rates shown. Pres. Pulsifer related the only input he received regarding the proposed dues increase was from several of our older members on fixed incomes. The new dues structure answers this input.

Members also approved a Resolution initiated by Bob Boyce and refined by Ben Farah recommending that legislation be enacted to fund the acquisition of rail property for the purposes of preserving essential railroad tracks in the state for potential future use as passenger rail routes.

The OARP Board established a new policy/formula on reimbursing long-distance phone calls on OARP business and also established a policy on use of OARP's mailing lists. Members got an opportunity to view Ken Prendergast's video presentation on Ohio's 3-C Corridor proposal. There was some discussion on modifying, in 1989, the thrust for the 3-C to include Cleveland-Pittsburgh and identify other potential intercity corridors in Ohio (making it more of a "statewide" concern).

Those attending received a small supply of OARP's new 1989 Calendars at no charge and many went home with some unique door prizes.

CLEVELAND WILL HOST SIXTH HSR CONVENTION, MAY 16-19, 1989 AT DOWNTOWN BOND COURT

The 25th Anniversary of High Speed Rail will be observed when the 6th International Convention on High Speed Rail is held in Cleveland next May at The Bond Court, Cleveland's newest and most luxurious downtown hotel. State Sen. Robert J. Boggs, a member of the HSRA board and Chairman of the Ohio High Speed Rail Authority, will chair the convention. This convention will bring together manufacturers of equipment, consulting firms, operators of high speed trains in other countries, U.S. and Canadian proponents of high speed rail, federal, state and local officials interested in the proposals for and existing systems of high speed rail. HSRA is extending to OARP MEMBERS a special convention fee of \$150 (before January 1st) and this includes all programs, printed materials, the reception, the Annual Dinner, two luncheons, coffee breaks, and other convention activities to be scheduled. A special mailing to OARP MEMBERS with complete convention details is being planned. Register at the special low rate by sending a check payable to HIGH SPEED RAIL ASSOCIATION, 206 VALLEY COURT, SUITE #800, PITTSBURGH, PA 15237.

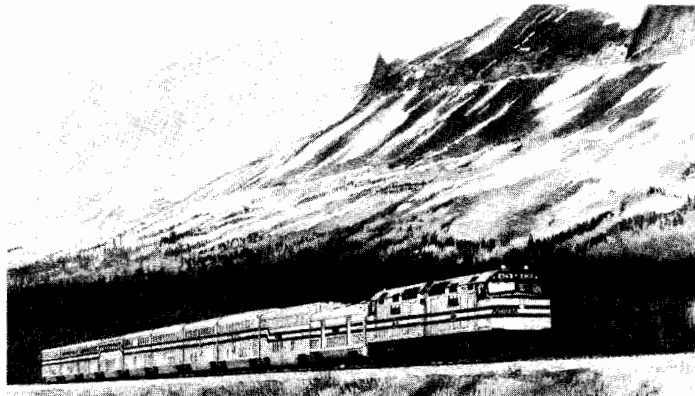
BACK TO "SQUARE ONE" FOR SANDUSKY AMTRAK STATION: AMTRAK REJECTS NEW SITE CHOICE

In mid-November Amtrak officials vetoed relocating the Sandusky Amtrak station from its present Depot Street (off Hayes Avenue) site to a location on Cleveland Road at Trader Jack's, close to the entrance to Cedar Point. The main reason? Amtrak felt it could not afford the \$15,000 necessary to build a new platform with handicapped access ramp adjacent to the Conrail mainline. OARP's Sandusky Regional Coordinator John Kempton said he felt the City had been more than fair with Amtrak in the matter of relocating to the Cleveland Road site which would have been an almost ideal location. Both Kempton and Amtrak District Supervisor Frank Stoy stated that the city is pursuing other alternatives because they want to keep their Amtrak service. Early in December a second proposed site, off George Street in a city-owned industrial park on the west side of the city, was considered -- then rejected by the city as being too isolated and potentially as dangerous as the present site on Depot Street. Latest word OARP has is that the city will cooperate with Amtrak to help improve conditions at the Depot Street station site and try to act to improve neighborhood conditions which tend to attract unsavory elements at night. We understand the local historical society has expressed recent interest in preserving and putting new use to the old NYCRR depot, adjacent to the small station Amtrak uses. In the meantime the Sandusky police will increase patrols at the Amtrak station and will be on hand at train times.

REMINDER: NEW AMTRAK TIMETABLES WILL TAKE EFFECT ON JANUARY 15th, 1989. Only change affecting OHIO, a slight schedule adjustment for the westbound CARDINAL, Train #51.

TAKE AMTRAK FROM JANUARY TO DECEMBER

Amtrak's 1989 calendar, pictured here, is now available. This year's calendar features another beautiful painting by artist Gil Reid, from a series done exclusively for Amtrak. The 1989 calendar is available in small quantities at the following discount prices (shipped to the same address).



Amtrak's Empire Builder, on its route between Chicago, Portland and Seattle, offers spectacular views of snow-clad Glacier National Park.

1 @ \$ 5.00	6 @ \$17.00
2 @ 9.00	7 @ 19.00
3 @ 12.00	8 @ 21.00
4 @ 14.00	9 @ 23.00
5 @ 15.00	10 @ 25.00

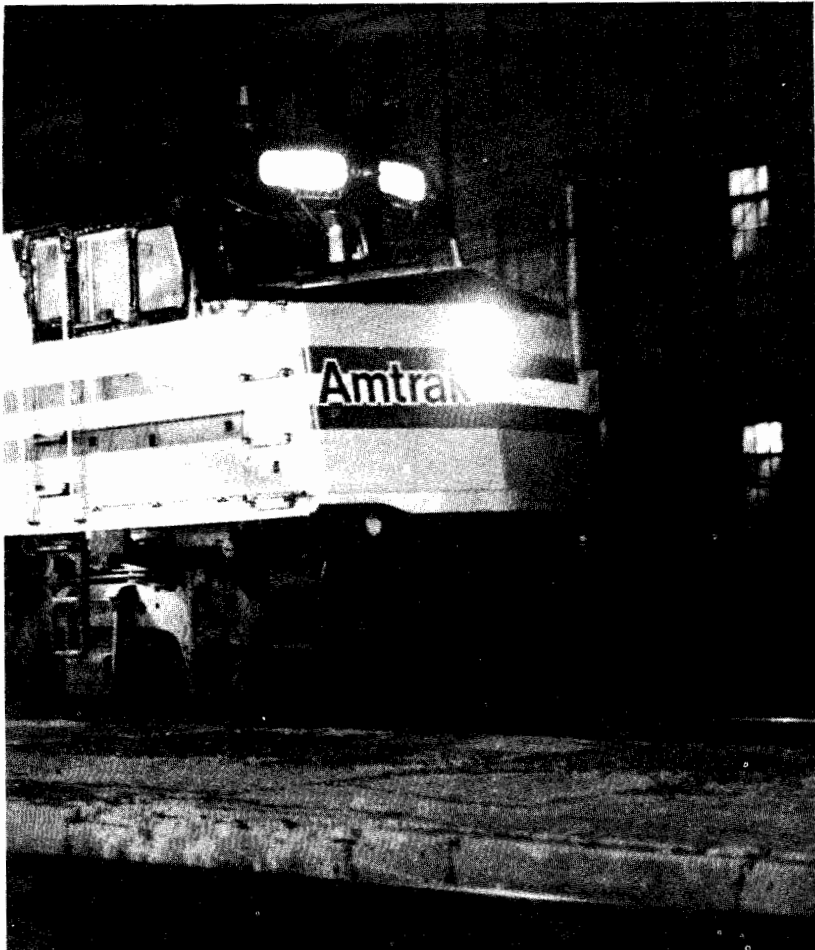
***CHECKS OR MONEY ORDERS ONLY — NO CASH.** Make checks payable to Amtrak Calendar. Allow 2 weeks for delivery.

mail to: Amtrak Calendar, P.O. Box 7717, Dept. W,
Itasca, IL 60143.

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ORDER OARP'S OWN CALENDAR FOR '89!

We hate to brag, but many who have seen our OARP 1989 Calendar agree it is our "best calendar yet" and that it's "well worth the increased cost". We really encourage your Calendar orders and we will ship your Calendars promptly upon receipt of your request. Please use the general order form on the last page of this 6:53.

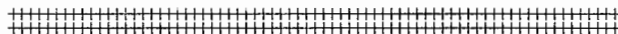


Reproduced here is but a small portion of member Dave Mangold's photo which appears in full color on OARP's 1989 Calendar; depicting Amtrak's CAPITOL LIMITED at Canton, Ohio. True, the price is increased this year -- from 10¢ each to 25¢ each -- but you'd pay as much or more for a simple postcard! Our Calendar is more useful, featuring the whole year at a glance 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. Our Calendar measures a handy 9" x 12" and is printed on quality coated card-stock.

TO ENCOURAGE QUANTITY ORDERS; 50 @ 23.5¢ each, 100 @ 21.5¢ each, 150 @ 19.5¢ each, 200 @ 17.5¢ each, 250 @ 15.5¢ each. Larger orders, contact Tom Pulsifer and he'll negotiate with you!

WE DEPEND ON YOU (our members) TO HELP GET OARP'S NEW 1989 CALENDARS INTO CIRCULATION!

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



The CARDINAL is the last train in the Amtrak System to be operated by railroad (CSX between Indianapolis and Washington, DC) crews and not Amtrak crews. ¶¶¶¶ The 3rd Turboliner train re-conditioned at Amtrak's Beech Grove Maintenance Facility moved through Ohio (Bellefontaine - Galion - Cleveland) on Tuesday, November 8th enroute to Albany-Rensselaer, NY and service in the Empire Corridor. ¶¶¶¶ Amtrak quietly ended its Family Plan on December 1st. ¶¶¶¶ Amtrak has renamed its EAGLE as the TEXAS EAGLE and the Dallas - Houston section began operation on November 16th, also serving College Station/Bryan and Corsicana. OARP has heard that this new service is enjoying almost immediate success with several trips completely sold out in late November. ¶¶¶¶ The PALMETTO now runs through to Jacksonville (from Savannah) and baggage service has been retained. The Jacksonville extension was implemented November 15th. ¶¶¶¶ OARP understands FY88 was Amtrak's best ever with revenues of \$1.1 billion, passenger-miles of 5.6 billion, and a 69% (a record) cost recovery ratio! Amtrak carried 21.5 million passengers! On the minus side, 70% on-time performance systemwide and a 15% increase in passenger complaints. ¶¶¶¶ In California, Amtrak's SAN JOAQUIN trains had a 99% cost recovery ratio for the month of September 1988! ¶¶¶¶ Can you help? An OARP member is searching for Riley Boosters Club 1970 printed timetables or folders. Contact BILL STAIGER, 4229-A King George Dr., Harrisburg, PA 17109. ¶¶¶¶ CONGRATULATIONS to Amtrak's Chicago Public Affairs Spokesperson Debbie Marciniak on her recent marriage! She is now Deborah Hare. ¶¶¶¶ OARP extends our sincere sympathy to the family of John Stough of Findlay (former member of the Ohio Rail Transportation Authority) and to the family of Terry Bauer (Amtrak agent at Toledo). Stough died November 23rd and Bauer was killed in an auto accident on November 4th. ¶¶¶¶ THANKS to Bob Norman of the Crestline YMCA for making OARP's membership flyers available to passengers using Amtrak's Crestline station. ¶¶¶¶ OARP's Lima Regional Coordinator JOHN H. KELLER reports the 101-year-old Amtrak station has recently been completely repainted and the parking lot has been improved. The roof is slated for repairs this Spring. ¶¶¶¶ OARP has learned that Conrail plans to take its big Cuyahoga River Drawbridge (just west of the Cleveland Amtrak Station) out of service this year for up to 3 months for rehabilitation work. Amtrak's Frank Stoy says Amtrak has yet to be officially notified. The LAKE SHORE can be routed over a different bridge in The Flats and a slower detour route which involves a lengthy back-up move to reach the Lakefront station. There are rumors of a temporary station stop in the CR Collinwood Yards. OARP will try to keep you posted. ¶¶¶¶ OARP has been politely taken to task for reporting incidents of vandalism to autos parked at some Amtrak stations in Ohio. Some Amtrak folks feel that by reporting these incidents we are discouraging people from using these Amtrak stations. Not so. True; the incidents at Canton, at Cincinnati and quite recently at Lima have been ISOLATED incidents. It is also true that some people who leave expensive cars or vehicles loaded with add-on accessories (particularly electronic in nature) may be asking for trouble. We will continue to advise AGAINST leaving cars parked long-term at SANDUSKY and HAMILTON because of questionable neighborhood conditions. You should have no problems at the other stations as long as you use common sense -- do not leave expensive or "loaded" vehicles. ¶¶¶¶ Member DAVE LEBOLD reports the new Spring-Sandusky highway interchange project near downtown Columbus will cost \$133 million with main benefit to downtown commuters. Think what \$133 million could do towards a rail passenger system benefiting ALL Ohioans! ¶¶¶¶ The remainder of Dayton Union Station is now being demolished and all remaining entryways to the structure will be sealed off permanently. ¶¶¶¶ OARP has registered with the ICC objection to Conrail's proposed abandonment of the Pittsburgh-Columbus line between Dennison and Cadiz Junction, which would render the line useless as a thru route for future rail passenger service. ¶¶¶¶ AL WOLF presented a short talk on OARP and the 3-C Project to the Tecumseh Group of The Ohio Sierra Club in Troy on November 8th. We also note a reasonably good response to OARP's ad in the November-December issue of The Ohio Sierran. New memberships as a result of this ad continue to come in. ¶¶¶¶ OARP member DAVE PUTHOFF (50 Hayden Drive, Cincinnati 45218) is willing to speak to southwest Ohio audiences on his travel experiences on TGV trains in Europe, including a videotape and slides. A letter from DAVE recently was published in the Cincinnati Enquirer concerning relocating Amtrak back to Union Terminal. ¶¶¶¶ A freak tornado derailed a Conrail TrailVan train east of Toledo October 24th causing both eastbound and westbound LAKE SHORES to be detoured over the Norfolk Southern between Cleveland and Toledo via Bellevue. Eastbound #48 was 7 hours late into Cleveland. Westbound #49 left the Cleveland Amtrak station on time and pulled into Toledo at 5:30pm, delayed by difficulty in getting "pilot" crews through interchanges normally used only for freight cars, consuming 4 hours just to get out of the city of Cleveland and 2½ hours to get through the Toledo railmaze. CR had refused to reroute the trains either via the Ft. Wayne line or via Toledo-Ridgeway-Galion-Cleveland. ¶¶¶¶ OARP's LARRY GEORGE reports the Toledo depot situation deteriorating with the building poorly heated and concerns for safety of the Amtrak clerks in the nearly deserted station. ¶¶¶¶ Amtrak ran an unpublicized inspection trip October 8th from Chicago to Deshler to Cincinnati over the CSX, possibly to consider that routing for a CARDINAL detour route if necessary.

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 \$15 for your first year; \$20 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 xxxx OARP PENCILS --- sold out ---
- SEND OARP (logo) METAL LAPEL PINS ea. 3.50
- SEND xxxx OARP MAGNETS --- sold out ---
- 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.

Updated DECEMBER 1, 1983

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

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| 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, 616 Sherwood Drive, Mansfield 44904 | 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 |
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| 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 |
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| OHIO VALLEY | (vacancy) | |

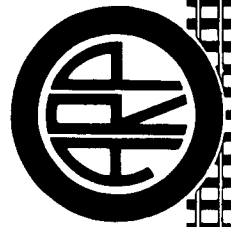
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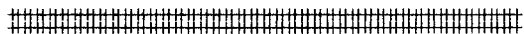
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UPCOMING OARP MEETINGS:

OARP/MARP/IndARP/NARP REGION 6
JOINT MEETING
on SATURDAY, MARCH 18th, 1989
at INDIANAPOLIS
hosted by IndARP and including a tour of
Amtrak's Beech Grove Maintenance Facility

OARP 1989 ANNUAL MEETING MAY 1989
Guest Speaker: OWEN HARDY, Editor & Publisher,
The International Railway Traveler
in DAYTON date to be announced

**OHIO ASSOCIATION OF
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