

the 6:53

JUNE 1989

OHIO ASSOCIATION OF RAILROAD PASSENGERS

ISSUE #83

WILL THERE BE TWO DAILY AMTRAK TRAINS IN THE CLEVELAND-PITTSBURGH CORRIDOR?

OARP CONTINUES WORK FOR NEW SERVICES!

A Cleveland - Pittsburgh Update

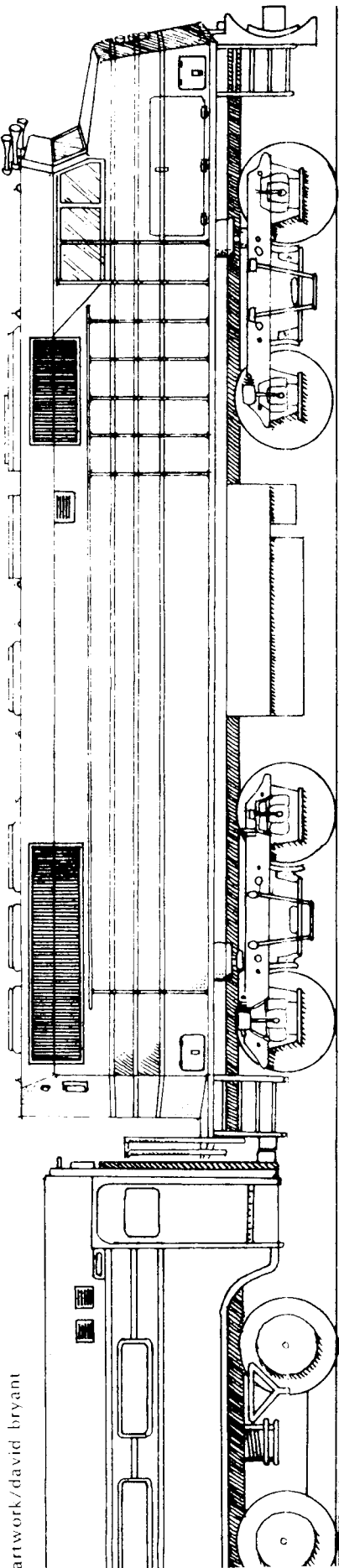
by KEN PRENDERGAST, Coordinator of OARP's new Cleveland -
Pittsburgh Corridor Special Project

This is the first column I am writing as Coordinator for the newly-established Cleveland-Pittsburgh Corridor Project. At the OARP Board Meeting on May 20th, the Board approved the creation of an OARP Special Project for the CLE-PIT Corridor, and whereby I would be the Coordinator for this Project. I appreciate this opportunity to lead this worthwhile and successful effort! This new Special Project will not drain on OARP's Treasury. Expenses will be incurred only as Project-specific contributions are received. OARP has made requests for contributions ranging from \$500 to \$4000 from various on-line communities and businesses. As the grant money comes in, Project expenses will be incurred, but not before. If you have ideas of who should be approached for grant money, let me know.

Enough talk of what we're going to do. I would like to update some of what OARP and Amtrak have been doing in the last two months...

Foremost, the Amtrak study on the PENNSYLVANIAN extension is essentially complete. However, it has not been released to the public as of this writing. I am disappointed that Amtrak is dragging their feet on the completion and release of the study's final results. Although the specifics have not been released, OARP understands that the approach Amtrak is taking in drafting the study is quite positive and enthusiastic. This doesn't necessarily translate into a train extension; two things must happen first. One -- Amtrak must get approval from Conrail to operate the train over the freight-only Cleveland to Alliance segment. This may not be a problem. But, Amtrak is including a CAPITOL LIMITED reroute in the negotiations which IS a problem to Conrail. It seems that Conrail is willing to run one train, but not both. We'll see!

Two -- The Amtrak Board of Directors must approve the extension to Cleveland. This is not as assured as it sounds. I have no indication on how the Board might vote. One way to find out, and to get the kind of vote we want, is that OARP members should encourage their U.S. Congressmen to express support for the PENNSYLVANIAN extension to the Amtrak Board. If you would like some assistance in doing this I would be glad to help. Thus far, Congressmen Dennis Eckart (Mentor), James Traficant (Youngstown) and Joe Kolter (Beaver Falls, PA) have expressed support for



the train service extension. Regardless, these are the two main barriers remaining before the PENNSYLVANIAN is extended to Cleveland. We have come a long way, but there is still much work to be done.

On the local front, OARP is working with the on-line communities to prepare them, financially speaking, to be ready to build/rebuild their train stations. While Ravenna is the only community to formally set aside city funds for a train station, Alliance and Lordstown are close behind. Alliance is considering an ordinance that would authorize the city to reserve \$15,000 for a station facility. Lordstown is looking at setting aside \$94,000. OARP is gradually directing its focus towards the Youngstown route, as most tasks for the Alliance route are essentially complete.

While OARP is working to complete tasks needed to make the Youngstown route viable, we hope to have the PENNSYLVANIAN running via Alliance during this effort. The extension would serve as a visible demonstration to the doubters and naysayers that passenger trains can be a popular travel alternative for Ohioans. This should make OARP's 3-C Corridor and Youngstown route efforts easier with this daily (and daylight) "demonstration" running between Cleveland and Pittsburgh.

Now, and in the coming weeks, I will be looking for ways to increase OARP's visibility in Northeast Ohio. One way is to open an OARP office in the Ravenna area. I am working out an arrangement so we can do this and do it cheaply. Also, I am looking for someone to donate office furniture and office equipment (copier, typewriter, etc.). If you know someone willing to donate these items, please get in touch with me.

I hope to provide a clearer indication in the next issue of the 6:53 as to whether Amtrak will extend its PENNSYLVANIAN to Cleveland via Alliance. I also hope that you can attend our OARP/KARP Midsummer Meeting in Youngstown on July 15th. KARP (Keystone Association of Railroad Passengers) members and officers from Western Pennsylvania will also be attending. Our prime focus of this meeting will be the CLE-PIT Corridor. You will have the opportunity to meet city officials, businessmen, and others who are working on this project. It should be a very interesting meeting!

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

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TROY	MIAMI COUNTY AUTO CLUB	513/339-0122
WEST CHESTER	WEST CHESTER TRAVEL, INC.	800/634-8150

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 OHIO Agency and one LOCAL or PRIMARY PHONE NUMBER which may be a "WATS" number. Rev Feb 89

OARP's "RIDIN' FINE IN '89" SPECIAL MEMBERSHIP CAMPAIGN IS UNDERWAY! REMEMBER... NEW MEMBERS WHO JOIN USING THE SPECIAL "RIDIN' FINE IN '89" OARP MEMBERSHIP FORMS ARE ELIGIBLE TO WIN AN AMTRAK ONE-REGION ALL ABOARD FARE! OARP MEMBERS WHO RECRUIT NEW MEMBERS ARE ALSO ELIGIBLE TO WIN AN AMTRAK TWO-REGION ALL ABOARD FARE! THE OARP MEMBER WHO RECRUITS THE MOST NEW MEMBERS WILL WIN AN AMTRAK THREE-REGION ALL ABOARD FARE! MEMBERS WHO ATTENDED OARP'S MAY 20th DAYTON MEETING EMPTIED A WHOLE CARTON OF THE SPECIAL MEMBERSHIP FORMS AND WENT BACK TO THEIR HOME COMMUNITIES AND GOT TO WORK. YOU CAN REQUEST A SUPPLY OF THE MEMBERSHIP FORMS BY MAIL. PLEASE SEND OARP A DONATION OF \$1.00 IF YOU WANT MORE THAN 12. YOU MAY REQUEST WHATEVER NUMBER OF FLYERS YOU CAN REASONABLE EXPECT TO USE. PLEASE CHECK OUR APRIL 6:53 FOR COMPLETE DETAILS ON THIS EXCITING MEMBERSHIP DRIVE!

Cover Photo: Planning to travel by train this Summer? Whether you go by Amtrak or by VIA Rail in Canada, OARP strongly suggests making your reservations early. Avoid weekends if possible. All indications are that the trains will be full again this Summer. People in the know know that the modern passenger train is the way to go! Enjoy the civilized way to travel! The photo of a typical long-distance Amtrak train is courtesy of Amtrak.

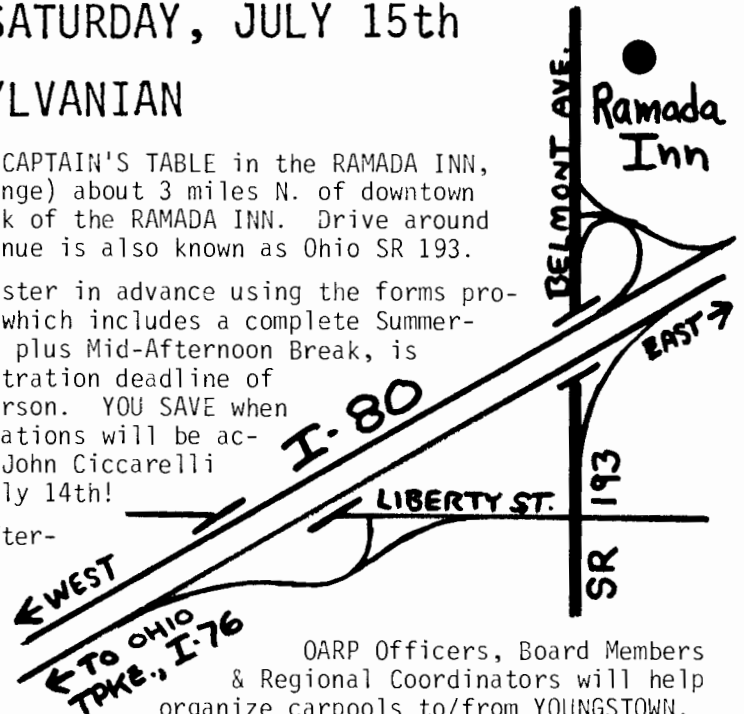
OARP MIDSUMMER MEETING / SATURDAY, JULY 15th

PERSPECTIVES ON THE PENNSYLVANIAN

OARP's MIDSUMMER MEETING will be held at the CAPTAIN'S TABLE in the RAMADA INN, 4255 Belmont Avenue (just N. of I-80 interchange) about 3 miles N. of downtown YOUNGSTOWN. The meeting rooms are in the back of the RAMADA INN. Drive around either end and park in the rear. Belmont Avenue is also known as Ohio SR 193.

So OARP can plan for your coming, please register in advance using the forms provided at the bottom of this page. The cost, which includes a complete Summer-time Buffet Luncheon, Morning Coffee & Rolls, plus Mid-Afternoon Break, is \$12.50 per person. Note that after the registration deadline of JULY 12th the cost will rise to \$14.00 per person. YOU SAVE when you register in advance! Last minute registrations will be accepted, but at \$14.00 per person, by calling John Ciccarella in Girard, Ohio at 216/545-2973 before 9pm July 14th!

Youngstown area persons attending ONLY the afternoon forum will be asked to donate \$5.00 per person to help defray meeting expenses. Pre-registration is requested so we can adequately accomodate everyone in the meeting room at the RAMADA INN.



OARP Officers, Board Members & Regional Coordinators will help organize carpools to/from YOUNGSTOWN. Call if you need, or can provide, a ride. **** Please plan to arrive before 10:45am!

T I M E T A B L E for the day:

- 10:00am OARP Board Meeting.
Registration Opens. Coffee & Conversation. Displays Open.
- 10:45am OARP Business Meeting; including concerns from Regional Coordinators, report from the OARP Board, "Ridin' Fine In '89" update, plans for OARP 1989 Fall Meeting, and concerns from the membership.
- 12:00nn A SUMMERTIME BUFFET.
- 1:30pm PERSPECTIVES ON THE PENNSYLVANIAN -- The Push For Amtrak Service In The CLEVELAND-to-PITTSBURGH CORRIDOR; an information-for-action forum including activists from The Ohio Association of Railroad Passengers, The Keystone Association of Railroad Passengers, local officials and passenger train supporters.
(Refreshment Break at 2:45pm) (We will NOT be awarding door prizes at this meeting.)
- 4:00pm Adjourn.

(You may use photocopies of these Registration Forms.)

<p>OARP MIDSUMMER MEETING / JULY 15th, 1989</p> <p>Name _____</p> <p>Address _____</p> <p>City/State/ZIP _____</p> <p>Phone Number _____</p> <p>() "ENTIRE DAY" \$12.50 per person. (\$14.00 after JULY 12th.)</p> <p>() "FORUM ONLY" \$5.00 per person, to help defray meeting expenses.</p> <p>Make your check/money order payable to "OARP". Please register ONE person per form. MAIL TO: OARP, P.O. BOX 653, XENIA, OH 45335.</p>	<p>OARP MIDSUMMER MEETING / JULY 15th, 1989</p> <p>Name _____</p> <p>Address _____</p> <p>City/State/ZIP _____</p> <p>Phone Number _____</p> <p>() "ENTIRE DAY" \$12.50 per person. (\$14.00 after JULY 12th.)</p> <p>() "FORUM ONLY" \$5.00 per person, to help defray meeting expenses.</p> <p>Make your check/money order payable to "OARP". Please register ONE person per form. MAIL TO: OARP, P.O. BOX 653, XENIA, OH 45385.</p>
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AMTRAK RIDERSHIP AT OHIO STATIONS

Station	FY88	%Chg	5/88-4/89	%Chg
TOLEDO (a)	61,229	+ 9%	65,513	+11%
CLEVELAND	36,412	- 5%	39,306	+ 1%
LIMA	16,013	+ 7%	16,640	+ 1%
CANTON	12,576	- 7%	12,985	- 8%
CINCINNATI	12,407	- 2%	13,655	+ 8%
CRESTLINE	7,956	- 1%	8,320	- 4%
BRYAN	5,751	+23%	5,735	+11%
ELYRIA	4,612	-12%	5,085	- 2%
SANDUSKY	3,377	- 1%	3,336	- 4%
HAMILTON	1,530	+ 1%	1,836	+19%

(a) Count includes passengers getting off the LAKE SHORE and immediately boarding the LAKE CITIES and vice versa.

The % Change is from the previous year, same time period.

THANKS to Debbie M. Hare of Amtrak's Corporate Communications Chicago Office for providing this data to OARP.

CONGRATULATIONS TO KEN PRENDERGAST!

"The Cleveland-Pittsburgh Corridor: The Case For Extending The Pennsylvania", an illustrated feature article by OARP's own KEN PRENDERGAST appears in the May 1989 issue of Passenger Train Journal. A single copy of the May issue may be had by sending \$3.50 to PTJ, P.O. Box 6128, Glendale, CA 91225. The price here includes postage. Ken serves OARP as Akron-Canton Area Regional Coordinator and was appointed May 20th as Project Coordinator for OARP's new Cleveland-Pittsburgh Corridor Special Project. In addition to his efforts in behalf of OARP, Ken is a full-time student at Kent State.

Congratulations, Ken, on having this fine, detailed article published!

CHARTERED AMTRAK BUS OVERTURNS NEAR TOLEDO; 46 INJURED, TWO IN SERIOUS CONDITION

On Wednesday, June 14th, a chartered Amtrak bus crowded with 52 passengers, who missed their connection from the LAKE SHORE LIMITED to the LAKE CITIES, skidded on rain-slicked I-75 just north of I-280 at Toledo and overturned into a ditch. 46 passengers were taken to area hospitals, with seven admitted. Two were reported in serious condition. During an investigation, Toledo Police investigator Robert Heubner related that the driver of the Shortway Company bus, Ronnie Nelson of Toledo, was cited once in March for speeding in Wyandot County and once in April for speeding in Butler County, both times while driving a Shortway charter. The bus was taking the connecting passengers to Dearborn's Amtrak station where they were to "catch up" with the LAKE CITIES. It takes the train 2 hours to run from Toledo to Dearborn, but the bus can do it in one hour. The LAKE SHORE that morning was running 1:19 late. Normally, the westbound LAKE CITIES train is not held at Toledo. Amtrak frequently must charter a bus for connecting passengers.

In other TOLEDO news from Larry George... The Central Union Terminal situation continues to deteriorate. Only Conrail police and a clerk or two remain in the building along with the snack bar and Amtrak. The snack bar is now open only at Amtrak train times. Until recently it was open 24 hours daily. It's obvious it won't survive long on its present basis. The Amtrak ticket office is now on a split-shift (8:00am-12:00nn, 10:45pm-12:45am daily) so that there will always be two agents on duty. On May 12th a female Amtrak agent working alone was attacked by a vagrant in the building. The agent was able to get away and was unharmed, but the vagrant was later shot during a scuffle on Summit Street with both Conrail and City Police. The vagrant died the following day.

OARP NO LONGER RECOMMENDS ANY LONG-TERM PARKING AT THE TOLEDO AMTRAK STATION. While there is no cause for any concern at train times, when there are lots of people around, we do have concern for other times because few are around, and the neighborhood is admittedly a "changing" neighborhood. Larry George has arranged a meeting for June 19th with U.S. Congresswoman Marcy Kaptur (D-Toledo) who is on the House Budget Committee and who has an interest in the Amtrak situation at Toledo. Larry reports that one of the Amtrak agents and several local activists will also attend this meeting.

Lastly, Toledo is the first Amtrak city in Ohio to see the new Bombardier-built Amtrak "Horizon" coaches in revenue service. The new cars have been showing up on the LAKE CITIES and it is reported that on one day the entire consist of the LAKE CITIES featured the new cars.

REMEMBER... YOUR DUES AND DONATIONS ARE STILL THE MAIN SOURCE OF OARP'S REVENUES

OARP "ANNUAL MEETING" (ELECTIONS) POSTPONED TO FALL --- LEADERSHIP TO CHANGE

"I have made the decision that it is time for me to step away from active, day-by-day involvement in the ongoing work of OARP."

OARP President Tom Pulsifer made this announcement -- first to the Board Meeting, then to the general membership -- at OARP's May 20th Meeting in Dayton. A motion was placed upon the floor, and approved by unanimous vote, to postpone our "Annual Meeting" (elections) to our Fall 1989 Meeting. This will allow OARP's Board to meet to plan an orderly transition of leadership. A Board Meeting is scheduled for June 24th in Delaware, Ohio, and the Board is expected to meet again prior to the July 15th Mid-Summer OARP Meeting in Youngstown. Following the May 20th Dayton Meeting, Pres. Pulsifer summarized his comments in a letter sent to all Officers, Regional Coordinators and Board Members. His comments are reprinted here for all OARP members...

"I am asking for your help in planning a smooth transition for new leadership of our Association, and in the conduct of its ongoing activities. We've worked so hard to get where we are, I want to be sure our ongoing work will continue in good order. "I have been actively involved with OARP from its inception in 1973, serving first as Secretary, then being elected President in 1976. I have enjoyed the years! I've enjoyed the many good, unique experiences that have come about thanks to OARP. Most of all I treasure the many close friendships that have been made!

"In recent years demands upon my time have steadily increased. It has gone way beyond the stage where I can deal effectively with the many OARP responsibilities in my "spare time". For the good of OARP I know it is time to stop. I openly tell you I have reached the point of "burnout" and have sometimes felt "trapped" by the mounting tasks at hand.

"I am personally disappointed that we don't have our 3-C Corridor up and running, and that we've not been more effective in dealing with our legislators in Columbus and with the present Ohio Administration. It has been very frustrating for me, but I don't consider this as a failure. We appear to be moving ever closer, and OARP must continue its work.

"At our Fall 1989 Meeting I will be pleased to place in nomination a new President for OARP!

"And I assure you that I will continue to be a loyal and active member, getting involved in some projects as time and resources permit. "Thank you for understanding."

OTHER HIGHLIGHTS OF OUR MAY 20th DAYTON MEETING... Forty-seven were present, including guest speaker OWEN HARDY from Louisville, KY. He is Editor and Publisher of The International Railway Traveler and spoke about "The 2nd Railway Revolution" he believes is coming in the U.S. Following his talk he presented two short films on German and French intercity passenger trains. Owen Hardy was present for our entire meeting, giving attendees opportunities to chat with him throughout the day. He also brought sample copies of his fine publication for those present who were not already subscribers.

In other business matters... The continuing tight financial situation was discussed. The OARP Treasury balance on May 11th was just \$494.07. Pleas were again made for more contributions for the special projects and the need for significant donations from outside sources. Manfred Orlow reported the Dayton Foundation Center has suggested that OARP establish an advisory board for assistance in approaching businesses for help, and a local United Way Skills Bank representative has already agreed to help us, at no charge to OARP. Ken Prendergast reported on the present state of negotiations for extending Amtrak's PENNSYLVANIAN into Ohio. Howard Harding (unable to be present) sent a report that the All Aboard Ohio Committee passed a resolution that the Ohio High Speed Rail Authority be directed to study a conventional rail approach to their goal. Larry George (also unable to attend) sent a report on deteriorating conditions within Toledo Central Union Terminal. Dave Buschert had attended the recent High Speed Rail Convention in Cleveland and noted that the convention did express some support for Amtrak. Mike Weber reported on the recent NARP Director's Meeting in Washington and feels, when the smoke clears, there will be full Federal funding for Amtrak.

A "surprise" guest at our meeting was the President of TRAC, the Train Riders Association of California, Dan Lovegren. Dan spoke to us about his TRAC organization and about California's Rail Bond Act (\$1,990,000,000!) for upgrading the state's public transportation and said chances seem good for its passage.

Thanks to George Bayless for making the arrangements for this Meeting!

NEW RAIL RESOLUTION IN OHIO SENATE!

by OARP Government Affairs Dir. Manfred Orlow

By the time you read this, an all-important passenger rail resolution will be in the hopper in the Ohio Senate as introduced by Sen. Cooper Snyder (R-Hillsboro) and a number of his Senate colleagues who are conventional-rail supporters. It advocates that the Ohio High Speed Rail Authority enter into a new role of planning for conventional-speed rail in Ohio. This is certainly a precedent, but the Authority currently has jurisdiction over all passenger rail developments in Ohio. This resolution asks that the Authority prepare a cost-study and planning document using its current high-speed rail budget for implementation of both the 3-C Corridor route and the Cleveland-Pittsburgh route extension.

Time period for the study is less than 6 months, but would include multi-level contracting with OhioDOT's Rail Division, other OhioDOT departments, Amtrak, and other private qualified contractors.

The resolution was originally drafted by Lou Jannazo and Barbara Brown of the OhioDOT Rail Division at the request of the All Aboard Ohio Committee, through Sen. Snyder. The Committee was formed last fall to include various city and chamber representatives, the Sierra Club, and, of course, OARP. Former State legislator and attorney James Betts of Cleveland chairs the All Aboard Ohio Committee.

The strategy for the resolution's passage is centered around the drafting and introduction of a new conventional-rail bill for this fall, using the cost figures gleaned by the OHSRA's study. Previous costs date back to 1984 and are no longer valid.

In other news, OARP will study fund-raising techniques. Those who attended our May 20th Dayton Meeting had a chance to meet a new volunteer for OARP who is interested in helping with financial support mechanisms. Her name is Cheryl Garrett and she is currently the Treasurer for The City of Dayton. Generously, her husband, Lionel, has also agreed to help our efforts.

Continuous funding for OARP has become critical and outside resources are badly needed even for minimum program efforts. Current membership dues support only internal OARP activities such as the newsletter, postage and the Calendar. That does not help us to get new trains to Ohio however, so an intensive effort outside the membership needs to be made to bring in the needed 3-C and PENNSYLVANIAN extension advocacy funding.

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

It's official! Amtrak will resume operation of the popular MONTREALER on July 18th. The daily overnight train between Washington and Montreal was suspended in April 1987 due to deteriorated track conditions on portions of its route. Between New Haven, CT, and Brattleboro, VT, the restored MONTREALER will operate over a temporary route by way of New London, CT, and Amherst, MA, while a segment of the train's former route between Springfield and East Northfield, MA, awaits repairs. A new permanent station stop will be established at Claremont Junction, NH. This is the first ever Amtrak passenger station IN New Hampshire! A temporary station stop at Amherst, MA, is being established while the MONTREALER is operated over the temporary routing via the Central Vermont Railway. The restored MONTREALER is the first regular passenger service to operate over the CVRy between East Northfield and New London since "Mixed Train" service was discontinued by the CVRy in the late 1940's. ¶¶¶¶ Amtrak has already resumed its popular weekend CAPE CODDER train service to Hyannis, MA. Trains operate northbound on Fridays and southbound on Sundays. The CAPE CODDER also provides a connecting Hyannis - Providence round trip on Saturdays. ¶¶¶¶ PLEASE WRITE YOUR CONGRESSMAN AND YOUR U.S. SENATORS! LET THEM KNOW YOU SUPPORT THE AMTRAK AUTHORIZATION BILLS; H.R. 2364 IN THE U.S. HOUSE OF REPRESENTATIVES AND S. 462 IN THE U.S. SENATE. URGE APPROVAL OF THEIR FUNDING LEVELS (\$630 million, \$656 million, \$684 million, and \$712 million for fiscal years 1989-92 respectively). IT IS IMPORTANT TO NOTE, HOWEVER, THAT AS ENVIRONMENTAL AND "GRIDLOCK" CONSCIOUSNESS CONTINUES TO RISE, THE NEED TO EXPAND AMTRAK WILL MAKE EVEN THE FUNDING LEVELS IN THESE BILLS INADEQUATE. AMTRAK AND TRANSIT FUNDING MUST BE INCREASED -- NOT DECREASED. ¶¶¶¶ OARP Board Member BILL HUTCHISON, JR. has attended a regional meeting of the Empire State Passenger Association (ESPA) in Dunkirk, NY, which focused on extending Amtrak EMPIRE SERVICE trains from Buffalo to Cleveland and adding more local station stops in New York and Ohio. Bill reported ESPA is anxious to work with OARP and we with them on this logical service expansion. Further ESPA meetings are planned on this. ¶¶¶¶ Amtrak agent MARY ALICE DARR at Cincinnati has been honored with an "Amtrak Bronze Star" award for her outstanding work in customer service, often arranging or helping arrange for Amtrak materials to be made available at area events and shows. ¶¶¶¶ Effective June 1st, OARP has an arrangement (at no cost to us) for discounts on HERTZ RENTAL CARS. The OARP/HERTZ I.D. cards and information will be mailed to all OARP dues-paying members, along with the long-awaited OARP LEGISLATIVE DIRECTORY, in the next general mailing.

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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.

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).

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

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

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

SEND _____ OARP 1989 CALENDARS w/Capitol Limited at Canton photo .. ea. .25
 Quantity orders; 50 @ 23.5¢ each, 100 @ 21.5¢ each, 150 @ 19.5¢ each, 200 @ 17.5¢ each, 250 @ 15.5¢ each.

Calendar orders: Please include minimum \$1 extra donation to help OARP cover Calendar mailing costs. Thank you!

SEND _____ OARP (logo) METAL LAPEL PINS ea. 3.50
 SEND _____ OARP (logo) WINDOW DECALS PRICE NOW REDUCED! ea. .25

SEND _____ OARP LEGISLATIVE DIRECTORY (1989)

SEND _____ OARP WALLET-CARDS listing Amtrak's toll-free train information and reservations phone numbers.

SEND _____ OARP MEMBERSHIP FLYERS

SEND _____ OARP's "ALL ABOARD OHIO" illustrated brochure detailing information on the 3-C Corridor Project.

SEND _____ SAMPLE COPIES OF "the 6:53"

SEND _____ OARP RAIL TRIP REPORT FORMS

SEND _____ AMTRAK NATIONWIDE TIMETABLE (see note above)

SEND _____ AMTRAK EAST-MIDWEST TIMETABLE

DIRECTORY of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC.

Updated to JUNE 1, 1989

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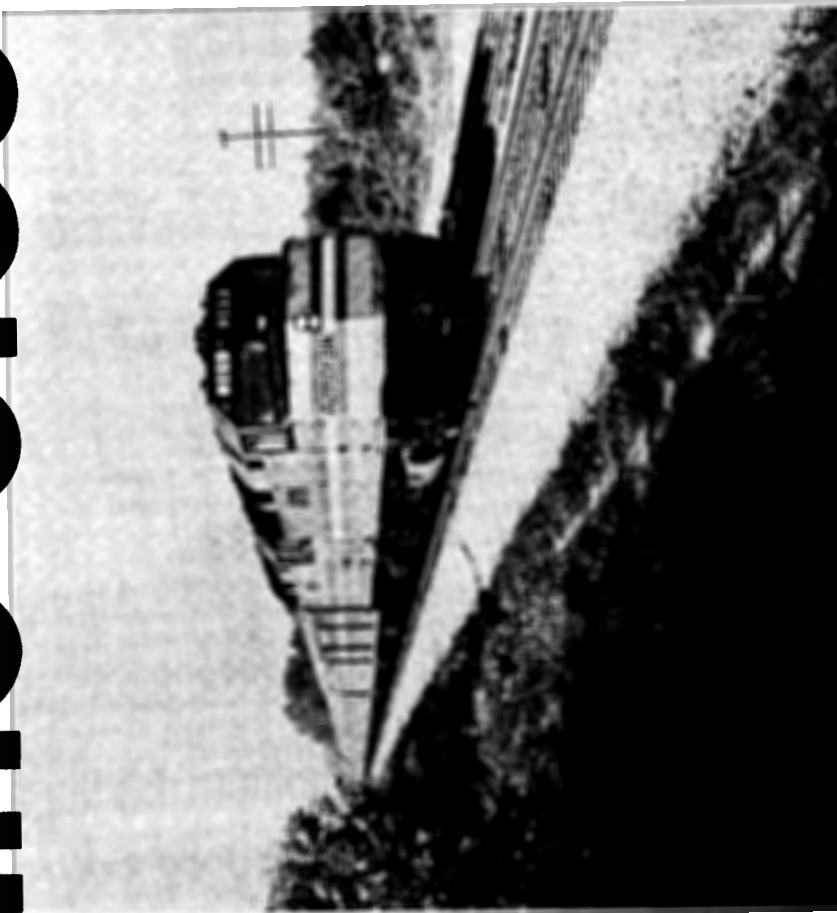
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Area 419: TOLEDO	LARRY GEORGE, 3020 Lantern Drive, Oregon 43616	419-698-2167
LIMA	JOHN H. KELLER, SR., 721 Woodward Avenue, Lima 45805	419-224-9936
SANDUSKY	(vacancy)	
MANSFIELD	RICHARD A. FRY, 616 Sherwood Drive, Mansfield 44904	419-526-3775
Area 513: CINCINNATI	W. MIKE WEBER, 11041 Bodwell Court, Cincinnati 45241	513-733-8911
CLERMONT COUNTY	RONALD D. GARNER, 1884 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
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 Bill Glasser, 3815 Ashwood Drive, N.W., Canton 44708

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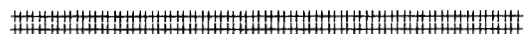
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UPCOMING OARP MEETINGS:

OARP MIDSUMMER MEETING
SATURDAY, JULY 15th, 1989
CAPTAIN'S TABLE AT THE RAMADA INN
4255 BELMONT AVENUE — in YOUNGSTOWN

"Perspectives On The Pennsylvanian" — an information-for-action forum on the push for Amtrak service in the Pittsburgh - Cleveland Corridor. Full details inside!

OARP FALL MEETING / to be held in COLUMBUS

Deadline for AUGUST issue: 08-05-89

OHIO ASSOCIATION OF RAILROAD PASSENGERS

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