

# the 6:53

December 1989

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 86

\* \* \* SPECIAL EDITION \* \* \*

## AMTRAK PLANS REROUTE OF CAPITOL LIMITED AND BROADWAY LIMITED

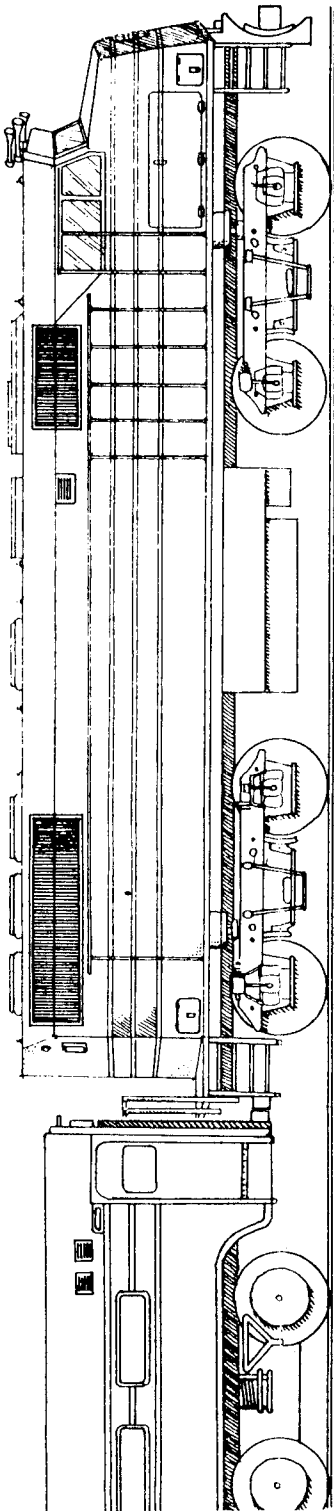
Debated over a long period, rumored for a number of years, cheered by many, lamented by some, and eagerly awaited by others: that would describe reaction by OARP members, newspapers, TV newscasts, and the public to the announcement of the preliminary agreement which was reached by AMTRAK with Conrail and CSX to reroute these two trains, probably within a year, and perhaps as early as next summer.

The BROADWAY LIMITED operates from New York to Chicago via Philadelphia, Harrisburg and Pittsburgh. The CAPITOL LIMITED operates from Washington to Chicago via Cumberland and Pittsburgh. West of Pittsburgh both trains currently operate over Conrail tracks through Canton, Crestline, and Lima Ohio, and Fort Wayne, Warsaw, and Valparaiso, Indiana, tracks which are being down-graded by Conrail because of limited freight usage.

The new route for the BROADWAY would take the train from Pittsburgh through Youngstown and Akron, Ohio, and Auburn, Indiana over CSX tracks. The CAPITOL will be rerouted from Pittsburgh through Alliance, Cleveland, and Toledo, Ohio, and South Bend, Indiana, using Conrail tracks (same route as the LAKE SHORE west of Cleveland). AMTRAK says that it will continue to serve Fort Wayne via a direct bus connection to the CAPITOL at Waterloo, Indiana (30 miles away) and the BROADWAY at Auburn, Indiana (20 miles away). This change will place both trains on mainline tracks which will continue to be maintained for higher speeds.

AMTRAK President W. Graham Claytor, Jr. said, "This change is necessary for the long term viability and reliability of the service." According to AMTRAK it would have been liable for all costs including track signals and maintenance - costs solely related to passenger services - and costs which might not have been covered by revenues and which would have hindered the efforts to reduce AMTRAK'S need for federal support. Conrail will build the track connection at Cleveland and prepare station platforms at new station stops. AMTRAK in turn will be seeking support and

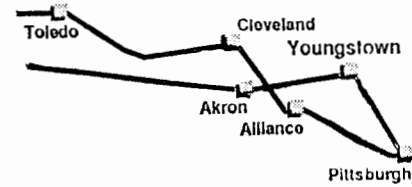
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cooperation from en-route communities to prepare station facilities or shelters. Responses came quickly from many, and depending on how one's community was affected, they varied from elated to disappointed.

#### GOOD NEWS FOR TOLEDO, CLEVELAND, AKRON, AND YOUNGSTOWN

John D. Ciccarelli, our Youngstown Regional Co-ordinator, reports that "this is great news for the Youngstown area. To think that all we wanted was the extension of the Pennsylvanian and what we got was not one, but two long distance trains, is well beyond belief. However this does not mean that our job is done. We still need to work for the Pennsylvanian.....the rest is up to the states." "The event did get good media coverage: including radio, TV, and newspaper.....The TV stations conducted on-street interviews with area residents and their comments were positive."



Doug Hudson, Warren Regional Co-ordinator, brings additional observations when he notes that "the news of the pending re-route was well received and publicized by the media. The presence of AMTRAK will be viewed as a much needed plus for the Mahoning valley generally." He also tells us that highly supportive in word and dollars are Lordstown Township and Village, and in particular Councilwoman Mary Jane Wilson, in addition to the area Council of Governments. He adds that other benefits would include "the volume of AMTRAK Express packages which could be targeted for the Broadway Limited". Doug also expressed hope for a stop eventually in Lordstown, since CSX passes through it.

The event was well-covered by the Youngstown Vindicator on November 9, 10, and 12. Doug Hudson was consistently identified in the newspaper with OARP, saying "we want to have a long-term strategy and try to influence AMTRAK.....I think this is kind of a victory of sorts to have AMTRAK service come into the Valley". In a related newspaper article he described typical rail passengers as "patient people" - "looking at the core of AMTRAK ridership.....you have a core of people who will patronize AMTRAK regardless of the hours it arrives at the station."

The November 9th Vindicator article also highlighted some of the splendid rail passenger support coming from State Representative Robert Hagan of Youngstown, D-53rd. A strong advocate and a good spokesman for rail passenger service, Rep. Hagan notes that AMTRAK's rerouting could revive two proposals to increase passenger rail service in Ohio that legislators have largely ignored, namely, conventional-speed and high-speed passenger rail service along the "3-C" Corridor, and the other, along the Cleveland- Pittsburgh Corridor. Also covered on TV and in newspaper reports was Mayor Patrick J. Ungaro of Youngstown who continues to be an active rail passenger supporter and a prime promoter of the restoration of the Youngstown B & O station.

The November 12 article also quotes extensively from Sue Martin, senior AMTRAK PR officer in Washington. Indications were given by AMTRAK that Youngstown service will be out of the restored B & O station now owned by the city, if a reasonable agreement can be worked out with the city.

Coverage on TV was good in Youngstown, Cleveland, and Akron (and in some cases linked with the preview of the "American-European Express" deluxe private train attached to the CAPITOL between Chicago and Washington).

The November 10 Cleveland Plain Dealer carried it as front page news. OARP member, "Amtrak Al" Mladineo, noted that the new link will allow Clevelanders to reach Florida more quickly via Washington. Cle-Pit Project Coordinator Ken Prendergast added "so, locally we're happy, but statewide the people aren't that happy. Still, this is in line with our goals, which is better and more railroad service." The article further noted the comments by Ken and Al that "AMTRAK has shown little enthusiasm for adding routes because Cleveland city officials have done little to lobby for more service". A front page article in the November 9 Ravenna-Kent Record Courier also quoted Ken at length.

#### AND A TOUGH BREAK FOR CANTON, CRESTLINE, AND LIMA, AND FORT WAYNE!

Richard A. Fry, our Mansfield Regional Co-ordinator wrote, that twenty-one years ago aboard the Penn-Central Broadway Limited he heard a conductor tell him that service in the area might be reduced or even eliminated: "well, it looks like he was right.....I think it is only a matter of time until the line is completely gone. The Mansfield area is also going to lose its one and only commuter airline by the end of this year. After we lose AMTRAK service there will be only two ways in and out of this area - private automobile or Greyhound bus.....Crestline is very proud of its AMTRAK service.....there is little we can do short of buying the Crestline to Chicago mainline". He adds that he would like to see more stops added for the BROADWAY on the CSX - perhaps "Willard, because it is within 20 miles of Mansfield.....also Tiffin and Deshler". Richard also passed on a front-page article from the November 11 Mansfield News-Journal headlined, "Silent rails sad end to train tradition", which included comments from travel agent Joannie Laughbaum, remarks from six local residents, and the observation that around 6,000 passengers boarded annually at Crestline.

Phil McGeath, IndARP President, commented that "the bus connection from Ft. Wayne to Waterloo and Auburn are not in the same league". He mentioned that a meeting with congressional people, state officials including a representative of the

governor, and AMTRAK took place on November 15 to seek out alternatives. He adds that there was a big outcry from newspapers in Ft. Wayne - he shared with us the front page of the November 9 Fort Wayne Journal-Gazette which carried two bold headlines: "Amtrak to leave city by end of '90" and "City officials aren't quitting train fight yet". The Fort Wayne newspaper also reacted with a poignant cartoon lamenting that taking the cab to the bus connection to the train may take long than Voyager II on its travels, and a poignant editorial alleged that some were surprised at the decision because it appeared to them that not all alternatives had been explored, such as rerouting on the Norfolk & Southern in Indiana and Fort Wayne, with a connection to CSX in western Ohio. John Keller, our Lima Regional Co-ordinator adds that he holds no hope for the continuation of passenger service through Lima. He sees "too much apathy", and he wonders how soon the tracks will be scuttled west of Crestline, similar to what happened with the EL.

Bill Glasser, NARP Region 6 Director, and resident of Canton mentions that "I regret the closing of the Canton station, especially since it was a fine station and the city of Canton and AMTRAK had invested money in it. For the CAPITOL it is a big move, because it will serve larger areas of population, if handled properly. I only hope it doesn't give AMTRAK reason to slow the Pennsylvanian expansion. The BROADWAY is a great plus for Akron and Youngstown, although west of Akron it is going through very reduced population areas. I believe the people in Canton can manage by going to Akron - and I certainly hope we have a sheltered, staffed station there."

Tom Pulsifer, past-president and one who boarded frequently at Lima, sees this as a "scenario of winners and losers. I am happy for the folks in Youngstown, Akron, and Cleveland and those in close proximity to the CSX (B&O) mainline across northern Ohio. You'll get direct service and the potential for quicker start-up of our long-sought PENNSYLVANIAN extension and other future passenger services.....at the same time I am not happy because service is going to be removed from 'downstate' Ohio and specifically from Canton, Crestline, Lima and Ft. Wayne". He is also concerned that this downgrading of track allows "no anticipation for increased freight traffic in the future....no matter that Conrail's Lake Shore mainline is nearing reasonable freight traffic capacity. It can handle it today." But Tom wonders about tomorrow, adding that he "intends to fight harder to get AMTRAK service for 'downstate' Ohio."

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## THE OARP PRESIDENT'S COLUMN ..... J. Howard Harding

I would like to thank all members of the OARP Board for their many hours and days of hard work preparing for our transition to new leadership. Without such willingness to invest their time and energy in those preparations, the transition would be immeasurably more difficult. Special thanks also go to Alex Heingartner for handling all the logistical and hospitality arrangements for our recent board meetings .

Tom Pulsifer warrants a special thanks from us all for his years of yeoman service as our president and newsletter editor. His extraordinary efforts on behalf of OARP and the cause for which we exist are primarily responsible for our organizational stability and success to date. It will be a great challenge to even try to equal Tom's record of achievement. My thanks to all who have entrusted our new leadership team to try.

We all owe a special thanks to our new editor, Ron Bergen, who volunteered to do this special issue of THE 6:53 because of several significant events:

1. The announcement by AMTRAK that both the BROADWAY LIMITED and the CAPITOL LIMITED would be rerouted across northern Ohio.
2. Activity by State Senator Boggs to secure inclusion in Ohio's 1990 state capital budget of a provision to dedicate revenues from the state rail excise tax to a rail capital improvement fund.
3. Continuing activities of the ALL ABOARD OHIO! Committee.

Details of these events are discussed elsewhere in this issue. What follows are some points to ponder.

Addition of AMTRAK service to Youngstown, Akron and Alliance is an improvement welcomed by residents of those communities. The connection of Cleveland and Pittsburg fills a long-missing gap in AMTRAK's network, and prepares the way for later extension of the PENNSYLVANIAN on a daylight schedule between those cities. The cost of that extension will be decreased by AMTRAK's decision to use the CSX-Conrail connection at Center Street and the former B&O station in Youngstown for the rerouted BROADWAY.

AMTRAK did not initially announce any intention to provide a stop in western Ohio on the revised BROADWAY route. But it is inconceivable that the train would run non-stop from Akron to Auburn, Indiana. We must work with AMTRAK and western Ohio communities to ensure that region retains access to intercity rail passenger service.

The obvious pluses of AMTRAK's re-routes are counter-balanced by equally obvious minuses across Ohio and Indiana. Stations in Canton, Crestline, Lima, Ft. Wayne and Warsaw have all been heavily used in recent years. These communities have each benefitted from the service they will be losing, and most have made significant efforts to improve their stations. These communities deserve a better reward for their efforts in support of AMTRAK service. Unfortunately, the circumstances which led to these service changes are the results of decades of indefensibly stupid collective national failure to coherently address transportation as a system. Until such a systematic approach is adopted by public officials and industry leaders, we are doomed to ever more decisions such as the one by Conrail which has forced these changes.

The efforts of the ALL ABOARD OHIO! Committee, of Senator Boggs with regard to use of the rail excise tax revenues, of AASHTO and Secretary Skinner are all partial attempts to deal more intelligently with our nation's transportation needs. OARP must continue to be in the forefront of such battles. Our goal of more and better rail passenger service cannot be achieved absent a far more comprehensive approach to transportation development.

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#### BAGGAGE & EXPRESS .....

@@@ THE OARP OFFICE IN DAYTON will be closed at the end of the year - funds for this can be deployed in a better manner..... @@@ THE SPRING 1990 OARP MEETING will be on Saturday, March 17 in Ann Arbor, Michigan, in conjunction with the Region 6 NARP meeting..... @@@ CONSTITUTIONAL AMENDMENTS Article V, Section 2, Article VI, Section 2, and Article VII, Section 7, published in Issue # 85 of "the 6:53" were adopted as presented at our Annual Meeting on November 4, 1989..... @@@ PHOTOS ARE WANTED from the Nov. 4 Annual Meeting - action shots and the appreciation ceremony for Tom are especially desired - black and white glossy preferred, or good color which could be converted to b & w. Mail to "the 6:53" editor..... @@@ THIS IS A SPECIAL ISSUE Original intention was to mail a small two-page info sheet to all members followed by a regular issue in January, 1990. Because of the fast-breaking stories concerning the BROADWAY and CAPITOL and the Midwest Compact Proposal, this issue was launched early. Because of our desire to go to press as quick as possible, sorry, but no photos this time ..... @@@ OARP extends our sympathy to Michael C. Fugate and his family upon the recent death of his dad, Colvin Fugate in Tempe, AZ. When he lived in Ohio, Mike was very active with OARP, serving for a time as our Secretary and worked tirelessly in the Dayton community to try to save the NATIONAL LIMITED in 1979..... @@@ We have received word of the death of OARP member Miner L. Moore of Springfield. Miner often rode AMTRAK trains out of Lima and was on the faculty of Clark State College. We extend our sympathy to his family..... @@@ AN AUTOMOBILE MANUFACTURER PROMOTING AMTRAK? Chrysler Corporation has mailed a promotional flier for vehicle servicing to its regular customers - Grand Prize is a trip for a family of four across America on AMTRAK (sleeping accommodations with food included) - twenty first-prizes include twenty electric AMTRAK train sets..... @@@ HOW TO RUN FOR THE NARP BOARD To become one of NARP's 70 regional directors, send your name, address, home and office telephone numbers, and candidate's statement/resume (for distribution to members) not to exceed 75 words to "NARP Candidate", 236 Massachusetts Avenue, NE, Suite 603, Washington, DC 20002, postmarked on or before Jan. 2, 1990, or -- if using delivery method other than Postal Service -- delivered to the NARP office on or before Jan. 5. Please include nothing else in the envelope! The 1990 board meetings will be in Washington, DC, Apr. 19-21 and on an Oct. Fri-Sat. in Atlanta. Regional directors serve 2-year terms.

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Railroad Mail Car  
1920s  
Presorted  
First-Class



@@@ WORD HAS BEEN RECEIVED that long-time member, Ben Libby, passed away on Nov. 23 in Columbus at the age of 77. Until earlier in the month Ben had been the OARP Treasurer since the early 1980's and was to have continued as manager of Membership Services. He regularly attended general and board meetings, where he always had helpful words. OARP will miss this active supporter. Ben's wife, Marion, living at Glenlawn Nursing Home in Hilliard, was scheduled for surgery on Nov. 24.

A SPECIAL THANK-YOU FROM TOM PULSIFER, retiring President and Editor.....

What more can I say?

The great turnout for our Fall OARP Meeting...

The many warm wishes for the future...

The surprise honors and gifts...

The personal appreciation that none of us need work alone in the fight for passenger trains in Ohio. We began OARP by coming together as a small core of concerned citizens that developed and matured over the years into one of the largest and most active state rail passenger associations in the United States -- always moving forward and always growing in both numbers and experience.

Let's never forget that we must prevail at the grassroots level -- we, the passengers -- and work upwards for better trains, better service, better conditions for all the passengers.

I am proud to have been with you for good times -- the LAKE SHORE and SHENANDOAH inaugurals, the opening of stations at Lima, Canton, Cleveland and Sandusky, AMTRAK Appreciation Day in Dayton, the triumphant return of the CARDINAL to Cincinnati; to name a few.

I am proud to have been alongside you working the trains -- the Lima Open House, those Richmond-Muncie-Richmond "turns" when we'd pass out SAVE AMTRAK literature and talk with the passengers, the flea markets, and those trips to Columbus and Washington to make sure we'd be represented at various hearings.

And I'm proud to have been with you for those sad moments -- riding the last CARDINAL north out of Cincinnati, the death of the NATIONAL LIMITED, witnessing the demolition of the Dayton Union Station and the destruction of the once-great mainlines across Ohio.

Those years when I was also on the ORTA Board -- I learned a lot firsthand about how state government does (and doesn't) operate, and met many interesting people. I learned much from many interesting conversations with various railroad officials over the years; and also from experiences out in the field, along both mainline and shortline, plus a 1979 Northeast Corridor Inspection trip including a cab ride in a GG1 from New Haven to Philadelphia. Yes, I'll forever savor many unique experiences!

I thank you all for making it possible for my recognition November 4th as OARP's first Lifetime member and President Emeritus with the plaques and the AMTRAK Desk Set! That surprise set of AMTRAK Viewliner blueprints -- building for the future and how I thoroughly endorse that! And the nice gifts for long-patient Eloise -- again, so thoughtful and very much appreciated!

I will never forget all the acquaintances and friendships that have been made thanks to my involvement with OARP. Yes, I am proud to have been a part of the leadership of OARP from our beginnings. I am proud of OARP and confident of its dynamic future!

Thanks, Dave Marshall, for your initiative in 1973 to get OARP rolling. I thank all of you for letting me run this thing up and down the line for 13 years, doing some things for the good of the cause.

Congratulations, Howard! The throttle's now yours! I know you'll give us a good run!

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ELECTIONS: CONGRATULATIONS (AND THANK YOU) - TO OUR NEW OFFICERS!

J. Howard Harding, President, and, thanks for your past service as Vice-President; Bill Hutchinson, Jr., Vice-President, and thank you for your service as At-Large Director; George Bayless, Treasurer, and thank you for your service as Area 513 Director; Robert M. Boyce, upon re-election as Secretary; Mark Carlson re-elected as Area 216 Director; Ron Myers re-elected as Area 419 Director; Albert E. Wolf elected as Area 513 Director; William O'Brien re-elected as Area 614 Director; and Harold Wolff, elected as At-Large Director; and thank you to the others who allowed their names to be placed in nomination -- we know that you will continue service in other areas.

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 \* PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE \*  
 \* MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS: \*  
 \* \* \* \* \*  
 \* Akron Chima Travel Bureau (216) 867-4770 \*  
 \* Canal Fulton Massillon AAA Travel (216) 854-6616 \*  
 \* Cleveland Ohio Motorists Association/AAA Travel (216) 361-1000 \*  
 \* Columbus The Ohio Automobile Club/AAA Travel (614) 431-7823 \*  
 \* Columbus The Travel Market, Inc. (614) 385-7597 \*  
 \* Dayton The Miami Valley Auto Club/AAA Travel (513) 224-2888 \*  
 \* Elyria Tours & Travel Service, Inc. (216) 323-5423 \*  
 \* Massillon Massillon AAA Travel (216) 833-1034 \*  
 \* Perrysburg Hayes Travel Agency (419) 874-2271 \*  
 \* Piqua The Miami County Auto Club/AAA Travel (513) 773-3753 \*  
 \* Sandusky Sandusky Travel service, Inc. (419) 626-4633 \*  
 \* Solon Searles Travel (216) 248-7740 \*  
 \* Tipp City The Miami County Auto Club/AAA Travel (513) 667-5333 \*  
 \* Toledo The Toledo Automobile Club/AAA Travel (419) 241-0155 \*  
 \* Troy The Miami County Auto Club/AAA Travel (513) 339-0122 \*  
 \* West Chester West Chester Travel, Inc. (800) 634-8150 \*  
 \* \* \* \* \*  
 \* Authorized AMTRAK travel agents who wish to join OARP, maintain current \*  
 \* membership status, and be listed in this DIRECTORY should send a \$25 \*  
 \* check, made payable O.A.R.P., to "the 6:53" Editor, 120 Luther Ave., \*  
 \* Kent, OH 44240. 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" (800) number. Please refer any inquiries \*  
 \* on our "TRAM" (Travel Agency Member) PROGRAM to "the 6:53" Editor. \*  
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 \* --- Rev Nov 89 \*  
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RIDIN' FINE IN '89 MEMBERSHIP DRIVE  
 The results are in - the drawing has been completed - the awards have been presented! Congratulations are in order for the winners: WINNER of the THREE-REGION AMTRAK "All Aboard" Fare is MIKE MELFI of Columbus - for recruiting six, fully-paid new members. WINNER of the TWO-REGION AMTRAK "All Aboard" Fare is MARK CARLSON of Bay Village - as an active recruiter his name was drawn at the Annual meeting. NEW MEMBER WINNER of the "ONE-REGION" AMTRAK "All Aboard" Fare is THOMAS ANDERSON of Youngstown - recruited as a new member for the membership drive his name was drawn also at the November 4 meeting. Congratulations to all - and thanks to everyone who supported this venture - it was fun, great prizes, and, we have some new members!

CRUCIAL ISSUES OF CURRENT INTEREST FOR OARP

MIDWEST HIGH SPEED RAIL COMPACT AND EXCISE TAX PROPOSAL The Midwest Rail Compact is currently seeking 3,000 route miles of improved conventional- speed (80 mph) rail passenger services throughout Michigan, Illinois, Indiana, Pennsylvania, and Ohio. State Senator Robert Boggs is chairman of the Compact as well as the Ohio High Speed Rail Authority. The compact is calling for frequent service along nine corridors in the four states and is advocating development of conventional-speed (80 mph) rail service NOW, as a prelude for high-speed (125+ mph) rail service in the future. Corridors affecting Ohio include Cleveland-Columbus-Dayton-Cincinnati, Detroit-Toledo- Columbus-Cincinnati, and Chicago-Detroit-Cleveland-Pittsburgh which the Compact has designated as first priority.

To help support Ohio's part Senator Boggs has proposed that Ohio's rail excise tax be dedicated for rail capital improvements, including track upgrading, signal improvements, stations and rolling stock. It is hoped that with these measures state assistance will be available for corridor commitments in developing stations, parking lots, platforms, lighting, etc., as a supplement to local funds.

ALL ABOARD OHIO! Formed in late 1988 to organize and carry out a campaign to secure passage of state support for enhanced rail passenger services in Ohio, AAO! representation includes public interest groups, government officials, and communities along the Cleveland-Columbus- Cincinnati and Cleveland-Pittsburgh corridors. The "Core Group" consisting of State Senator Robert Boggs, Senator Cooper Snyder, State Representative Robert Hagan, Representative Deering, Jolene Molitoris of ODOT Rail, Bill O'Brien of the Brotherhood of Locomotive Engineers and OARP, and J. Howard Harding, OARP President, has been very active. Chairing the group and dealing with constitutional and legislative language requirements is Jim Betts. The "Core Group" also is working to have line item support included in the first draft of Governor Celeste's state capital budget proposal. Most helpful are the efforts of Senator Boggs and Representative Hagan who will be developing rail excise tax dedication language which will permit broad discretion but ensure that passenger rail service gets fair treatment. The work of the ALL ABOARD OHIO! committee is progressing at an encouraging pace. Securing of funding and legislative and gubernatorial support will go a long way in hastening the arrival of 3-C and Cle-Pit corridor services.

In a related item on November 15 OARP leaders J. Howard Harding, Ken Prendergast, Bill Hutchinson, and Bill O'Brien met with ODOT to resolve differences on costs for stations, track and signal work, along with seeking support for local funding.

SENATE JOINT RESOLUTION # 8 has been proposed "to commission the Ohio High Speed Rail Authority and the Division of Rail Transportation of the Department of Transportation to plan for and negotiate a contract with AMTRAK or any other person to provide conventional intercity passenger rail service, and to make recommendations for the implementation of such rail service." Have you written to your local State Senator and State Representative in support of S.J.R. 8? Names and addresses are available on the OARP Legislative Directory.



# the 6:53

New York/Washington...Pittsburgh...Fort Wayne...Chicago

Train Name	Pennsylvania		Broadway Limited		Capitol Limited		Capitol Limited		Broadway Limited		Pennsylvania	
	Daily	Di	Daily	Di	Daily	Di	Daily	Di	Daily	Di	Daily	Di
Days of Operation	43	41	29	30	40	42	44					
Train Service	Di	Di	Di	Di	Di	Di	Di	Di	Di	Di	Di	Di

Train Number	Days of Operation	Train Service	Read Down	Read Up
143	Di	Di	Di	Di
239	Di	Di	Di	Di
354	Di	Di	Di	Di
632	Di	Di	Di	Di
761	Di	Di	Di	Di
802	Di	Di	Di	Di
886	Di	Di	Di	Di
911	Di	Di	Di	Di

## BROADWAY LIMITED AND CAPITOL LIMITED REROUTING

GOOD NEWS FOR AKRON, YOUNGSTOWN, TOLEDO, CLEVELAND, ALLIANCE

BUT BAD NEWS FOR FT. WAYNE, LIMA, CRESTLINE, AND CANTON

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### Our President's Column

A Special Thank-You

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## MIDWEST COMPACT AND RAIL EXCISE TAX PROPOSAL

ALL ABOARD OHIO! S.J.R. # 8, & CLE-PIT CORRIDOR

Elections, Rtdin' Fine in '89 Awards, and More



December 1989  
Issue # 86

Official Publication of the  
OHIO ASSOCIATION OF RAILROAD PASSENGERS

"the 6:53" is the official bi-monthly publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC., a not for profit educational organization of about 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 PASSENGER ALTERNATIVE! Annual dues are \$ 15 (minimum) for NEW members and \$ 20 (minimum) for ALL RENEWALS. Look for the handy membership application/materials order form printed in this issue.

--- ALL ABOARD!

NEXT OARP MEETING is Saturday, March 17, 1990 in Ann Arbor, Michigan in conjunction with the NARP region 6 meeting.

DEADLINE: for the February issue -  
January 15, 1990

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

ADDRESS CORRECTION REQUESTED

WILLIAM H. HUTCHISON JR.  
1931 PROSPECT ROAD # 401  
ASHTABULA OH 44004-5336

