

the 6:53

February 1990 OHIO ASSOCIATION OF RAILROAD PASSENGERS Issue #87

CLEVELAND-PITTSBURGH UPDATE

..... by Ken Prendergast, CLE-PIT Project Director

Recently, a frequently asked question has been: "how soon is AMTRAK going to extend its PENNSYLVANIAN train to Cleveland?". After some checking around at AMTRAK and NARP, I have discovered that AMTRAK must first deal with the reroute of the BROADWAY and the CAPITOL LIMITEDS. Once the trains are rerouted this summer, AMTRAK will shift its attention back to the extension of the PENNSYLVANIAN. Even though I believe it's only a matter of time before the PENNSYLVANIAN is extended from Pittsburgh to Cleveland, I doubt there will be much activity before summer.

In the meantime many others will be working for the implementation of Ohio's Railroad Development Fund. On Friday, January 12 an important meeting was held at the Youngstown City Hall. It had all the media fanfare of a ground breaking ceremony. In effect, that's what it was. The intention of the meeting was to give everyone in the room the same message: "support Ohio's Railroad Development Fund (RDF) proposal". There were 32 people in attendance including seven state legislators, ten city officials (from Youngstown and Lordstown), aides to two U.S. legislators, and four transportation-related agencies and bureaus.

Youngstown Mayor Patrick J. Ungaro presided over the hour-long meeting. Your OARP President Howard Harding and myself gave brief presentations to familiarize the audience with OARP, AMTRAK, and the efforts of the CLE-PIT Project. It was then time for the main event of the day.

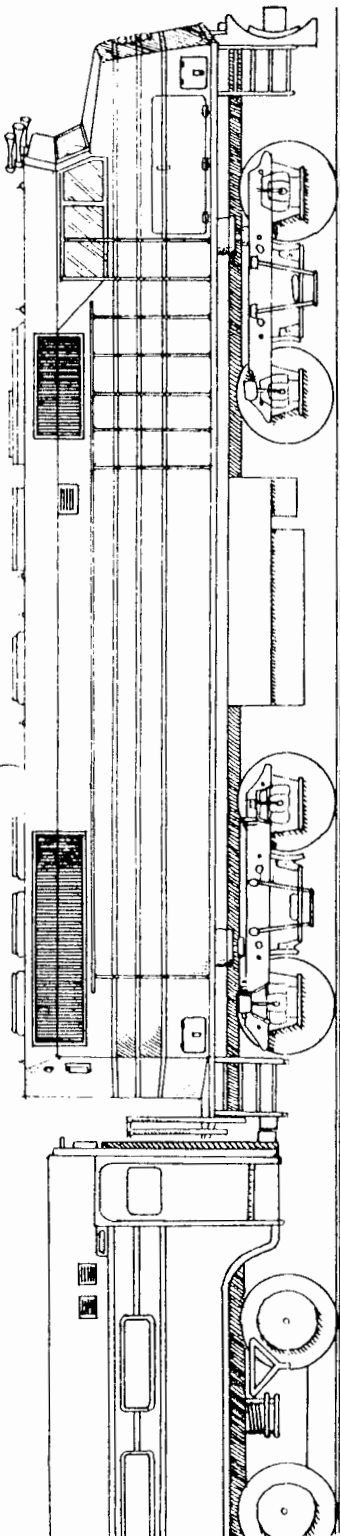
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"THERE YOU GO AGAIN": BUSH BASHES AMTRAK AID

Proposing that AMTRAK aid should be eliminated President George Bush unveiled his 1991 budget draft, a budget which calls for money to transport armed missiles via conventional rail but not people. The same budget asks for aviation spending to rise to record levels, including airport aid, and proposes eliminating mass-transit operating subsidies for the nation's biggest cities while adding funds for high-speed rail and alternative-fuel buses.

Some observers see that as political posturing for the inevitable tangle with Congress, which in recent years has supported financial aid for AMTRAK. But they add that each year it becomes more difficult to recoup the initiative.

Others, including OARP, note that what is more dangerous is the thinking behind this budget proposal, which represents a non-policy and non-initiative in facing, much less solving, our energy resource depletion, urban air pollution, and highway gridlock. We see this as a symptom of unwillingness to look ahead and face the reality of developing a national transportation policy.



State Senator Bob Boggs (D-Jefferson) and State Rep. Bob Hagan (D-Youngstown) took the podium to explain their RDF proposal and why Ohio needs this new fund. Ohio's RDF proposal would annually redirect \$6-7 million in existing railroad excise taxes from the state's general fund, to a new Railroad Development Fund. Without the RDF AMTRAK's inconvenient service through Ohio will remain as is. The RDF provides funding for rail freight projects, including preservation of branchline services and improvement of safety at grade crossings.

Other state legislators at the meeting to support the rail tax legislation were State Sens. Harry Meshel, Charles (Chip) Henry; and State Reps. Joseph Vukovich, June Lucas, and Ronald Gerberry.

OARP members who attended were Doug Hudson, Jack Slanina, Daryl Gordon, and Tom Anderson who deserves most of the credit for arranging such a successful meeting! I would also like to thank the city of Youngstown for its generous contribution of \$4,000 to OARP's CLE-PIT Project account! In the past seven months \$8,600 has been raised for the effort to bring fast and convenient AMTRAK service to the Cleveland-Pittsburgh Corridor.

Please write letters to your legislators and get resolutions of support from your city councils concerning the statewide Railroad Development Fund. Call me at (216) 543-8698 if I can assist you in any way. If you would like to donate money to any of OARP's three accounts (General Fund, 3-C Project, and CLE-PIT Project), now is an opportune moment. Please specify on your checks for which OARP account your donation is intended.

THE PRESIDENT'S COLUMN

J. Howard Harding, OARP President

RAIL ISSUES IN THE NEWS While President Bush continues to bash AMTRAK aid, increasing numbers of magazine and newspaper editors are singing the praises of rail passenger service. Still more are at least paying increased attention to rail passenger issues.

In late December Passenger Transport, the American Public Transit Association newsletter, printed as an editorial the heavily pro-transit/ rail resolution of the NARP (see December, 1989 NARP News).

In mid-January Hank Harvey of the Toledo Blade reported on the city of Lima's efforts to preserve AMTRAK and Conrail service to communities along the former Pennsy Pittsburgh-Chicago mainline. Hank also wrote a series of rail-issue articles.

The Columbus Dispatch on January 25 editorialized about AMTRAK's march toward operational self-sufficiency, and concluded by asserting that "which of the three main species of trains -- high speed, conventional or luxury -- can best serve central Ohioans will be one of the issues to be resolved in the 1990s."

On January 29 the Akron Beacon-Journal carried a Cox News Service column by Jon Talton which outlined many of the public policy issues which have contributed to the decline of America's rail transportation network: outmoded regulations, high taxes, costly labor laws and practices, unwise mergers fostered by equally unwise regulators, and poor management practices.

The February, 1990 Ohio Magazine devoted 18 of its 96 pages to rail topics. The cover story well describes Ohio's rail past and one vision of its high-speed-rail future. Editor Ellen Stein Burbach, in commenting on the article and its author Mark Shelton, made several observations of note:

"... many knowledgeable transportation planners have been saying for years [that it] is not efficient to have thousands of people drive automobiles between any two points at virtually the same time. 'Simply in environmental terms', says Mark, 'the auto as the transportation of first resort has a limited lifespan. There is simply no way we can continue to be as profligate with natural resources -- fuel, land use, pollution. The costs in maintaining such a system are simply ... too expensive. So far, we've been isolated from the real costs by political considerations ... we probably do not know what the real costs are.' Mark ... finds our present transportation system not unlike a biological system, but one without discipline and, moreover, dangerous, in that it presents a lulling security, even as Ohio cities located in seemingly spacious cornfields head toward gridlock."

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Ms. Burbach concludes her editorial by asserting that "the heaviest irony here is that, by most reckonings, Ohio will at the turn of this century, be trying to put together a transportation system at least theoretically like the wonderfully complete system of trains and interurbans we had at the turn of the last century ..."

These and numerous other examples suggest that slowly but surely we are succeeding! We should thus keep the faith and redouble our efforts to promote the vision of a rail-based national transportation system. Our number one objective as is adoption by the Ohio general assembly of a funding mechanism which will support implementation of rail passenger services in each of Ohio's major travel corridors. Your OARP Board, at its January 27 meeting, approved a resolution supporting such action by the General Assembly, as proposed by Senator Robert Boggs and Rep. Robert Hagan. Copies of that resolution are being sent to Governor Celeste, major executive departments, all state legislators, and the Ohio Chamber of Commerce. The Ohio Sierra Club also passed a similar resolution of support for state funding of improved rail services. Passage must occur between NOW and the end of March when the General Assembly recesses. All our efforts must focus on achieving success in the next two months. We can do it! Do your part! Write letters! Circulate resolutions! Speak out! Tell your legislators you want this state to support balanced transportation including rail passenger service. It can be accomplished with your help.

OHSRA IN THE NEWS The Ohio High Speed Rail Authority (OHSRA) is in the news again, with the announcement that it is negotiating with a consortium of consulting/engineering firms and a foreign bank for the planning, design, construction and operation of a high speed rail service in Ohio's 3-C Corridor. The consortium, operating as the Ohio Railway Organization, Inc. (ORO), will first conduct a \$1 million study to verify various factors crucial to its ability to deliver the proposed service which is anticipated to begin by the turn of the century. More news on the ORO and its plans in the next issue of "the 6:53".

ALL ABOARD OHIO! Senator Boggs told the AAO! Committee last November that numerous OSHRA activities will be in the news while we work on early implementation of conventional rail passenger services. As agreed with AAO! Boggs and Rep. Hagan recently delivered to Governor Celeste legislative language for inclusion in the new capital budget which would create an Ohio Passenger & Freight Rail Initiative Fund (OPFRIF). It would be financed from existing rail excise tax revenues and would be used for track, signal, station, and passenger rolling stock improvements. Passage of the state capital budget including the OPFRIF is expected by March. Tell your legislators you support this proposal!

AMTRAK OFFICIALS TOUR NORTHERN OHIO Wick Leatherwood, Frank Stoy, and four other AMTRAK officials toured potential station sites in Akron, Cleveland, and Youngstown on January 31/ February 1. Other sites may also have been visited. At press time we are unable to confirm results of this tour. Earlier conversations with Leatherwood revealed that the Akron station, to be located adjacent to Quaker Square, will be staffed. Staffing of the Youngstown station could not be decided until the site was reviewed. Western Ohio BROADWAY sites are still uncertain, but North Baltimore, adjacent to I-75 south of Toledo, appears to be a leading contender. Other sites under consideration include Defiance, Deshler, Tiffin, Fostoria, and Willard.

NEW REGIONAL COORDINATORS NAMED

Elections, relocations, retirements, and train rerouting require changes in OARP's Regional Coordinator network. We are happy to note that six new coordinators have been appointed:

ALLIANCE -- Russell Aldinger, 1056 Kingsway, 44601, (216) 823-8833; **CANTON-AKRON** -- Malcolm S. Ritchie, 418 Woodard St, # 13, Louisville, Ohio 44641 (216) 875-5591; **KENT-RAVENNA** -- Mark A. Schwinn, 3148 Menough Road, Ravenna, Ohio 44266 (216) 296-6388; **OHIO VALLEY** -- Don Maxwell, P.O. Box 1252, Ashland, Kentucky 41105-1252 (606) 325-8035; **NORWALK-SANDUSKY** -- Steve La Conte, 27 Melton Avenue, Norwalk, Ohio 44857 (419) 668-6225; and **SPRINGFIELD** -- Stephen Klipfel, 825 S. Tecumseh Road, 45506 (513) 882-6521.

In his announcement introducing these new coordinators OARP President J. Howard Harding adds that "by June, when we should know where the initial western Ohio BROADWAY LIMITED stop(s) will be, George Vance will join Steve La Conte and Larry George in covering the north-western portion of Ohio."

These new Coordinators join with those who are continuing as OARP's front line community representatives. They are responsible for reaching out to the residents and leaders of their areas, to help communicate the reasons why OARP supports improved rail passenger service. These are also the people whom members and friends of OARP should call or write with their questions about OARP, rail passenger services, or related matters. President Howard adds that he wants to thank all of our Coordinators for their willingness to assume these responsibilities and thus help OARP grow and spread its message.

HIGHLIGHTS OF OARP ANNUAL MEETING - NOVEMBER, 1989

(Because of the lack of space and fast-breaking reports on the CAPITOL and BROADWAY this summary was omitted from the December, 1989 issue. Because this was the Annual Meeting and much of the business is still timely, we include it now.)

The Annual Meeting was called to order on Nov. 4, 1989 by President Tom Pulsifer at the Radisson Hotel North in Columbus, Ohio.

Comments were shared on the CSX-AMTRAK collision at Upper Sandusky and some negative media coverage members were alerted to the increasing problem of automobiles going around the gates at closed railroad crossings and were encouraged to notify their own local police when they became aware of a high incidence of this dangerous practice

Update was reported on the "All Aboard Ohio Committee" this project has taken on an encouraging dimension with the great interest among those in government and legislative positions to dedicate the currently collected rail excise tax on gross receipts for capital improvements among our railroads in Ohio also mentioned was the posture of AMTRAK and the federal government who might open their pocket books if the states are willing to open theirs also mentioned was the word that ODOT is increasing its interest in rail transportation and is desiring the support and involvement of OARP at this stage of development this represents an "enormous change" for which we are grateful several expressed the need for some good examples of modern conventional rail passenger equipment and service which we could show to the media and the legislative reps it is difficult and strategically impossible to hold up a 2 a.m. arrival as a ideal example perhaps extension of the PENNSYLVANIAN to Cleveland would provide just that perfect daytime case study

The afternoon session began with presentation by Jerome Pier, of J. R. Pier & Associates on "The Turboliner Train - An Efficient, Clean, Affordable Solution to High Speed Rail". Jerry is a consultant to Allied International Corporation, the designer of the Turboliner and A N F Industrie, the builder Turboliner is currently operating in New York State Empire Corridor since the middle 1970's currently ten trains run every day, with seats for 263 passengers and 27 in custom class.

Second presentation was by Barb Vosmik, District sales rep from AMTRAK, responsible for the top 75 travel agencies in Ohio which offer AMTRAK sales new to AMTRAK Barb is highly knowledgeable and totally enthusiastic and supportive of her cause "travel agents are an important part of AMTRAK which could not survive without them" AMTRAK offers many training tools for travel agents Barb concluded the questions with informed answers and a nice boost for ski packages

Harold Wolff commented on the fall NARP meeting in Montana from which he had literally just returned (within hours) concern was expressed about the massive stripping of Canada's VIA, with complacency identified as VIA's greatest enemy from the Washington scene we heard that leading figures in transportation circles are observing first-hand the rail passenger picture in Europe one of AMTRAK's biggest problems is the revamping of the train toilet systems into a holding tank system.....

J. Howard Harding reported that the OARP Board of Directors has been working hard on defining the duties of the individual officers "no one should have to wear two hats. We want as many involved as possible, and we don't want to wear out anyone." Howard introduced the new editor of "the 6:53", Ronald Bergen of Kent, Ohio, and the new Circulation Manager of "the 6:53" who will be responsible for assembling the work parties to distribute each issue, Mark Schwinn of Ravenna, Ohio

Ken Prendergast, Cle-Pit Project Co-ordinator, gave an update: at this point the key is the Ravenna track connection overall conventional rail situation is looking better, thanks in part to the Compact Report, ODOT support, the mayors and people of Youngstown and New Castle, and the PennDot people

Manfred Orlow reported on the 3-C Corridor: Columbus is directly involved, Cincinnati is indirectly supporting, and Cleveland is reluctant

Dan Innis, Government Affairs Director, noted that it helps to be situated in Columbus, although it is unfortunate that Columbus has had no passenger trains for the last ten years

Regional Co-ordinators reports: Larry George noted that their local government leaders are involved in the search for funds for a new Toledo station trolley buses will be phased out of Dayton by 1993 Ron Myers passed out copies and commented on State Resolution 8 which addresses 3-C Corridor funding and implementation if your state rep or senator is on any of the crucial committees be sure to write about this issue others noted that the LAKE CITIES is now "push-pull" and that AMTRAK is willing to hold it forty minutes for the Lake Shore connection

Drawing and awards for the "Ridin' Fine In '89" Membership Drive were next congratulations to the winners, who were announced in our December, 1989 issue door prizes were next including photos, whistles, official guides, and historic NATIONAL LIMITED timetables. Proceeds from the raffle drawing will strengthen the general treasury a variety of awards were presented - these were gifts from AMTRAK, including train posters and deluxe baggage tags

In a concluding and moving ceremony President-elect J. Howard Harding addressed our retiring President, Tom Pulsifer thanking him on behalf of all members of OARP in presenting several gifts and remembrances Howard noted that "no amount of gifts or words can adequately express this organization's appreciation to Tom Pulsifer for his leadership over the past 13 years, and in particular as President and Editor of 'the 6:53'" first presentation went to Eloise Pulsifer, Tom's wife, for her support of her husband and this organization next Tom was presented a set of drawings of Viewliner cars, which was followed with the presentation of an engraved certificate of appreciation for his service as president, noting that Tom Pulsifer has been elected to the office of PRESIDENT EMERITUS of OARP and that he also been designated as the first LIFETIME MEMBER the final gift, offered with a long standing ovation, was an AMTRAK Pen & Pencil Set with Engine and personalized plaque, noting the appreciation of OARP and its members

Tom concluded the meeting with the comment that he is still around and not leaving Ohio, and that he will continue to work with all members for the betterment of rail passenger service in Ohio he noted that "over the years the trust and most important strength of OARP has been its people" he also mentioned that he has enjoyed these years and that he plans to be active in the future "I appreciate the gifts, I am touched with your sentiment, and to all I say 'thank you very much'".

The gavel was turned over to the new President, J. Howard Harding of Akron, Ohio, who adjourned the meeting

(We hope "INTERVIEWING" will become a regular feature of "the 6:53" in which we will interview someone supportive of the revival of passenger rail travel. Plans call for interviews alternating with a travel agent and a government figure.)

"AMTRAK AI" Mladineo, travel agent and consistent winner of AMTRAK's "Golden Spike award, is now selling AMTRAK tickets and writing tour plans at Searles Travel in Solon, Ohio. He has just returned from riding the inaugural run of a daily TEXAS EAGLE and tells us that it is a big market with wonderful possibilities it was also a great rail trip particularly outstanding was the inaugural reception at the Ft. Worth, Texas station complete with band! Regarded as the leading figure who brought passenger service back to Cleveland in the form of the LAKE SHORE LIMITED, he has been highly active in and supportive of OARP, and continues to work in promoting rail travel with everyone he meets. Recently "AMTRAK AI" shared these thoughts.

"The heaviest AMTRAK passage that is booked out of northeast Ohio is for westbound traffic out of Chicago, to San Diego, Los Angeles, and also Seattle in the northwest." He reminded us that "the toughest train space to find are westbound sleepers. People need to get summer reservations firmed up in the previous late fall or winter. Those who want the best excursion fares also need to pin these down early, otherwise one will have to pay top dollar."

Commenting about the extension of the PENNSYLVANIAN he indicated that with it there "will be a greater number of people served. The best part is that it will bring us daylight service eastbound I am waiting for the day when we will also have good daylight rail service westbound!" AI mentions that AMTRAK's biggest problem is that it does not have enough equipment to meet demand. One example he cites is the availability of cars for Boston.

We asked AI "what is the most helpful things which someone could do when making a reservation for train travel with a travel agent?" He responded: "For someone taking a short haul write out your information ahead of time and tell the travel agent exactly what you want up front - your dates, your length of stay, and for pleasure or for business so that best time of the week can be scheduled. For the long haul get the dates nailed down early - last minute changes are difficult. Also, people tend to cram too much into their schedule - if you are traveling less than two weeks, don't plan more than two stops or cities. And remember, that the All Aboard America fares, at least for this time of the year, may now be completed within 180 days, instead of the old 45.

In concluding "AMTRAK AI" indicated that what he would like to try next is booking group trips and tours in private cars. "Good cars are available, and costs are in line. It's a great way to travel", he says. "One of my dreams is to get a private car tour planned for OARP members and their friends. Besides great travel it could be a good fund raiser for the coffers of OARP".

**OARP Spring Meeting + and + NARP Region 6 Meeting
SATURDAY, MARCH 17, 1990 + ANN ARBOR, MICHIGAN**

The OHIO ASSOCIATION OF RAILROAD PASSENGERS will hold a **Combined Meeting** with Region 6 of the NATIONAL ASSOCIATION OF RAILROAD PASSENGERS at the Sheraton University Inn in Ann Arbor, Michigan, on **Saturday, March 17, 1990**, beginning with **Registration at 10:00 a.m.** The Indiana Association of Railroad Passengers and the Michigan Association of Railroad Passengers, which will be our host, will join with us in this annual assembly.

So that our Michigan hosts and your OARP leaders can plan for your coming, please register in advance using the form provided at the bottom of this page. **The cost, which includes our Registration Fee, Coffee, and the Lunch, is \$16.00 per person.**

LOCATION: Sheraton University Inn, Phone: (313) 996-0600
3200 Boardwalk, Ann Arbor, Michigan 48108-1799

(The hotel is located adjacent to the State Street Exit off of I-94 just south of Ann Arbor, approximately 5 miles west of the interchange of I-94 and US-23. See map below)

SPEAKERS: James Bradley, Director of AMTRAK Services, Great Lake Region
Scott Hercik, Director of Intercity Services, Michigan DOT
and President J. Howard Harding, presiding over the OARP segment

TOPICS: An update on AMTRAK services in the region, Midwest Rail Compact, and area concerns

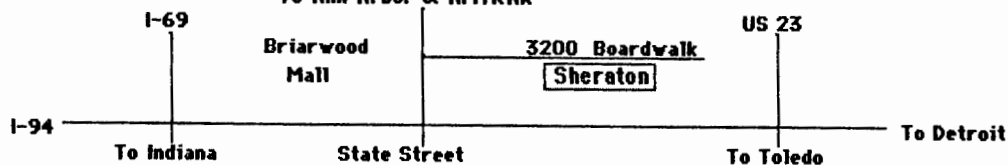
LUNCH: Lunch will be buffet style, with CHOICE of Chicken Cacciatore, Beef Stroganoff over Noodles, and Baked Rigatoni. (For special diet needs contact Alan Gebauer).

COST: \$ 16.00 per person for luncheon and meeting.

* RESERVATIONS MUST BE RECEIVED NO LATER THAN WEDNESDAY, MARCH 14, 1990 *

* FOR FURTHER INFORMATION, CONTACT: ALAN GEBAUER (313) 338-8447 *

AGENDA: 10:00 a.m. - 10:30 a.m.: Registration and Coffee
10:30 a.m. - 12:30 p.m.: Individual State Meetings
12:30 p.m. - 1:30 p.m.: Lunch
1:30 p.m. - 2:30 p.m.: Speakers
2:30 p.m. - 4:00 p.m.: Joint Meeting, Election- NARP Directors
To Ann Arbor & AMTRAK



OARP/NARP MEETING + March 17, 1990

Name _____
Address _____
City/State/Zip _____
Phone _____

**Make your check for \$16.00
payable to "NARP" and mail to:
ALAN GEBAUER
2305 HEMPSTED
AUBURN HILLS, Michigan 48057**

XXX
 X PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE X
 X MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS: X
 X
 X Akron Chima Travel Bureau (216) 867-4770 X
 X Canal Fulton Massillon AAA Travel (216) 854-6616 X
 X Cleveland Ohio Motorists Association/AAA Travel (216) 361-1000 X
 X Columbus The Ohio Automobile Club/AAA Travel (614) 431-7823 X
 X Columbus The Travel Market, Inc. (614) 385-7597 X
 X Dayton The Miami Valley Auto Club/AAA Travel (513) 224-2888 X
 X Elyria Tours & Travel Service, Inc. (216) 323-5423 X
 X Massillon Massillon AAA Travel (216) 833-1034 X
 X Perrysburg Hayes Travel Agency (419) 874-2271 X
 X Piqua The Miami County Auto Club/AAA Travel (513) 773-3753 X
 X Sandusky Sandusky Travel Service, Inc. (419) 626-4633 X
 X Solon Searles Travel (800) 872-9724 X
 X Tipp City The Miami County Auto Club/AAA Travel (513) 667-5333 X
 X Toledo The Toledo Automobile Club/AAA Travel (419) 241-0155 X
 X Troy The Miami County Auto Club/AAA Travel (513) 339-0122 X
 X West Chester West Chester Travel, Inc. (800) 634-8150 X
 X
 X Authorized AMTRAK travel agents who wish to join OARP, maintain current X
 X membership status, and be listed in this DIRECTORY should send a \$25 X
 X check, made payable O.A.R.P., to "the 6:53" Editor, 120 Luther Ave., X
 X Kent, OH 44240. DIRECTORY listings are limited to the CITY, the X
 X business name of your OHIO Agency and one LOCAL or PRIMARY PHONE X
 X NUMBER which may be a "WATS" (800) number. Please refer any inquiries X
 X on our "TRAM" (Travel Agency Member) PROGRAM to "the 6:53" Editor. X
 X
 X --- Rev Feb 90 X
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FROM YOUR EDITOR It's a tough challenge to
 live up to the high standards which Tom Pulsifer
 set for "the 6:53" as Editor - but we will try
 at the Annual Meeting one member remarked
 that "the 6:53" is the glue which holds our
 organization together, scattered as we are across
 the state not bad, for "the 6:53" belongs
 to all of you, it is your newsletter
 that end ship me news, write articles, share
 tidbits, mail us newspaper clippings, pass on
 photographs, and keep me posted I, in turn,
 promise to give you my best! readers should
 be aware that we are producing "the 6:53" via
 desktop publishing on our trusty computers
 this issue is a mix of styles produced on our
 Commodore 128 and an IBM-compatible Compaq
 computer using "First Publisher" software
 we are still using dot matrix - the next step will
 be to switch to a laser printer - which should
 improve type styles and readability since
 we are limited to 8 pages, when we have an
 abundance of news we are forced to choose between
 omitting articles or using a smaller pitch or type
 size we know that you will understand
 your comments are welcomed!

AMTRAK'S annual year-at-a-glance calendar for
 1990 features an early morning photo of the MON-
 TREALER powered by two F69PH-AC diesel locomotives
 with AC traction currently being tested. Order
 the calendar from AMTRAK Calendar, P.O. Box 7717,
 Itasca IL 60143. Cost is \$5 for one, \$9 for two.

BAGGAGE & EXPRESS

@@@ "Brook Park is mentioned for possible train station" is the headline of an article in the
 Jan. 4 News Sun which also quotes our own Ken P. on behalf of OARP - the site being looked at is
 Eastland Road and Route 237 in the greater Cleveland area, a location which could serve both east-west
 traffic and the proposed 3-C corridor - we hear, however, that there is even a more wide-spread push
 for a location closer to downtown @@@ Ft. Wayne area newspapers reported that negotiations
 between AMTRAK and Indiana lawmakers were unable to save routing through Ft. Wayne. Senator Richard
 Lugar of Indiana felt that it was unrealistic for AMTRAK service to continue in Ft. Wayne, while
 Representative Jill Long was more optimistic. One article was headlined "Lawmakers beating a dead
 iron horse" - another article was titled "Failing freight derailed AMTRAK" @@@ The Chagrin Valley Times (Cleveland area)
 carried an editorial in January endorsing and proposing the establishment of commuter rail service along the old Erie-Lackawanna
 route, as one solution to relieve growing suburban highway congestion. Behind the article is a study from the Northeast Ohio
 Areawide Coordinating Agency Director Frank Sherkow @@@ "AMTRAK AI" sent us an article from the Plain Dealer describing
 new railroad crossing signs proposed by a Conrail labor-management group which would reflect light from an approaching locomotive
 into motorists eyes - sounds interesting, hope that we can hear more about it in the future - grade-crossing accidents are still
 numerous and terrible @@@ Word has it that Syracuse, Indiana will also be a possible BROADWAY stop because it is a short
 drive from Warsaw, Goshen, and Elkart. IndARP also tells us that the future of the Chicago-Valparaiso commuter run is uncertain
 @@@ In its "ESPA Express" the Empire State Passenger Association raises the possibility that if the PENNSYLVANIAN comes
 on line to Cleveland, folks from upstate New York might possibility be able to again have a Pittsburgh connection @@@
 The story of the dismantling of the Canadian VIA is distressing to say the least - seems to be popular only with some Ottawa
 people - newspapers, periodicals and Transport 2000 (a Canadian ARP) are sadly reporting the story - not helping the situation was
 VIA's extravagant management style @@@ Some Ohioans do use the downtown Pittsburgh station - we have seen a nice report
 on it from KeystoneARP, although we haven't been in the new facility - we understand it is on the lower level of the old Pennsy
 Station (itself now restored into apartments) @@@ A great article with photo recently appeared in the Dayton newspaper
 as a wonderful tribute to OARP past president Tom Pulsifer. It included great plugs for OARP and some more good words for the 3-C
 corridor. Tom is quoted as saying "the United States needs alternatives to traveling by car and train travel is easier on
 the environment" @@@ The Dec. 17 Sunday Akron Beacon Journal did a nice article (with photo) on current OARP Prexie,
 Howard Harding. Fine words about Howard and the message of the OARP - quotes include - "And if there's one thing Harding, a
 persistent, often frustrated champion of expanded passenger train service -- can't abide, it's America's love affair with the car"
 and "if you spend money continually on highways, you continue to create more gridlock" @@@ The Cleveland Plain Dealer
 printed an editorial on November 13, "Welcome Aboard, AMTRAK" - welcoming the expanded, AMTRAK rerouted service which will bring
 passenger trains to Akron and Youngstown and increased service to Cleveland - it advocated a new station near the Cleveland
 airport - although major support and popular sentiment sees a downtown location as a necessity - on December 12 the same newspaper
 published, under the theme "On the track to common sense", informative and supportive letters by John J. Bowman, Jr., of
 Lancaster, PA, Douglas W. Towers of Fairview Park, and James H. Stevenson of Berea. Good letters! @@@ Because of the
 death of Ben Libby our friend Tom Pulsifer is serving as INTERIM Membership Services Director - we need a volunteer to serve as
 the new Membership Services Director - if you are interested or have a name, please contact President J. Howard Harding

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OSU STUDENTS SUPPORT 3-C

The conventional rail approach to restoring passenger service on Ohio's 3-C Corridor received support from Ohio State University students in the fall of 1989, when the OSU Undergraduate Student Government Assembly passed a resolution declaring that "students of OSU would be greatly benefited by this service". This is significant inasmuch as 10,356 of OSU's 43,916 students (about 1/4) live in the eleven counties on the corridor. This is in addition to providing transportation for out-of-state students attending the Columbus campus, not to mention students at other Ohio colleges and universities who gain rail transportation through 3-C. The USG resolution #22-R-9, sponsored by Michael Arnot, reads: "Whereas, students have a vested interest in supporting viable forms of mass transportation, whereas, State Senator H. Cooper Snyder has introduced Senate Joint Resolution #8 with the purpose of providing conventional intercity rail service between Cleveland, Columbus, and Cincinnati, and whereas, students of The Ohio State University would be greatly benefitted by this service, therefore, let it be resolved that the Undergraduate Student Assembly on behalf of the undergraduate students at OSU supports the passage of S.J.R. #8." Special thanks go to Bill O'Brien, Dan Innis, and Bob Boyce for their labors during the past three years in bringing this issue to the student's attention and encouraging their vote.

DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC. (OARP)

Updated: February 1, 1990

| | | |
|---|--|----------------|
| PRESIDENT | J. HOWARD HARDING, 489 Overwood Road, Akron 44313 | (216) 867-5507 |
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the 6:53

..... The Passing Of The Gavel



Photos from Nov. 4, 1989 Annual Meeting - UL: New President J. Howard Harding;
UR: Eloise & Tom Pulsifer; LL: Patty & Howard Harding; LR: Retired President Tom Pulsifer

"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.

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

DEADLINE: for the April issue -
March 17, 1990

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Rail Transportation Advocates

ADDRESS CORRECTION REQUESTED

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