

the 6:53

April, 1990

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 88

"O CLEVELAND, WHERE ARE YOU ?

..... TIME IS RUNNING OUT!"

By Bill Hutchinson, OARP Vice-President

DATELINE 1992: "Amtrak announces the opening of its new Cleveland area stop at Brookpark, near the I-X Center, replacing the present lakefront location in downtown Cleveland. Amtrak decided to move its operations out of downtown when the city of Cleveland and developers of the lakefront area failed to make provisions for a train station in the new lakefront development."

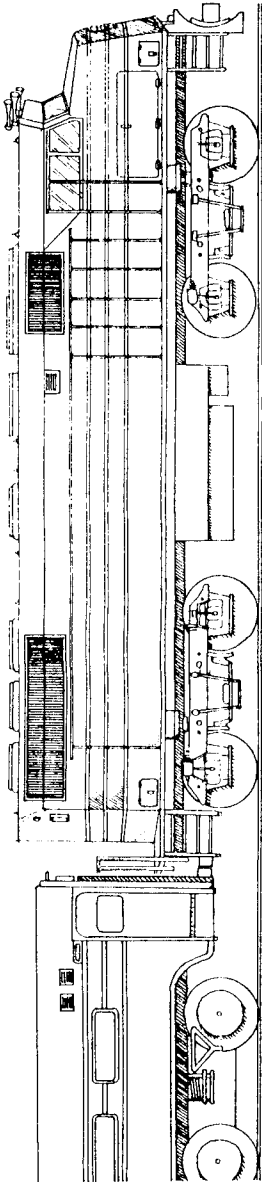
Sound improbable? Let me assure you that the above scenario could happen and may indeed happen, if prompt action is not taken now by the leaders of Cleveland. At this time those who are decision-makers have been focusing their energies on the redevelopment of downtown Cleveland, including such projects as the new stadium, new building construction, and other projects that will result in a new, dynamic downtown Cleveland. Presently new development is planned for the lakefront area of downtown in addition to the recently completed Inner Harbor project which will likewise transform the lakefront, much like the rest of downtown, into an attractive area.

While this development is welcome and in many cases long overdue, care must be taken now so that Amtrak rail passenger service is not forced out of downtown into the suburbs. This is important because Amtrak and downtown Cleveland need each other: Amtrak because its present location is centrally located and easily accessible, and, downtown because Amtrak brings people into the downtown providing income for the downtown businesses. While one would think that these advantages would make it very important for leaders of Cleveland to keep rail passenger service where it is, the sad truth is there has been no real effort to do so. In fact the direct opposite has been the case, as the examples show below.

In one case a developer wanted to build an office building complex on the site where Amtrak's Cleveland station is now located, but it did not want to include Amtrak in any development, thus forcing a move to another location. Fortunately this project has been shelved for the time being, giving others time to work at keeping Amtrak downtown. In another case the city of Cleveland, possibly as part of this same project, then demanded that Amtrak move out and pay for the cost of its own eviction! While this too has been put on hold, the tone has been set and the message to Amtrak is clear: Go away and the sooner, the better!

Lately the Cleveland city planning department has been looking into other sites, all away from the downtown area, at sites along the RTA airport line on Conrail tracks. One such location proposed by the city was the West 150th Street Rapid Station - but Conrail for its part objected to any stop in this area due to the fact that

(continued on top of next page)



its freight operations would be adversely affected. Rail freight traffic in this area is extremely heavy, and in addition, there is little room for a new station.

Meanwhile, the city of Brookpark has shown much interest in a new station that would be located directly across from the I-X Center at the intersection of the Berea Freeway and Eastland Road. This site would be very attractive, since it is easily accessible from almost any section of greater Cleveland and is an area that can be easily developed. In addition those promoting the I-X Center for the National Democratic Convention will find that a conveniently located train station will be an important selling point.

As a result, if this station is built and the interests of downtown Cleveland take no action, Amtrak may decide to move its trains out of downtown and the city of Cleveland may find Amtrak trains whizzing past the downtown, only to stop at the new "Cleveland" stop -- Brookpark! If this comes to pass, and Cleveland realizes later that it needs Amtrak, it may be difficult and expensive in the future to bring back service to downtown, since by that time new development may preclude use of the sites that exist now. An example of this is the Tower City project, which incorporates what was once known as the Terminal Tower and was the main rail passenger station for Cleveland. The developers of Tower City have rebuilt this facility without preserving the area where the trains once ran, and thus have made any move back to this location very expensive -- at least \$35 million. A similar situation could come to pass for other downtown locations if additional development takes place without any thought given to rail passenger service.

Clearly downtown Cleveland has much to lose by inaction, especially since it is likely that Amtrak service will expand as time goes on, and historically passenger trains have benefitted downtown areas, since unlike autos and airplanes, they funnel people into cities. It is the opinion of OARP that business, civic, and political leaders must act promptly to avert this loss to downtown Cleveland -- in addition OARP would like to do nothing better than assist in any possible way in keeping Amtrak in downtown Cleveland! "O Cleveland, where are you? Time is running out!"

THE OARP PRESIDENT'S COLUMN J. Howard Harding

A TALE OF TWO CITIES, the theme of this issue, illustrates what civic activism and interest can accomplish, and what a difference it can make in the public's perception of rail passenger service. The mayor of Youngstown is highly involved in efforts to ensure that his city will soon have a functioning train station for his constituents to use and enjoy. In contrast, Cleveland's mayor recently joined in celebrating the destructive conversion of his city's former train station into a glitzy shopping mall, while Amtrak remains consigned to a peripheral location which is also subject to redevelopment. While Youngstown officials purposely seek to assist the start of Amtrak service to their community, Cleveland's mayor silently ignores the imminent doubling of Amtrak service as some of his staff members dither about alternate station locations, many of which would be decidedly inferior to what already exists!

Cleveland has needed a more easily accessible Amtrak station ever since the LAKE SHORE LIMITED began operating. Proposals for multiple frequency service on both the 3-C corridor and between Detroit and Pittsburgh via Cleveland would require a significantly larger station with dedicated station trackage. Space remains at Terminal Tower, but the costs of accessing that space have increased dramatically as the Tower City redevelopment has proceeded. If a firm decision is not made very soon, the cost to return to The Terminal will become prohibitive. Alternate sites along the lake front are not as easily integrated with RTA rail transit services which remain in Tower City.

OARP is eager to work with leaders in Cleveland and any other Ohio cities to develop or improve station facilities for intercity rail, commuter or transit services. We already have productive relationships with Youngstown's Mayor Ungaro and with community officials in Lordstown, Ravenna, Akron and Dayton. "Mayor White, ALL ABOARD!!, please!"

OTHER OHIO CITIES are also working with Amtrak on station improvements. Sandusky has reached agreement with Amtrak on a new station site on the east side of town, near the Cedar Point Causeway entrance. Financial support for the new unstaffed facility is being provided by the City of Sandusky, the county, Cedar Point and Trader Jacks, a local business adjacent to the site. Cincinnati's Union terminal will soon serve passengers again as Amtrak and local officials have resolved most issues, and Akron and Amtrak are working closely together on plans for their new station.

INITIAL REACTIONS TO SECRETARY SKINNER'S NATIONAL TRANSPORTATION PLAN

"The BushSkinner program, as finally announced, calls for substantially less -- not more -- federal support for transit 'long on advice, but short on help' The Bush battle plan is to push all the sacrifice onto states and localities -- a strategy Illinois Gov. Jim Thompson, a Republican, calls as, 'Watch my lips, raise your taxes.'" ("Off the rails", by Washington contributor Neal Pierce, March 21, 1990 Cleveland Plain Dealer.)

"Despite the need for strong federal leadership, the new policy misses almost every opportunity to address these critical problems [on the positive side] the policy recognizes the value of peak period pricing at airports and on highways; acknowledges that better land-use is needed to combat suburban gridlock; and has some kind words about Amtrak's increased efficiency [but it] fails to recommend an end to federal tax discrimination against employer-provided transit fares and in favor of employer-provided parking fails to recommend a federal weight-distance tax on heavy trucks. (NARP statement March 8, 1990)

With the headline "Transportation: A federal cop-out" syndicated writer David Broder notes that the bad news is that the hard edges of Skinner's analysis were softened by Richard G. Darman's Office of Management and Budget [which] reveals with stunning clarity that even in an area of traditional federal responsibility, the Bush administration will not make the investments America needs to survive and thrive."

"Half a transport policy': the clean air bill..... and now the national transportation policy all bear the characteristic and contradictory stamp of the Bush administration: a sort of hands-off activism Mr. Skinner says just enough to show that he knows there is a problem One day, the federal government will take these matters on board, and when it does it will be lucky if it is guided by someone whose heart is in the same place as Mr. Skinner's. Which makes it disappointing that he has not started the debate now." (The Economist, March 10, 1990)

"Transportation Secretary Samuel Skinner, who came to town an activist determined to do something about the nation's transportation woes, may have blown his chance to make a mark" - staff reporter Laurie McGinley, March 14, 1990 Wall Street Journal.

Brian Williams, staff writer with the Springfield News-Sun offered an analysis on March 12, 1990 under the heading, "New transportation policy not really a team effort". "State officials are upset with the Bush Administration's new transportation policy, and local transportation officials are cautiously waiting for more information. Gov. Richard Celeste said in a statement Thursday that the policy 'is an embarrassment for the president because it lacks vision and direction.'"

Good old Ohio! It was interesting to read Gov. Celeste's comment that this new policy statement "lacks vision and direction", for when it comes to intercity rail passenger advocacy, many feel that Celeste himself too lacks vision and direction, especially when one realizes how far, far behind we are in relationship to some neighboring states. The real Celeste shows his true colors in a Cleveland Plain Dealer article, dated March 23, 1990 which states that he "lashed out at the Bush administration's new transportation policy, saying that it does nothing to solve years of 'highway robbery'" - the article also notes that he met with Democrat leaders discussing "highway funding and military spending". A glaring absence in both articles is that Celeste said absolutely nothing about the Transportation Policy's lack of support for rail passenger service - reenforcing what many have known about the governor for a long time and what is seen in the sorry state of rail passenger service in Ohio!

UPDATE ON AMTRAK IN OHIO

April 1 brought some schedule changes for Amtrak trains serving Ohio. Train 29, the westbound CAPITOL LIMITED will operate 1/4 hour earlier at all locations, departing Washington at 4:40 p.m. and arriving in Chicago at 9:02 a.m. Train 30, the eastbound CAPITOL, will run 1 hour and 40 minutes earlier, departing Chicago at 5 p.m. and making a Washington arrival at 11:12 a.m. These changes are in anticipation of the reroute Train 51, the westbound CARDINAL, will operate 25 minutes later at all locations, leaving New York at 9:05, Washington at 1:15 p.m., and arriving in the Windy City at 10:45 a.m. Eastbound CARDINAL's scheduled is unchanged. Speaking of the CARDINAL the contract has been signed but the date of the return to the Cincinnati restored station has not yet been determined. Negotiations are progressing but slower than anticipated Bad news is that the CARDINAL is having a tough time going from Dyer, Indiana to Chicago - bad track conditions added another 20 minutes to the schedule - let's hope that it is straightened out soon - the CARDINAL is an amazing train - using an unbelievable hodge-podge of freightlines to go from Chicago to New York-Washington, via Indianapolis and Cincinnati - but it's a delightful trip, staffed with friendly on-board personel Amtrak is expanding its use of china and glassware on longhaul trains. The experiment started with the COAST DAYLIGHT and CAPITOL LIMITED (which is of particular interest to all of us).

CAPITOL/ BROADWAY REROUTE UPDATE

The March 21, 1990 Plain Dealer reported that "only one Northwest Ohio community will be chosen for a passenger train station when Amtrak reroutes its BROADWAY LIMITED, an Amtrak spokeswoman in Chicago said. 'We're speaking of one station and only one', Deborah Hare said, 'that's all we're planning at this time'." She adds that the decision of where is still several months away.

We spoke to Deborah for an update on March 30 who confirmed that the "target date" for the re-route of both the BROADWAY and the CAPITOL is July 15, 1990. She emphasized that this is only a target and subject to revision. She said the contract "has been signed with CSX, and we hope to sign with Conrail shortly". She also mentioned that in spite of rumors, at present there is NO plan or announcement to begin the PENNSYLVANIAN reroute shortly thereafter. Asked about a publicity train which would run the day before - stopping and highlighting communities through which the BROADWAY and CAPITOL will pass - she said because the above dates are only targets and not firm, she has no information at present on a possible promotional train.

INTERVIEWING Patrick J. Ungaro, Mayor of Youngstown

(*INTERVIEWING* regularly features an individual who has demonstrated support for the revival of passenger rail travel - plans call for interviews alternating with a travel agent and someone in the public government sector.)

PATRICK J. UNGARO is deeply committed to the renewal of Youngstown - a northeast Ohio city plagued by the decline of the steel industry and general economic fallout. Definitely not a silent and passive figure Mayor Ungaro who has been at the mayoral helm for a number of terms has led the drive to turn Youngstown around. Of most interest to us is his strong voice and activities in support of Amtrak, in addition to being an advocate of transportation policies which co-ordinate all modes including rail, bus, and air. He also is an active voice calling for tangible support from the state government. No other mayor in Ohio has worked and lobbied as hard as Patrick Ungaro for the return of Amtrak service - and with the rerouting of the BROADWAY LIMITED through his city this year the first step in his dream will have come true! On March 28 your editor and Regional Co-ordinator John D. Ciccarelli interviewed Mayor Ungaro: "I have always had an interest in rail transportation - which was intensified when Youngstown acquired the old B & O Passenger station. This led me to ask, 'why we lost passenger service in the first place?' The attitude which our area has had is that the loss of train service, a weak bus system, and inadequate air connections are normal - when it came to transportation the people in this area became conditioned to accept the abnormal as normal. I want us to turn that around - and we are - the 7-11 highway connection is finally being completed, work is coming along on the Hubbard expressway, and passenger trains are returning. But one thing I know is that none of these improvements happen, unless you go after them - and that I will do, because the people want it."

The mayor told us that his support for Amtrak was cinched a few years ago when he and other city leaders took the LAKE SHORE LIMITED to Chicago on city business - "we liked it - we got our work done on the train - I knew I wanted passenger trains to return to Youngstown". Mayor Ungaro also credited Councilman Al Chance with being the other Key Youngstown figure who has been actively at bat for Amtrak service from the very beginning.

"I want to see a complete, connected transportation system functioning in this area - with daytime rail service. And, in Ohio we need to say that the state has to get behind it with support and subsidy like our neighboring states. Everywhere I go I hear people talk about Amtrak and Amtrak service. People want train service!" Mayor Ungaro added that he looks at "the coming of the BROADWAY only as the first step - let's build on that and go after getting the extension of the PENNSYLVANIAN to Cleveland. We need to rebuild the Conrail-CSX track connection at Ravenna - and for that we should have state help. I expect to speak to both candidates for governor and get them behind this." In commenting on the old B & O station which the city now owns and is restoring Mayor Ungaro added that "we are trying hard to get Amtrak to use that as its stop - what makes it really great is the center of our regional bus complex is only a few hundred feet away." Not much for rhetoric and known for speaking his mind this mayor also gets things done, and done well! The first Amtrak trains to return to Youngstown will stop at what the local newspaper calls "the wee hours" - but we have no doubt that if Mayor Ungaro continues to lead, additional daytime service in Youngstown will not be far behind. From OARP's point of view he is our kind of mayor.

HIGHLIGHTS OF OARP AND NARP REGION 6 MEETING ON MARCH 17 IN ANN ARBOR

The Spring OARP/NARP meeting was held at the Sheraton University Inn in Ann Arbor Michigan, with rail advocates from Indiana and Michigan joining their Ohio counterparts. Host was the Michigan Association of Railroad Passengers and its president, Alan Gebauer - our appreciation to them for outstanding hospitality in terms of facilities, food, program, and friendliness.

In the OARP segment, after introducing the new OARP co-ordinators, President J. Howard Harding gave an update on Ohio legislation, noting that in spite of the best intentions the Rail Development Fund drawing on the railroad excise tax was not included in the new state capital budget. It appears that funding will not be available until the next biennium, although attempts are underway to attach it to a rail right-of-way cleanup bill.

A call was made by Howard for the state to take a much more positive attitude in long-term planning and the need to examine all corridors and modes of transportation. In the general discussion Al Mladineo stressed the need for legislation to place abandoned rail right-of-ways into a land bank, from which they could possibly be reclaimed later. Bill O'Brien commented that part of the reason we do not have a comprehensive transportation strategy today is that people don't realize that there is "more to life than the bottom line - we are living in a materialistic society". On the plus side, he noted, is that people in Ohio are looking at OARP as a tremendous resource and invaluable asset! Many participants commented on the lack of progress in developing the Cleveland station: "if Cleveland doesn't get its act together soon, it will lose the station to the suburbs - which do want it, and are actively seeking it!"

In the NARP segment the first speaker was Ted L. Craig, District Supervisor (from Jackson, Michigan) for Amtrak Passenger Services, a friendly representative who brought us up to date on passenger train activities in this area. Alliance will be an unstaffed stop, using existing facilities. The Akron stop will be at Quaker Square, and at Youngstown in conjunction with the former B & O station. "More Horizon Liners will be coming soon, we are working to staff Grand Rapids, and one very efficient station to be really proud of is Flint, Michigan." They are working with some failure problems in the new Horizon cars caused by



heavy winter conditions. Mr. Craig concluded the question and answer segment by saying that "the late trains in Chicago is a high-priority problem that Amtrak is addressing."

Election of the six regional MARP board members was announced: Mark Adamcik, Paul Ardon, Alan Gebauer, Howard Harding, Don Hurst, and Mike Weber.

J. Scott Hercik, Manager of Rail Programs for the Bureau of Urban and Public Transportation for the State of Michigan offered an exciting and forward-looking report on the major rail passenger advancements which Michigan is supporting, promoting, and financing. "80 to 90 million dollars has been invested in the Detroit-Chicago corridor over the last decade by various sources including the state of Michigan ridership has been very strong, especially over the holidays PERE MARQUETTE route is very strong ridership out of Holland is showing dramatic increases Michigan anticipates a heavy advertising budget for the MARQUETTE and INTERNATIONAL the renovation of Chicago Union Station will have a positive impact on Michigan remember that Chicago is a regional hub for this whole area today it takes more work and funds to run state-supported trains although the biggest problem is the shortage of equipment we need to look at new rail travel markets tied to the east coast and especially the Detroit-Toledo-Cleveland-Pittsburgh because the Midwest Rail Compact is now looking at conventional rail service we may be getting closer to that as a reality space on the LAKE SHORE is extremely limited and often sold out east of Toledo". Response to the content and enthusiasm of Mr. Hercik's presentation was overwhelming, with folks from Ohio and Indiana wishing their states would learn from Michigan.

The meeting concluded with regional reports presented to the entire group: OARP President J. Howard Harding mentioned OARP is working hard to get Ohio into conventional rail as Michigan has done, but progress is very slow - there are some signs of hope on the state level. We need nationally to get government to look at and adopt policies which treat all means of transportation fairly and equally, especially when it comes to costs. MARP President Alan Gebauer added that with the Canada VIA cuts the Windsor-Toronto corridor appears to be untouched. Phil McGeath, president of IndARP said this has been a frustrating year. They still feel Ft. Wayne service is essential either on Conrail or the N - S option. "Ft. Wayne is not out, but we are at the bottom of the 9th with 2 out". Support for the South Shore into Chicago is looking good, and the Valparaiso-Chicago commuter line may be taken over by a regional transportation authority. Connersville, Indiana, near Richmond, will have an Amtrak stop for the CARDINAL, thanks to efforts spearheaded by the local Rotary.

Observations were shared on Secretary Skinner's Transportation Policy Report, and comments were solicited and shared concerning the proposed new airport on the south side of Chicago: "because of its strategic location adjacent to Amtrak trackage it is important that all of us encourage the developers to include a co-ordinated rail link with this new facility."

OARP ANNUAL MEETING + ELECTIONS
SATURDAY, MAY 19, 1990 + CLEVELAND, OHIO

The OHIO ASSOCIATION OF RAILROAD PASSENGERS will hold its Annual Meeting with Elections (per the new By-Law revisions) at Alvie's Diamond Cafe in Cleveland, Ohio on Saturday, May 19, 1990 beginning with Registration at 10:00 a.m. The cost including Registration, Coffee, and Lunch is \$ 12.50.

LOCATION: Alvie's Diamond Cafe, 1100 Superior Avenue
Cleveland, Ohio (Located off the lobby of the Diamond Building, East 12th Street and Superior Avenue)

TRAVEL DIRECTIONS: Coming to Cleveland from I-71, I-77, and west I-90, follow Amtrak signs to East 9th Street Exit - proceed on 9th Street to Superior and turn right. Coming to Cleveland from east I-90 use Superior Avenue Exit west.

PARKING: Parking in adjacent garage - \$ 2.

PUBLIC TRANSPORT.: Take Rapid to Tower City, Ride Bus # 3 or 4

SPEAKERS: Roland Nesslinger, ODOT Assistant Director, Transportation Modes

Ronald Tober, General manager of Greater Cleveland RTA

TOPICS: Annual Elections (per By-Law revisions)

Legislative Update, Re-route Update, Midwest Compact Update

LUNCH: Buffet - Roast Beef & Chicken Breast, Potato, Vegetable

COST: \$12.50 per person - LATE REGISTRATION AFTER MAY 16 = \$14.00

** RESERVATIONS MUST BE RECEIVED NO LATER THAN WEDNESDAY, MAY 16, 1990 **

* FOR FURTHER INFORMATION PHONE MARK CARLSON AT (216) 331-3161 *

AGENDA: 10:00 - 10:30 a.m. Coffee and Registration

10:30 - 12:30 p.m. Elections, Business, and Reports

12:30 - 1:30 p.m. Lunch

1:30 - 3:00 p.m. Speakers

3:00 p.m. to ?? Wrap-up

OARP MEETING + MAY 19, 1990

Make your check for \$ 12.50
payable to "OARP" and mail to:

NAME: _____

MARK CARLSON

ADDRESS: _____

479 Humiston Drive

Bay Village, Ohio 44140

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 * --- Rev Apr 90 *
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MIDWEST COMPACT UPDATE
 Midwest Compact Activities are heating up! In late March Bill Hutchinson and Bill O'Brien met with Compact leaders in Columbus to discuss an April meeting in Washington between Compact leaders and congress members from Compact states. OARP has been invited to participate in the Washington meeting which will be held on April 18, the day before the NARP Board begins. Several OARP leaders plan to participate in the Compact's legislative session, and to travel to and from the event via Amtrak.

OFFICIAL NOTICE: Annual Meeting on Saturday, May 19, 1990 in Cleveland, Ohio. ELECTIONS, per By-Law revision.

BAGGAGE & EXPRESS

@@@ "Amtrak's Future May Depend on Transportation Trust Fund" is the title of an article by Amtrak President W. Graham Claytor, Jr. which is printed in the April, 1990 issue of Trains magazine (published in Waukesha, Wisconsin) and which originally appeared in the May-June 1989 issue of Private Varnish, the magazine of the American Association of Private Railroad Car Owners (produced by Interurban Press in Glendale, California). In offering a solution to their annual funding problem (especially as it relates to acquiring much-needed new equipment) Claytor makes a good case for the establishment of a dedicated national trust fund for rail passenger service. One quote worth sharing: "despite claims to the contrary, the federal budget cannot be balanced on Amtrak's shoulders. Federal appropriations to Amtrak constitute 5/100ths of 1 percent of the total federal budget. Try to get a hold of this article and read it @@@ A special thanks goes to a number of our regional co-ordinators and directors who sent me clippings in the last few weeks - many articles are quoted in this issue - strong proof that we need YOUR input - keep sending them, we can't use them all, but we do read them, and file them for future reference. We work with and encourage the principle of redundancy: we would rather hear it twice or three times from different folks, than not at all. And a hint when you save and circulate newspaper and magazine articles. ALWAYS put the full name of the publication on the article and its publication date @@@ MOKSRailNews in its March/April 1990 issue says that there is great interest and support to replace the infamous temporary downtown Amtrak station known as the "St. Louis Union Trailer" with a new Jefferson Avenue station in conjunction with bus and light rail facilities. Active participants in the planning and study process included a representative of the St. Louis' Mayor's office and the Community Development Agency [Ed.: Cleveland, do you hear that?] @@@ OARP, with a neat assist from Ken Prendergast, published a classy, well-written display ad in the Kent-Ravenna Record Courier 3 times in the past month - it's an experiment - whether or not it attracts new members and supporters, it's a great try! Thanks, Ken! @@@ The city of Lima has been the most vocal and upset of Ohio's cities when it comes to the rerouting of the CAPITOL and BROADWAY which will leave that west/central Ohio city void of any rail passenger service. OARP was concerned that their first reaction and their threat of litigation failed to look at the real causes of the rerouting, which have to do with state and national transportation policies. The March 17, 1990 issue of the Lima News reports a healthy improvement in the approach of this city: "Lima Mayor David J. Berger has sent a letter to the rail division of ODOT asking for assistance in obtaining answers to conflicting information about the proposed move of Amtrak from Lima - the letter was composed after Berger and the Amtrak task force met with state officials, including Jolene Molitoris, deputy director of ODOT's division of rail transportation [Mayor Berger adds] 'the purpose for these questions is for us to obtain a clear understanding of the issues involved in the decision-making process on the proposed Amtrak re-route'" @@@ The March 14, 1990 Springfield (Ohio) News-Sun reports that the members of the Clark County/Fayette County Port Authority is proceeding with plans to buy 27 miles of Grand Trunk Western Railroad track which is up for abandonment - it appears that there is a need from local shippers for rail facilities @@@ Thanks to Michael Melfi of Columbus for giving us a nice collection of current newspaper articles from the Columbus area. Included was a January 22, 1990 letter by Robert Boyce in Business First - he makes a nice pitch for much-needed Columbus-Cleveland conventional rail service @@@ Robert Stallings of Columbus also had a good letter in the November 11, 1989 Columbus Dispatch: "Columbus is the largest city in the United States without passenger train service People we talked to on our trip could not believe



Columbus did not have rail passenger service @@@ Mark J. Adamcik, OARP member and vice-chairman of the Greater Cleveland Regional transit Authority's Citizen Advisory Committee had a good article in the January 29, 1990 Cleveland Plain Dealer. With the need to conserve petroleum and the resulting ecological concerns over the effects of auto emissions in the air, our region needs an alternative to the pernicious automotive gridlock that threatens our health and safety". He then offers a number of proposals which covered transit, commuter rail, and Tower City @@@ On February 20 OARP Regional Co-ordinators Malcolm Richie and Russell Aldinger attended the Alliance City Council meeting to remind the Mayor and Council members of the Amtrak reroute - immediate outcome was that these Alliance leaders resumed working with Amtrak on an Alliance stop for the CAPITOL @@@ The Repository recently published an editorial urging Canton to join the fight to keep Amtrak @@@ Thank you to Ohio Representative Dennis E. Eckart (11th District) who sent us a copy of Secretary Skinner's national transportation policy report. Congressman Eckart enclosed a personal note which said "I have been an avid supporter of Amtrak over the years, and intend to push for continued federal support of this much needed railroad service. I am currently a conferee on the Amtrak Reauthorization and Improvement Act and am working to authorize funding through 1992" @@@ Because of the resignation of Dan Innes we need a new "Government Affairs Director" and a "Columbus Regional Co-ordinator". If you are interested or have a suggestion, please contact OARP President J. Howard Harding and thanks Dan, for your help!

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

Updated: April 1, 1990

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DIRECTORY

the 6:53

!!! A TALE OF TWO CITIES !!!

DATELINE: 1992

"O Cleveland, Where Are You?
Time Is Running Out!"

-----AND-----

AN INTERVIEW WITH
Mayor Patrick J. Ungaro
of Youngstown

Amtrak returns to Akron in the restored Quaker Square not far from the former downtown station location Amtrak will again stop at Youngstown's former B & O station in the center of that city Amtrak will soon return to Cincinnati's restored station and then there is Cleveland - Tower City is now out of the question, the lakefront site is shakey, and the suburbs are a very real possibility for a new Amtrak station location unless



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"the 6:53" is the official bi-monthly publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC., a not for profit educational organization of 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 form printed in this issue.

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NEXT OARP MEETING is the ANNUAL MEETING (Elections) on Saturday, May 19, 1990 in downtown Cleveland. See inside for information and registration form.

DEADLINE: for the June issue -
May 15, 1990

OHIO ASSOCIATION OF RAILROAD PASSENGERS

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